

# Safety Funding - Intergovernmental Fund Transfer Agreement

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AUGUST 10, 2023

MARTY PRETENDS EAGLE  
PLANNING DIRECTOR  
COLORADO RIVER INDIAN TRIBES

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HIGH ROAD ENGINEERING, INC.

# Overview

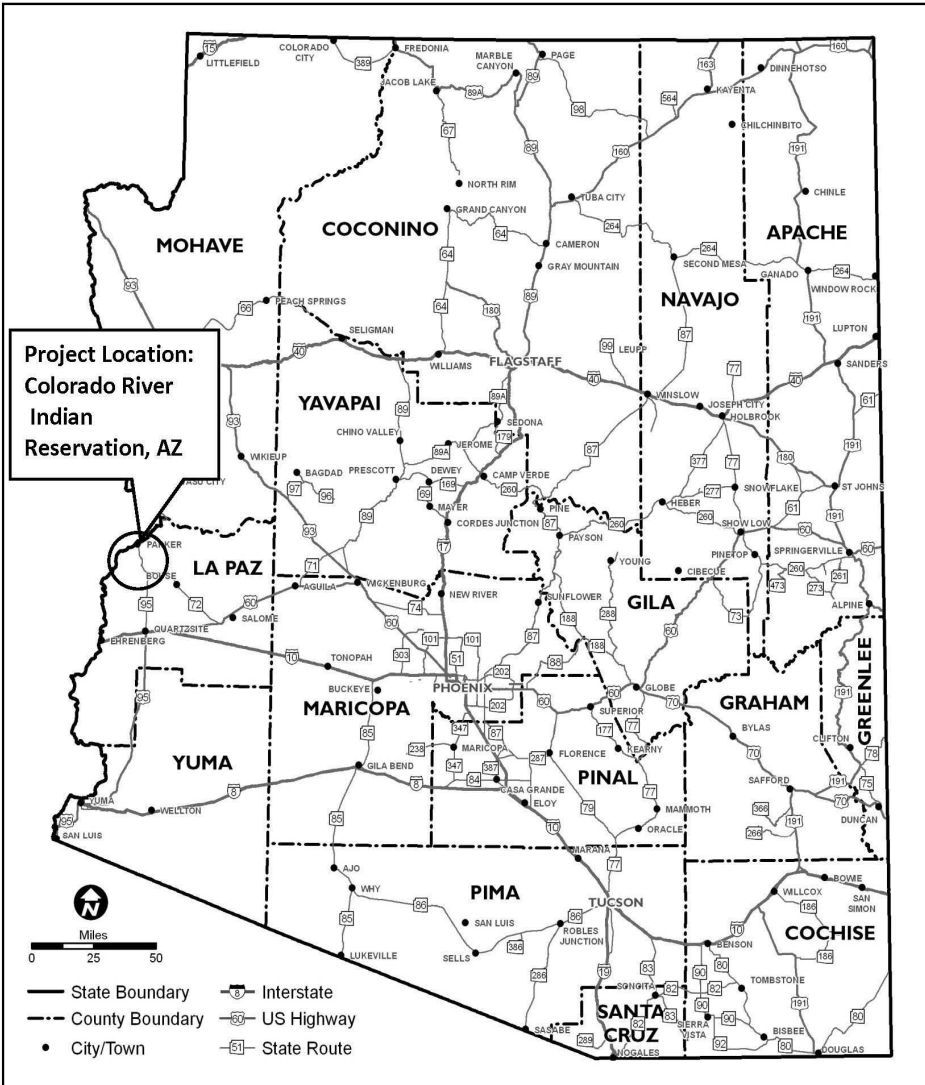
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- ✓ Background
- ✓ Partnerships
- ✓ Crash Data
- ✓ Tribal Safety Plan / WACOG Safety Plan
- ✓ Road Safety Assessment
- ✓ Strategies
  - (Grant Writing, Award, Work Plan, Objectives, and Activities)
- ✓ Strengths/Challenges
- ✓ Contacts

# Background

## STATE LOCATION MAP

Colorado River Indian Tribes  
Ehrenberg-Parker-Mohave Road

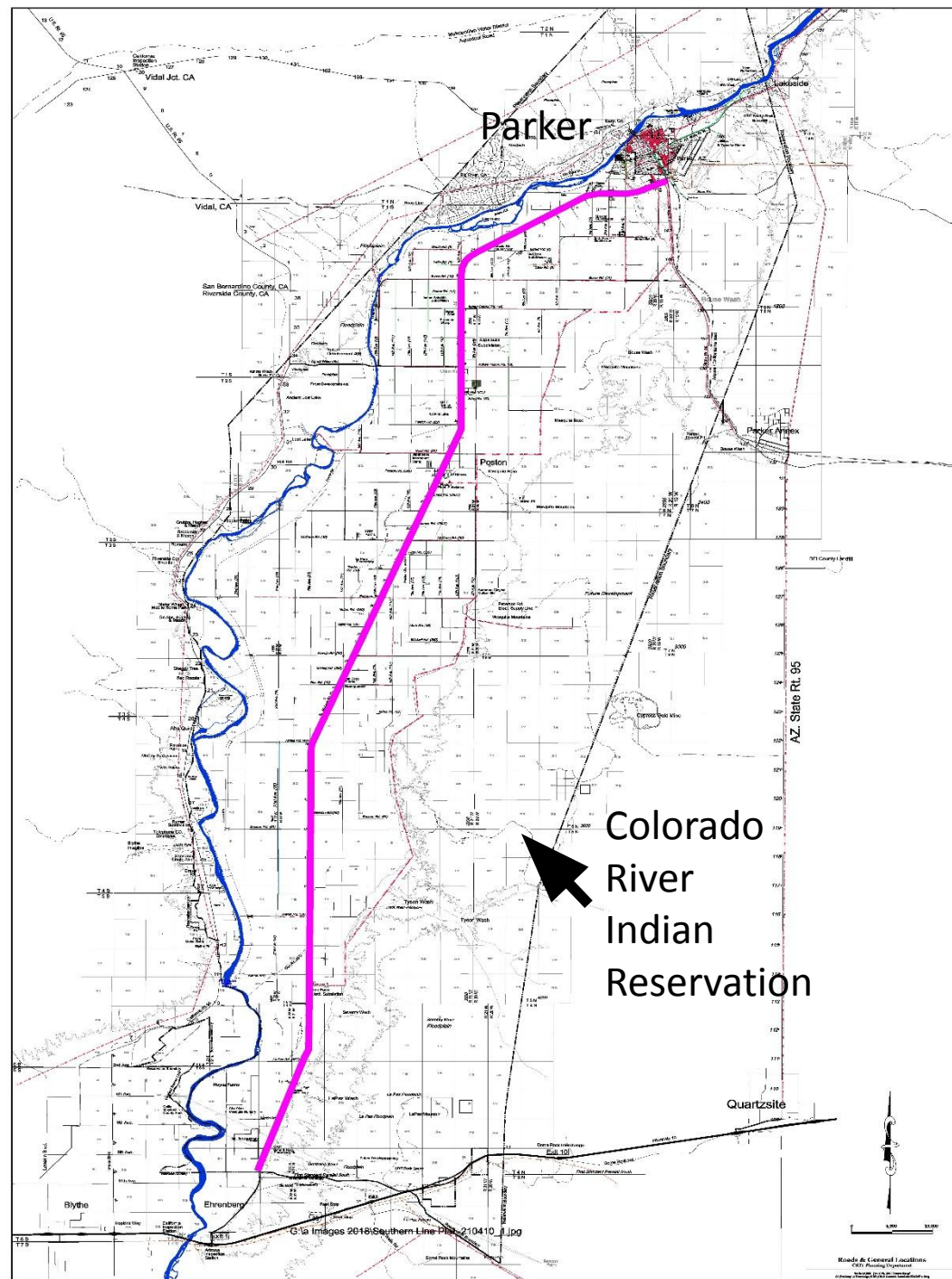


# Background

- Population of tribal members: 4,277
- Colorado River Indian Reservation, Parker, AZ
- Location Map from ADOT Highway System
- Located in La Paz County
- Western Arizona Council of Governments (WACOG) is regional transportation planning agency

# Background

- Mohave Road
- 39.4 miles long
- Two lane rural arterial road
- Colorado River Indian Reservation, Parker, AZ
- Ranked highest crash route in Western Arizona Region



# Partnerships

# 4 E Partnerships

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- Comprehensive Approach
- Small pieces add up to overall safety
- Work together with all Stakeholders
- Put out a unified message



# Coalition / Ongoing Planning

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- The Tribes have been partnering with internal Departments, BIA DOT, FHWA, ITCA, WACOG, Caltrans, and ADOT for many years on safety issues.
- CRIT Planning, Police and Fire Departments are the primary participants internally.
- CRIT Planning participates in regional meetings regularly with the various agencies.
- Applied for funding under the State's Highway Safety Improvement Program (HSIP) & TTP Safety Fund for improvements.



# Crash Data

# Crash Data

- Data source- ADOT
- Years of data collected: 5 years
- 2011 – 2015
- Only crashes on Mohave Road
- WACOG Safety Plan compiled data for HSIP grant





N34°08'45.6"

N34°08'19.68"

N34°07'53.76"

N34°07'27.84"

W114°18'38.88"

W114°18'12.96"

W114°17'47.04"

W114°17'21.12"

W114°16'55.2"

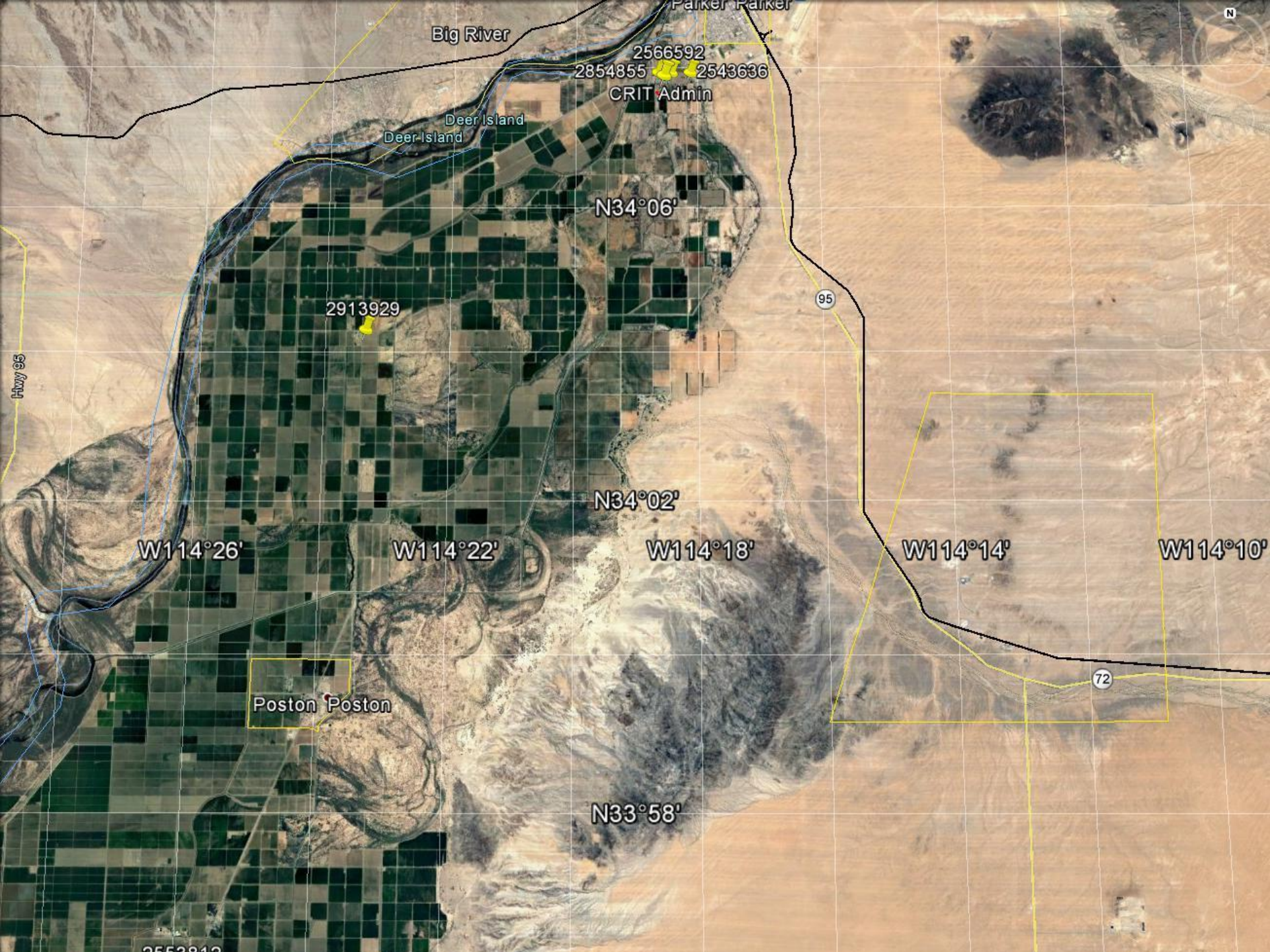
2854855

2566592

2543636

CRIT Admin

We had to use Google Earth and add crash data to create our map



Big River

Parker Parker

2566592

2854855

2543636

CRIT Admin

Deer Island  
Deer Island

N34°06'

2913929

95

Hwy 95

W114°26'

W114°22'

N34°02'

W114°18'

W114°14'

W114°10'

Poston Poston

72

N33°58'

2552812

# Tribal Safety Plan

## WACOG Safety Plan

# Tribal Safety Plan

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Used FHWA Process to Develop our Tribal Safety Plan

Reviewed State Strategic Safety Plan for areas of overlap

Participated in Western Arizona Council of Governments Strategic Transportation Safety Plan

# Tribal Safety Plan

Mohave Road listed multiple times with hazardous locations

## 7.0 Emphasis Areas

A detailed chart for each emphasis area can be found in **Appendix A**. This section provides a summary of those emphasis areas based upon the crash data and safety issues identified by the Tribe.

### Data Driven Emphasis Areas at County Level

- 1) Roadway Departures
- 2) Speed Management
- 3) Rollovers
- 4) SR95, US 95, and Mohave Road highest problems within CRIT Reservation

### Data Driven Emphasis Areas at Tribal Level

- 1) Rollovers
- 2) Rear End Collisions
- 3) Occupant Protection – pass Tribal primary seat belt law
- 4) Impaired Driving – DUIs and pass no phone use law
- 5) Pedestrian Safety
  - a) Need pedestrian crossings
  - b) Need sidewalks at IHS Clinic and adjacent roads
  - c) Need separate trails (possibly use canal roads)
  - d) Address railroad related fatalities
- 6) Hazardous Locations / Intersection Improvements
  - a) See RSA locations
  - b) Tsosie Road – canal makes a blind spot
  - c) Mohave Road & 1<sup>st</sup> Avenue - rear ends, fatal crashes
  - d) Mohave Road & 2<sup>nd</sup> Avenue – people do not stop / run stop sign
  - e) Mohave Road & Indian School Road – Head Start traffic
  - f) Mohave Road & AZ SR 95 – most fatal crashes are at this location
  - g) Agency Road & Navajo Road – run stop sign during low sun periods
  - h) US 95 & Resort Road (CA)
  - i) US 95 (CA) – ATV riders park along road Nov-Jan creating hazards
  - j) Cienega Springs Road – bad curve (ADOT owned road)

Figure 16: 2006-2015 Fatal and Serious Injury Crash Locations – La Paz County





# WACOG Safety Plan

Figure 20: Sliding Window Analysis – La Paz County



Table 8: WACOG 2017 Potential HSIP Projects

Name	Serious	Fatal	B/C Estimate
Airway Ave (Stockton Hill Rd to Cypress St)	6	1	6.6
Andy Devine/Route 66 (Michael St to 1st St)	9	1	7.5
Boundary Cone Rd (SR 95 to just east of Oatman Hwy)	5	2	10.9
Bullhead Parkway	7	2	11.5
Courtwright Rd and County Route 1 (Dike Rd to Oatman Hwy)	3	2	10.3
Diamond Bar Rd (Pierce Ferry Rd to 2mi w of HR w boundary)	2	1	5.3
Ehrenburg-Parker-Mohave Rd on the CRIR (I-10 to SR 95)	2	5	23.9
Gordon Dr (Stockton Hill Rd to Irving St)	2	1	5.3
Harquahala Rd (Salome Rd to about 5 mi south of Salome Rd)	0	2	9.3
Marina Blvd (Lakeside Dr to SR 95)	2	1	5.3
Northern Ave (Stockton Hills Rd to Castle Rock Rd)	4	2	10.6
Pierce Ferry Rd (Ocotillo Rd to Diamond Bar Rd)	3	2	10.3
Stockton Hill Rd (Cactus Wren Rd to Vock Canyon Ave)	2	1	5.3
Stockton Hill Rd (Detroit Ave to Airway Ave)	10	2	12.5
Stockton Hill Rd (Pierce Ferry Rd to 15 Miles South of Pierce Ferry Rd)	1	1	4.9



WACOG Safety Plan provided analysis for HSIP application showing Mohave Road has the highest fatal crashes in the region and the highest Benefit/Cost ratio.

In 2018, ADOT issued another request for HSIP projects, with approximately \$55 million in funding for fiscal years 2021 and 2022. A new list of potential HSIP project locations was developed using the latest available crash data (2012-2016). Table 9 identifies the list of potential HSIP projects, with those selected for HSIP applications by the WACOG TAC highlighted in yellow.

Table 9: WACOG 2018 Potential HSIP Project Ranking by B/C Ratio

Name	Length Miles	Fatal	Serious Injury	B/C
Silver Creek Rd	1.65	1	2	28.7
Bullhead Pkwy	1.2	2	2	25.5
Northern Ave	3.25	2	6	19.7
SR 95 (Quartzsite)	1.59	1	3	14.2
Harquahala Rd	4.46	2	0	10.3
Beale St	2.2	0	9	9.3
Boundary Cone Rd	1.55	2	0	6.3
Oatman Hwy 2	4.98	1	3	5.6
Airway Ave	2.06	1	5	4.9
Oatman Hwy	2.93	1	3	4.5
SR 95 (Bullhead City)	1.44	0	4	4.3
Stockton Hill Rd (North)	10.31	2	2	4.0
Stockton Hill Rd	5.4	2	23	3.0
Mancock Rd	1.12	0	4	1.6
Pierce Ferry Rd	4.89	2	2	1.4

# Road Safety Assessment

# Colorado River Indian Tribes Road Safety Assessment

ADOT  
Prepared  
Road Safety  
Assessment  
under  
Planning  
Grant in 2013



Prepared for:  
Colorado River Indian Tribes  
BIA Colorado River Agency

Prepared by:



Arizona Road Safety Assessment Program  
Arizona Department of Transportation Traffic Safety Section  
1615 West Jackson Street, Mail Drop 065R  
Phoenix, Arizona 85007-3217  
602-712-7601

April 2013

# Crash Data History


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## Evaluation of Crash Data

For the crash data analysis, the most recent thirteen years of crash data (2000 through 2012) was collected from the ADOT Information Technology Group's Safety Data Mart, which is ADOT's crash database. Following is a summary of the crashes that occurred during this time period.

The following crash data is for:

- 
- Mohave Road (69 crashes, 13 fatal crashes)
  - Burns Road: 1<sup>st</sup> Avenue to 4<sup>th</sup> Avenue, 12<sup>th</sup> Avenue to 14<sup>th</sup> Avenue (4 crashes, 1 fatal)
  - 4<sup>th</sup> Avenue at: Indian School Road, Booth Road (2 crashes)
  - Agency Road at 2<sup>nd</sup> Avenue (1 crash)

76 crashes

Severity:

- 14 fatal crashes
- 5 incapacitating injury
- 7 non-incapacitating injury
- 10 possible injury
- 40 property damage only

Crash Type:

- 14 rollover (18%)
- 14 rear-end (18%)
- 13 fixed object (17%)
- 9 angle (12%)
- 6 sideswipe same direction (8%)
- 4 other non-collision (5%)
- 3 sideswipe opposite direction (4%)

# Strategies

(Grant Writing, Award,  
Work Plan, Objectives, and  
Activities)

# Grant Writing – Seek Funding

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- Applied for ADOT HSIP Grant in 2017 primarily for 39.4 miles of Rumble Strips
- Chose to receive award using an **Intergovernmental Fund Transfer Agreement**
- CRIT administers our Tribal Transportation Program through a Program Agreement
- Applied for RAISE Grant in 2022 for full reconstruction of 10.8 miles
- **Eight** projects total to make improvements

# Multi-Phase Funding Approach

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TTP Funds	\$ 146,847	SR 95 Traffic Signal with ADOT	Completed Dec 2018
TTP Safety Funds	\$ 408,500	1 <sup>st</sup> Ave Intersection	Completed March 2020
TTP Funds	\$ 1,035,400	Mohave Rd 10.8 miles	In Design
TTP Funds	\$ 500,000	Indian School Rd Intersection	Construction 2023
TTP Bridge Funds	\$ 2,030,000	H004 Bridge at MP 32.2	Construction 2023
TTP Bridge Funds	\$ 9,560,000	H008 Tyson Wash Bridge at MP 8	Completed Oct 2022
ADOT HSIP Funds	\$ 1,740,699	Mohave Rd 40 miles Rumble Strips	In Design/Const 2024
RAISE Funds	<u>\$24,989,150</u>	Mohave Rd 10.8 miles full reconstruct	Const 2024/25
Total Contribution	<b>\$40,410,596</b>	Funds currently obligated to Mohave Road	

TTP Funds into Program Agreement

ADOT Funds into Program Agreement using Intergovernmental Fund Transfer Agreement

RAISE Funds direct Agreement with FHWA



# Strategy Work Plan for HSIP

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- Goal: Improve Safety / Reduce Fatal Crashes
- Objective (1): Eliminate Road Departures
- Objective (2): Improve Intersection Safety
- Objective (3): Improve Design Standards
- Objective (4): Evaluate Improvements

# Strategy Activities

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Engineering Activities	Planning Activities
<ul style="list-style-type: none"><li>• Rumble Strips on Centerline &amp; Edges</li></ul>	<ul style="list-style-type: none"><li>• New Crash Data Software</li></ul>
<ul style="list-style-type: none"><li>• Oversized Stop Signs at key intersections</li></ul>	<ul style="list-style-type: none"><li>• Work with PD for quarterly crash reports</li></ul>
<ul style="list-style-type: none"><li>• Add Left &amp; Right Turn Lanes at one intersections</li></ul>	<ul style="list-style-type: none"><li>• Monitor safety improvement effectiveness</li></ul>
<ul style="list-style-type: none"><li>• Add Right Turn Lanes at two intersections and widen turn radii</li></ul>	
<ul style="list-style-type: none"><li>• Add Oversized Guide Signs all corridor</li></ul>	
<ul style="list-style-type: none"><li>• Add Streetlighting at three intersections</li></ul>	

# Strengths/Challenges

# Strengths/Challenges

Strengths	Challenges
<ul style="list-style-type: none"><li>• Partnering with WACOG for technical assistance to complete HSIP Application</li></ul>	<ul style="list-style-type: none"><li>• Inter-Governmental Fund Transfer Agreement was difficult</li></ul>
<ul style="list-style-type: none"><li>• Persistence in grant writing</li></ul>	<ul style="list-style-type: none"><li>• Crash Data from Tribal Police</li></ul>
<ul style="list-style-type: none"><li>• Support from Tribal Administration, Police and Fire Departments</li></ul>	<ul style="list-style-type: none"><li>• Competitive Process through ADOT</li></ul>
<ul style="list-style-type: none"><li>• Systems and processes in place to complete the design and construction</li></ul>	<ul style="list-style-type: none"><li>• Pedestrian safety data</li></ul>
<ul style="list-style-type: none"><li>• Use Federal and State Specifications and Standard Details in all projects</li></ul>	

# Intergovernmental Fund Transfer Agreement

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- Project Initiation through Local Public Agency (LPA)
- Agreement Draft by Tribes
- Legal Review by all parties
- Tribal Resolution to enter Agreement
- Signatures by all parties
- Funding Authorization

# IGFTA

## Requirements & Responsibilities

### Example Agreement

IGA 18-0007216-I

**INTERGOVERNMENTAL FUND  
TRANSFER AGREEMENT  
AMONG THE  
ARIZONA DEPARTMENT OF TRANSPORTATION  
AND THE  
UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF INDIAN AFFAIRS  
AND THE  
COLORADO RIVER INDIAN TRIBES**

This Intergovernmental Fund Transfer Agreement (“Agreement”) is entered into by and among the Arizona Department of Transportation (“State”), the United States Department of the Interior – Bureau of Indian Affairs (“BIA”) and the Colorado River Indian Tribes (“Tribe”), a federally recognized Indian Tribe.

**WHEREAS**, the Tribe, in cooperation with the State, who is authorized to enter into this Agreement by Arizona Revised Statutes §§ 28-334 and 28-401, is proposing safety improvements to Ehrenberg-Parker-Mohave Road, aka BIA Route 1 (“Project”), a rural minor arterial within the boundaries of the Colorado River Indian Reservation; and

**WHEREAS**, the Project has been determined to be eligible for Highway Safety Improvement Program (“HSIP”) funding authorized by 23 U.S.C. § 148, the Project is consistent with the State’s 2014 Strategic Highway Safety Plan as well as the Tribe’s 2016 Tribal Transportation Safety Plan, and the Project will be carried out on transportation facilities that are listed on the National Tribal Transportation Facility Inventory (“NTTFI”); and

**WHEREAS**, details of the Project are fully described in Addendum A to this Agreement; and

**WHEREAS**, in accordance with 23 U.S.C. §§ 104 (f)(3)(A) and 202 (a)(9), the State desires to transfer to the Tribe, via BIA, HSIP contract and obligation authority in the sum of \$1,740,000



# Go to Example



Questions?  
Panel Discussion

# Contacts

## Colorado River Indian Tribes

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Planning Dept.

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