TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEAR 2021 to 2025
Transportation Planning & Transportation Improvements
Sierra Vista Metropolitan Planning Region

Accepted on June 3, 2020
Sierra Vista MPO TAC
Adopted on June 18, 2020
Sierra Vista MPO Board of Directors
Approved on pending
Federal Highway Administration

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And our appreciation to our SVMPO Bicycle & Pedestrian Advisory Subcommittee for providing regional bicycle and pedestrian perspectives.

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www.SVMPO.org
Metropolitan Transportation Planning Process: Self-Certification

This document was prepared in cooperation with the U.S. Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and the Arizona Department of Transportation.

The Arizona Department of Transportation and the Sierra Vista Metropolitan Planning Organization, the Metropolitan Planning Organization for the southwestern area of Cochise County including the urbanized area of the City of Sierra Vista and the Town of Huachuca City, hereby certify that the transportation planning process addresses the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 USC 134, 49 USC 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Publ. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 USC regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (20 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

Gregory Byres, Director Multimodal Planning Division

ARIZONA DEPARTMENT OF TRANSPORTATION

Karen L. Lamberton, AICP, SVMPO Administrator

SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION
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## Acronyms:

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<th>Description</th>
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<tr>
<td>ADOT</td>
<td>Arizona Department of Transportation</td>
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<tr>
<td>COG</td>
<td>Council of Governments</td>
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<td>DBE</td>
<td>Disadvantaged Business Enterprise</td>
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<td>FEMA</td>
<td>Federal Emergency Management Agency</td>
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<td>FHWA</td>
<td>Federal Highway Administration</td>
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<td>FTA</td>
<td>Federal Transit Administration</td>
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<tr>
<td>GIS</td>
<td>Geographic Information System</td>
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<td>HSIP</td>
<td>Highway Safety Improvement Program</td>
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<td>ITS</td>
<td>Intelligent Transportation System</td>
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<td>JPA</td>
<td>Joint Project Agreement</td>
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<td>LIDAR</td>
<td>Light Detection and Ranging</td>
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<td>LPA</td>
<td>Local Public Agency</td>
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<tr>
<td>LRTP</td>
<td>Long Range Transportation Plan</td>
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<td>LTAP</td>
<td>Local Transportation Assistance Program</td>
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<tr>
<td>MAG</td>
<td>Maricopa Association of Governments</td>
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<td>MPO</td>
<td>Metropolitan Planning Organization</td>
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<tr>
<td>STBG</td>
<td>Surface Transportation Block Grant</td>
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<td>SVMPO</td>
<td>Sierra Vista Metropolitan Planning Organization</td>
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<td>TAM</td>
<td>Transit Asset Management</td>
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<td>TIP</td>
<td>Transportation Improvement Program</td>
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<td>WP</td>
<td>Work Program</td>
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The Sierra Vista Metropolitan Planning Organization prepares on a regular basis a five-year Transportation Improvement Program, known as the TIP, which identifies how federal, state, regional and local transportation dollars will be invested in our region to improve the regional transportation system.

**2021-2025 TRANSPORTATION IMPROVEMENT PROGRAM HIGHLIGHTS**

This 2021-2025 TIP plans to invest over $4.44 million dollars in the next five years to improve transportation infrastructure and options in the SVMPO region. An additional $6.15 million is invested in transit activities.

Projects include:
- North Garden/Fry Blvd Multi-Modal Roadway Improvements in Sierra Vista’s West End
- Vista Transit Paratransit Services
- Vista Transit Bus Replacements
- Vista Transit Service Vehicle Replacement
INTRODUCTION

The Sierra Vista Metropolitan Planning Organization, hereafter SVMPO, is the federally designated metropolitan planning organization for the southwestern area of Cochise County, including the urbanized areas of the City of Sierra Vista and the Town of Huachuca City, with program areas focused on regional transportation planning. The two primary efforts of this organization are the development of a regional Long-Range Transportation Plan and the five-year Transportation Improvement Program, known as the TIP. The TIP proposes capital improvements within the SVMPO planning boundaries that are funded with federal highway and federal transit dollars.

The TIP is typically updated annually in coordination with the SVMPO’s member jurisdictions and the SVMPO’s federal and state partners. The TIP identifies improvements to the regional transportation system including state and local highways, transit, bikeways and pedestrian facilities. Every project that is federally funded, whether highway or transit, must be included in the TIP. The TIP may also include other regionally significant projects, funded from non-federal sources or other federal/state grants.

SVMPO Location

The SVMPO planning area encompasses an area of approximately 614 square miles and its regional boundaries reach to the international border with Mexico to the south, the Santa Cruz County boundary to the west, to the City of Benson jurisdiction boundary to the north and the San Pedro river corridor to the east. There are currently two incorporated areas within the SVMPO; the City of Sierra Vista and the Town of Huachuca City. The MPO includes federal and state owned lands, including the Coronado National Forest and the U.S. Military installation at Fort Huachuca. Other jurisdictions within Cochise County, and key areas outside of Cochise County, are frequently included in planning processes in order to help evaluate connectivity and outside impacts.
SVMPO Organizational Structure
The SVMPO activities, including the development and implementation of the TIP, are overseen by a Board of Directors, the Technical Advisory Committee, one standing subcommittee, and the SVMPO Administrator. SVMPO By-Laws were created and approved by the SVMPO Board of Directors on December 18, 2013, and last amended in May 2020. ALL SVMPO committees conform to the Arizona Open Meeting Law, the adopted SVMPO By-Laws, adopted Public Participation Plan and adopted Title VI Plan.

SVMPO Board of Directors
The SVMPO Board of Directors consists of six members: three elected officials of the City of Sierra Vista, one elected official from Cochise County, one elected official from the Town of Huachuca City, and one appointed official from the Arizona Department of Transportation (ADOT) State Transportation Board. Each respective jurisdiction appoints elected officials to the SVMPO Board. It is the function of the SVMPO Board to act as a policy body coordinating and directing transportation planning, the implementation thereof, and related activities.

Technical Advisory Committee
The Technical Advisory Committee (TAC) consists of eight technical and managerial staff representatives from each of the participating agencies: Three members from the City of Sierra Vista, two members from Cochise County, one member from the Town of Huachuca City, one member representing Transit Services and one member from the Arizona Department of Transportation. The County Administrator, City Manager or Town Manager appoints TAC members from their respective jurisdictions that hold technical and engineering positions for their Community Development, Highway or Public Works Departments. An ex-officio non-voting representative(s) from Fort Huachuca may also serve on the TAC.

The TAC conduct technical reviews and analysis regarding all projects approved in the SVMPO TIP, and advises the SVMPO Board on appropriate or recommended actions that might be taken. ADOT, city, town and county staff also coordinate with SVMPO the review of extensive development and transportation projects, public outreach, technical analysis of agency products, and the collection of data.
The TAC reviews consultant proposals, and recommends engagement of consulting firm(s). Consultant services may be used to accomplish the approved TIP projects.

**Bicycle-Pedestrian Advisory SubCommittee**

The Bicycle Pedestrian Advisory SubCommittee (BPAC) is a standing, advisory subcommittee of the SVMPO and consists of 6-12 volunteer members of the community who advise the SVMPO Board of Directors and Technical Advisory Committee on bicycling & pedestrian related issues, including Safe Routes to School projects.

**SVMPO Administration**

The SVMPO Administrator oversees day-to-day operations and supports the ongoing management of the SVMPO. Under the policy direction and general guidance of the SVMPO Board of Directors, she directs the development and implementation of the TIP. The Administrator also prepares policy and program materials for consideration of the SVMPO Board and SVMPO committees. The Administrator is a SVMPO contract employee, reporting directly to the SVMPO Board.

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### SVMPO Mission Statement

The Sierra Vista Metropolitan Planning Organization is a regional policy and planning agency serving the City of Sierra Vista, the Town of Huachuca City and Cochise County, in partnership with the Arizona State Department of Transportation. We share information and build consensus among our member jurisdictions on regional transportation plans and projects.

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**Transportation Improvement Program (TIP)**

This document describes the SVMPO five-year Transportation Improvement Program, hereafter known as the TIP. Working with the member jurisdictions, the SVMPO TAC identifies regionally significant projects, consistent with the region's 2040 Long-Range Transportation Plan, adopted in March of 2016. Funding sources, funding amounts and sponsor match amounts are identified for each project.

Each TIP Project identifies:

- TIP Identification Number, Project Phase, Project Sponsor and other relevant Identification Numbers;
- Functional Classification of project roadway; Length of Project, Existing and Future Number of Lanes;
- Project Name, Location, Type of Work and Project Total Cost
- Federal Aid Type, Funding Amount by Fiscal Year, Sponsor Match Amount by Fiscal Year and Fiscal Year Totals
Draft and final documents for proposed TIP projects are presented to the SVMPO Technical Advisory Committee, and then to the SVMPO Board, for review, refinement and endorsement. Final documents are then submitted for approvals from Arizona Department of Transportation (ADOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). SVMPO works collaboratively with member jurisdictions and consultant services to support the completion of approved TIP projects.

**Transportation Improvement Program Amendment Process**

The TIP is prepared using the best information available at the time of development. The financial plan in the TIP is based on estimates of available funding resources and current cost estimates. While care is taken in developing as accurate a funding estimate as possible, project schedules, project costs, available funding and regional priorities may change throughout the year. SVMPO addresses these changes in funding and priorities by amending the TIP, with approval by the SVMPO Board.

Administrative Amendments may be made to the TIP by the SVMPO Administrator to:

- Correct scrivener’s errors.
- Change fund source, providing that fiscal constraint is maintained. This type of amendment may occur when a project is awarded funds from a discretionary or competitive grant source freeing up the committed STBG dollars.
Change fund year, with the requirement that the regional ledger stays in balance.

- Minimally increase project funding, with the requirement that the change is consistent with the intent of the TAC and the SVMPO Board, and the regional ledger stays in balance.
- Add a potential project as a placeholder for the purposes of applying for grant funding.
- Follow direction given from the Board for changes potentially needed between formal Board meeting dates.

Amendments to the TIP will be brought forward for SVMPO Board approval if:

- A new project is recommended by the TAC for inclusion.
- A significant change occurs in the scope of work for an approved project.
- A request is made to substantively increase project funding.

Significant in this context means that the change is one of consequential importance, changing the intent, funding, and overall composition of the TIP. Substantial in this context means of considerable value, increasing funding beyond that which was discussed with the SVMPO Committees and Board, and/or reflecting a change of scope of work not in keeping with the original intent, funding and overall composition of the approved TIP.

**FEDERAL PLANNING CRITERIA: FAST ACT**

On December 4, 2015, the President signed the Fixing America’s Surface Transportation (FAST) Act. The act authorized expenditures from the Highway Trust Fund for five years (2016-2020), defined how federal funds were to be distributed to states and MPOs, and outlined the funding programs and categories for which federal funding would be available. The FAST Act, like its predecessors, contains programs to address transportation needs related to highway, safety, transit, and other alternative modes. This federal authorization bill expires by the end of September 2020.

The FAST Act created a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the transportation system and freight corridors, protecting the environment, and reducing delays in project delivery.

The Federal Highway Administration (FHWA) had previously established eight “Planning Emphasis Areas” in 1998 as part of the Transportation Equity Act for the 21st Century (TEA-21). These eight emphasis areas were largely left intact under the subsequent federal transportation legislation: SAFETEA-LU, MAP-21, and in the FAST Act. In April 2014, the FHWA and FTA issued three additional joint planning
emphasis areas for metropolitan planning organizations and state DOTs to include in work activities and regional project evaluations. These planning emphasis areas, for consideration in developing TIP projects, are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.
11. Transition to Performance-Based Planning and Programming. The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.
12. Models of Regional Cooperation: Promote cooperation and coordination across MPO boundaries and across state boundaries where appropriate to ensure a regional approach to transportation planning. This is particularly important where more than one MPO or state serves an urbanized area of adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and state boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools and performance-based planning.
13. Ladders of Opportunity: Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, school/education and recreation. This emphasis area could include MPO and state identification of performance measures and analytical methods to measure the transportation system’s connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

Performance Measures
The performance-based component of the FAST Act also required MPOs and state DOTs to work cooperatively to establish performance targets in key areas to help advance national goals. The performance provisions focused on the areas of: highway safety, highway and...
bridge conditions, system performance/congestion and transit performance. Federal transportation and transit agencies work with ADOT to develop appropriate performance measures to assess progress towards established performance targets.

### National Programs, Goals and Performance Measures

- **Safety** – Achieve a significant reduction in traffic facilities and serious injuries on all public roads.
- **Infrastructure Condition** – Maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** – Achieve a significant reduction in congestion on the NHS.
- **System Reliability** – Improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** – Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through the elimination of delays in the project development and delivery process, including reduction of regulatory burdens and improvement of agencies’ work practices.

<table>
<thead>
<tr>
<th>MAP-21 Program Area</th>
<th>National Goal Area</th>
<th>National Performance Measure Area</th>
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<tbody>
<tr>
<td>Highway Safety Improvement Program</td>
<td>Safety</td>
<td>Serious injuries per vehicle miles traveled (VMT)</td>
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<td></td>
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<td>Fatalities per VMT</td>
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<td></td>
<td></td>
<td>Number of serious injuries</td>
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<td></td>
<td></td>
<td>Number of fatalities</td>
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<tr>
<td>National Highway Performance Program</td>
<td>Infrastructure Condition</td>
<td>Bridge condition on the National Highway System (NHS)</td>
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<td>Pavement condition of the Interstate System</td>
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<td></td>
<td></td>
<td>Pavement condition of the National Highway System (NHS)</td>
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<tr>
<td></td>
<td>System Reliability</td>
<td>Performance of the Interstate System</td>
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<td></td>
<td></td>
<td>Performance of the NHS, excluding the Interstate System</td>
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<tr>
<td>Congestion, Mitigation and Air Quality</td>
<td>Congestion Reduction</td>
<td>Traffic congestion</td>
</tr>
<tr>
<td></td>
<td>Environmental Sustainability</td>
<td>On-road mobile source emissions</td>
</tr>
<tr>
<td>Freight</td>
<td>Freight Movement &amp; Economic Vitality</td>
<td>Freight movement on the Interstate System</td>
</tr>
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</table>
PERFORMANCE BASED APPROACH

National performance measures, and the ADOT established performance targets, are goals that the SVMPO considers in the development of TIP projects. Many of these targets are focused specifically on the National Highway System: the SVMPO does not currently have segments of the Interstate system within the SVMPO region or any locally owned segments of the National Highway System (NHS). ADOT is the responsible agency for Highway 90 and 92 which are included in the NHS system. The performance measures that do not apply within the SVMPO regional transportation network include peak hour excessive delay, bridge condition, travel time reliability, pavement condition, freight reliability and non-single occupancy travel. The SVMPO recognizes that these national performance measures are a factor in the ADOT’s prioritization process for state-wide projects. Given the limited state transportation dollars and that no portion of the Interstate is located within the SVMPO area, the SVMPO does recognize that prioritization of projects using these performance measures potentially results in fewer state-wide projects within the SVMPO area (on Highways 90 and 92).

The U.S. Environmental Protection Agency (EPA) has established maximum acceptable levels of six common air pollutants knowns as the National Ambient Air Quality Standards (NAAQS). These federal standards apply to outdoor or ambient air and are set to protect public health and the environment. At this time, the SVMPO region is in compliance with all six air quality thresholds and the SVMPO is has no noncompliant areas. Therefore, an Air Quality assessment is not required for the SVMPO TIP projects and the performance measure for Congestion Mitigation and Air Quality does not apply.

The safety targets set by ADOT are data-driven and realistic; and are intended to keep the State focused on improving safety while still striving for the goals set in the SVMPO Strategic Transportation Safety Plan (STSP) and the State Strategic Highway Safety Plan (SHSP) to reduce the number of fatalities and serious injury crashes. State-wide safety measures currently show projected increases in population and corresponding increases in vehicle miles traveled that unfortunately are likely to also increase crash rates both state-wide and region-wide. FY 2020 Safety targets were established by ADOT, and adopted by the SVMPO, as follows:

- Number of Fatalities - 3% Increase
- Rate of Fatalities - 2% Increase
- Number of Serious Injuries - 3% Decrease
- Rate of Serious Injuries - 3% Decrease
- Number of Non-motorized Fatalities and Serious Injuries - 3% Increase
This year’s 2021-2025 TIP includes no specified safety funded projects. The 2019-2023 TIP included a safety project to install adaptive signal control on two corridors within the City. These safety improvements had an expected crash reduction factor of 21%; resulting in potential reduction of 10 fatal and serious injury crashes over 5 years. This project experienced some delay in the procurement process but is now scheduled for construction in Fiscal Year 2021. In addition, the region funded an emergency vehicle pre-emption signal and warning flashers along Highway 90 in the Whetstone and Huachuca City areas to improve emergency response times. Construction is expected to be completed by the end of the calendar year of 2020.

**TRANSIT**

The SVMPO includes one public service transit operator, Vista Transit, operated by the City of Sierra Vista. Vista Transit operates throughout the city limits of Sierra Vista and Fort Huachuca with a network of three fixed routes that operate Monday through Friday and two fixed routes that operate on Saturday. Most routes run on one-hour cycles and disabled riders may call for paratransit services. Vista Transit contains an extensive network of bus stops, and its assets include a fleet of 13 buses, as well as a centrally located Transit Center built in 2007. Transit in the SVMPO region is characterized by connecting residents to major activity centers within the city.

Funding for Vista Transit includes small urban transit funds from the Federal Transit Administration (FTA). These funds are programmed in the regional TIP and are provided to Vista Transit, a direct recipient, through an Agreement between the transit agency and FTA. In addition, federal funds for FY21 and FY22 are expected to be provided through the CARES ACT to Vista Transit to assist with mitigating financial impacts and additional maintenance costs related to the COVID-19 national and state-wide emergencies.

The transit performance measures include targets for maintaining the transit fleet and facilities in good useable condition. The SVMPO Board has elected to support and adopt the ADOT transit performance targets. At this time, 100% of the transit fleets and facilities meet the adopted transit performance targets. This year’s 2021-2025 TIP includes transit projects to purchase a replacement service vehicle, provide maintenance on bus shelters and stops, and identified funds for replacement buses in order to maintain the desired condition level of the SVMPO area’s transit fleet and facilities.
TITLE VI AND ENVIRONMENTAL JUSTICE ANALYSIS

The SVMPO has an adopted Title VI and Environmental Justice Plan, and it is incorporated by reference into this TIP document. The demographic analysis provided in that Title VI Plan informs the project planning process and is considered during the project implementation phase (e.g. public outreach). Most projects in this TIP provide region-wide benefits for faster emergency response times, better signal timing on regional corridors, and within the City of Sierra Vista jurisdiction limits, transit and para-transit options.

The one construction project in the 2021-2025 TIP, in the City of Sierra Vista’s West End, is located in an area that has a larger minority population, lower incomes, more elderly and disabled residents, then is present in most of the rest of the region. This area also has three Census Tracts that meet the threshold for Limited English Proficiency (Spanish) in the SVMPO region.

After completing this analysis, additional funds were provided to the design phase of the North Garden/Fry Blvd project to enhance outreach to these vulnerable population groups and to provide materials translated into Spanish.
The SVMPO TIP is required to be fiscally constrained; that is to say, the proposed projects do not exceed available funding. To determine if the TIP meets this criteria, proposed project costs are added up by fund type for each fiscal year and those total costs compared to the estimate of available revenues. A rolling ledger is kept that identifies available funds, adjusted annually as changes are made at the congressional level, in total available revenues and the amount of the appropriations that is actually available in that year (Obligation Authority). The SVMPO Ledgers for both STBG and FTA transit funds are included in this TIP as Appendix A.

All project funds and costs are stated in 2021 dollars.

### 2021-2025 TIP Financial Plan

**State Transportation Block Grants (STBG)**
- **Carry Forward Loans Repaid**: $2,692,885
- **2021-2025 TIP Revenues**: $1,891,145
- **2021-2025 Project Costs**: $2,675,496
- **Remaining Balance**: $1,908,534

**Federal Transit Administration (FTA 5307)**
- **Carry Forward Loans Repaid**: $1,803,899
- **2021-2025 TIP Revenues**: $3,898,750
- **2021-2025 Project Costs**: $4,281,700
- **Remaining Balance**: $1,420,949

*STBG available TIP Revenues reflects OA reductions from projected annual appropriations. FTA estimates do not include the estimated $2,245,873 in CARES Act transit funding.*

### Contributions from the SVMPO Work Program

In addition to annual STBG funds, the SVMPO also receives an estimated $280,747 annually for MPO operations and planning activities. Potentially, these funds may also be identified for support services, such as professional engineering services, to accomplish the approved TIP projects. Scoping projects, with preliminary cost estimates, is also a strategic and cost effective use of planning funds in order to develop potential TIP projects.

Another strategy to maximize either planning dollars or construction dollars is to swap out Obligation Authority (OA) between funding sources. OA is the percentage of apportionments that are available for reimbursable expenses and this rate may change every year. This TIP Financial Plan has applied the OA current rate of 94.9% to each applicable funding source but may request approval to make adjustments between STBG, PL and SPR funding source application of OA rates at a later time.
Planning Funds (PL) and State Planning & Research Funds (SPR)
The Arizona Department of Transportation (ADOT) is the designated recipient of the Federal-Aid Highway Funds used for planning and research purposes. ADOT receives State Planning and Research (SPR) funds from Federal Highways Administration (FHWA) and passes through some of these funds to planning agencies to conduct transportation planning activities. Planning Funds (PL) are apportioned to states by population in urbanized areas and are relative to the amount of highway construction funds the state receives. SPR funds are an additional discretionary dispersion by ADOT and may be a pass-through source of funds to carry out specific technical activities. In the SVMPO region, SPR funds are used to conduct transportation planning activities and administration of SVMPO programs. SPR funds require a 20% local match, and PL funds require a 5.7% local match.

Federal Transit Administration (FTA) Funds – Section 5305
Section 5305 funds may be used for planning and technical studies related to transit in the Sierra Vista region. They are allocated from the Federal Transit Administration (FTA), through ADOT, to the regional planning agencies within the State. FTA funds lag one federal fiscal year before becoming available to eligible transit providers. These funds require a 20% local match.

Surface Transportation Block Grant (STBG)
STBG is a federal-aid highway flexible funding program that funds a broad range of surface transportation capital needs including roads, transit, airport access, and bicycle and pedestrian facilities. Transit related planning, research, and development activities are also eligible for the use of STBG funds. These funds require a 5.7% local match.

Highway Safety Improvement Program (HSIP) Funds
The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The SVMPO competes for HSIP funding through a statewide HSIP call for projects administered by ADOT. Most projects are eligible for 100% funding with no local match.

Federal Transit Administration (FTA) Funds – Sections 5307
Funds for the operation and maintenance of transit services in small urban areas is provided through the Federal Transit Administration. Section 5307 funds require a 20% local match for most transit maintenance activities. Section 5307 funds used for operating the transit system require a 50/50 match. Transit funding is off-set by fare recovery and may also supplement transit funding with other grants.
HURF Exchange Program
The HURF Exchange Program was created by the Arizona Legislature in 1997 and authorizes ADOT to provide State Highway Funds to eligible entities in exchange for federal surface transportation block grant (STBG) funds. This typically enables eligible cities, towns and counties to build projects faster and cheaper by avoiding expensive and time-consuming federal regulatory requirements. It also allows the local jurisdiction more control over the project during design and construction phases. Eligible projects are those with the primary purpose of improving the efficiency and safety of motor vehicle travel on roadways. Projects must be on the federal aid system (major collectors and above) and be eligible for STBG funding. Local agencies may provide additional funds to these projects and are responsible for any costs that exceed the approved HURF Exchange funding.

MAINTENANCE & OPERATION COSTS
The SVMPO member jurisdictions are responsible for the maintenance and operations of the existing and planned transportation infrastructure in the region. With limited transportation dollars, proactive maintenance of existing infrastructure is a cost effective strategy to extend the functional life of transportation facilities.

Typical maintenance and operating activities include, but are not limited to, adverse weather response (closing flooded roads, de-icing bridges, removing wind-blown debris); clearing sight distance encroachments; traffic signal maintenance, signing and striping, and pavement management (filling pot holes to full pavement overlays).

The chart to the right outlines what the SVMPO member jurisdictions, and the area’s transit agency, have budgeted for maintenance and operations for their transportation activities. These annual estimates for maintenance dollars include both local roads as well as roads of regional significance.

<table>
<thead>
<tr>
<th></th>
<th>FY 2021</th>
<th>FY 2022</th>
<th>FY 2023</th>
</tr>
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<tbody>
<tr>
<td>CITY OF SIERRA VISTA</td>
<td>$1,300,000</td>
<td>$1,326,000</td>
<td>$1,400,000</td>
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<tr>
<td>TOWN OF HUACHUCA CITY</td>
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<td>$150,450</td>
<td>$151,000</td>
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<tr>
<td>COCHISE COUNTY</td>
<td>$8,500,000</td>
<td>$8,670,000</td>
<td>$8,500,000</td>
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<td>VISTA TRANSIT</td>
<td>$985,000</td>
<td>$1,004,700</td>
<td>$1,002,500</td>
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TRANSPORTATION IMPROVEMENT PROGRAM
The next two pages provide the 2021-2025 Transportation Improvement Program projects for the SVMPO region. Vista Transit’s Budget reflects anticipated supplemental funds from the federal CARES ACT in the amount of $2,245,873.
<table>
<thead>
<tr>
<th>TIP ID</th>
<th>PHASE</th>
<th>SPONSOR</th>
<th>OTHER ID</th>
<th>LENGTH</th>
<th>SPONSOR</th>
<th>PROJECT NAME</th>
<th>PROJECT LOCATION</th>
<th>TYPE OF WORK</th>
<th>FUNDING PROGRAM</th>
<th>SPONSOR (LOCAL) MATCH AMOUNT</th>
<th>FISCAL YEAR PROJECT TOTAL</th>
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<tr>
<td>SVMPO18-01</td>
<td>Minor Arterial</td>
<td>North Garden/Fry Blvd. Phase 1</td>
<td>Construction</td>
<td>0.65 Miles</td>
<td>Fry Blvd. between N. Garden Ave. and 7th St; N. Garden Ave. between Fry Blvd and Buffalo Soldier Trail</td>
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<td>$2,396,422</td>
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<td>$2,396,422</td>
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<td></td>
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<tr>
<td>T0182 01D</td>
<td>3</td>
<td>Sierra Vista</td>
<td>Construction</td>
<td>$2,396,422</td>
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<td>$20,250</td>
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## TIP Projects

### 2021-2025 TIP Projects

- **Approved SVMPO Executive Board**: June 18, 2020
- **Approved FHWA/FTA**: Adopted June 2020 FY2021-FY2025 TIP

<table>
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<th>TIP ID Ph</th>
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<th>Phase</th>
<th>Other ID</th>
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<th>Length</th>
<th>Existing Lanes</th>
<th>Afterlanes</th>
<th>Project Name</th>
<th>Project Location</th>
<th>Type of Work</th>
<th>Fisc Year Proj Total Cost</th>
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<td>ALI 11.42.11</td>
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<td>FTA 5307</td>
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<td>Design 0.65 Miles</td>
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<td></td>
<td>FY2024</td>
<td>STATE $135,000</td>
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<td>$23,551</td>
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<tr>
<td>SVT20-06</td>
<td>Sierra Vista</td>
<td>VISTA TRANSIT</td>
<td></td>
<td>Visual Bus Stop Announcement System</td>
<td>Capital</td>
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<td>Cochise County</td>
<td>LIDAR Flight</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>FY2020</td>
<td>FED $120,000</td>
<td></td>
<td>STBG Transfer to SVMPO TIP Program</td>
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</table>

### Future Construction Projects:

- Pending Funding or Grant Awards

---

**Funding Obligated in 2020**

- **SVMPO18-01**
  - Minor Arterial
  - North Garden/Fry Blvd. Phase 1
  - Fry Blvd. between N. Garden Ave. and 7th St; N. Garden Ave. between Fry Blvd and Buffalo Soldier Trail
  - Design 0.65 Miles Trail
  - Funding Obligated:
    - FY2020: FED $50,000
    - FY2021: FED $50,000

- **SVMPO18-02**
  - Collector/Arterial
  - Adaptive Signal Control
  - HSIP
  - Construction 4 Intersections/Phase 1
  - Funding Obligated:
    - FY2020: FED $841,253
    - FY2021: FED $841,253

- **SVMPO19-01**
  - Principal Arterial
  - Emergency Pre-Emption Signals
  - Highway 90 at/near School Drive and Highway 90 at/near Camino de Manana
  - Funding Obligated:
    - FY2020: STATE $135,000
    - FY2021: LOCAL $23,551

- **SVT20-06**
  - Visual Bus Stop Announcement System
  - FTA 5307
  - Funding Obligated:
    - FY2020: FED $32,800

---

**Funding Program**

- **Funding Amount**
- **Sponsor (Local) Match Amount**
- **Fiscal Year Project Total Cost**

**Funding Obligated in 2020**

- **SVT20-09**
  - Replacement Service Vehicle
  - Funding Obligated:
    - FY2020: FED $116,000
    - FY2021: LOCAL $29,000
    - FY2022: FYTOTAL $145,000

- **SVMPO18-01**
  - Minor Arterial
  - Funding Obligated:
    - FY2020: FED $50,000
    - FY2021: FED $50,000
    - FY2022: FED $50,000

- **SVMPO18-02**
  - Collector/Arterial
  - Funding Obligated:
    - FY2020: FED $841,253
    - FY2021: FED $841,253

- **SVMPO19-01**
  - Principal Arterial
  - Funding Obligated:
    - FY2020: STATE $135,000
    - FY2021: LOCAL $23,551
    - FY2022: $158,551

- **SVT20-06**
  - Visual Bus Stop Announcement System
  - Funding Obligated:
    - FY2020: FED $32,800
    - FY2021: LOCAL $8,200
    - FY2022: $41,000

- **STBG Transfer**
  - LIDAR Flight
  - Funding Obligated:
    - FY2020: FED $120,000

---

**Future Construction Projects:**

- Pending Funding or Grant Awards

---

**Funding Obligated in 2020**

- **SVT20-09**
  - Replacement Service Vehicle
  - Funding Obligated:
    - FY2020: FED $116,000
    - FY2021: LOCAL $29,000
    - FY2022: FYTOTAL $145,000

- **SVMPO18-01**
  - Minor Arterial
  - Funding Obligated:
    - FY2020: FED $50,000
    - FY2021: FED $50,000
    - FY2022: FED $50,000

- **SVMPO18-02**
  - Collector/Arterial
  - Funding Obligated:
    - FY2020: FED $841,253
    - FY2021: FED $841,253

- **SVMPO19-01**
  - Principal Arterial
  - Funding Obligated:
    - FY2020: STATE $135,000
    - FY2021: LOCAL $23,551
    - FY2022: $158,551

- **SVT20-06**
  - Visual Bus Stop Announcement System
  - Funding Obligated:
    - FY2020: FED $32,800
    - FY2021: LOCAL $8,200
    - FY2022: $41,000

- **STBG Transfer**
  - LIDAR Flight
  - Funding Obligated:
    - FY2020: FED $120,000
## APPENDIX A: SVMPO LEDGER/HIGHWAY/STBG REVENUE SOURCE

### SVMPO STBG Ledger FY 2021-2025

#### 6/18/2020 STBG LEDGER

#### SVMPO 2021-2025 TIP

<table>
<thead>
<tr>
<th>Action</th>
<th>OA Rate</th>
<th>Apportionment</th>
<th>Cumulative Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Apportionment</td>
</tr>
<tr>
<td>FY 2020 Balance</td>
<td></td>
<td></td>
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<tr>
<td>FY 2021 Allocation</td>
<td>94.9%</td>
<td>$398,555</td>
<td>$378,229</td>
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<tr>
<td>Work Program OA Transfer</td>
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<tr>
<td>Repayment from MPO/ADOT Pending</td>
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<td>$2,297,268</td>
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<td>North Garden Ave/Fry Blvd Phase 1</td>
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<tr>
<td>North Garden Ave/Fry Blvd Phase 1</td>
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<td>-$2,539,285</td>
<td>-$2,539,285</td>
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<tr>
<td>FY 2021 Balance</td>
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<tr>
<td>FY 2022 Allocation</td>
<td>94.9%</td>
<td>$398,555</td>
<td>$378,229</td>
</tr>
<tr>
<td>FY 2022 Balance</td>
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<td></td>
<td>$485,146</td>
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<tr>
<td>FY 2023 Allocation</td>
<td>94.9%</td>
<td>$398,555</td>
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<td>Repayment in from SEAGO</td>
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<td>FY 2024 Allocation</td>
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<td>FY 2024 Balance</td>
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<tr>
<td>FY 2026 Allocation</td>
<td>94.9%</td>
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<tr>
<td>FY 2026 Balance</td>
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<td>$2,078,428</td>
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</table>

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**OA Rate Subject to Change**

OA = Obligation Authority. Percentage of apportionments that is available for reimbursable expenses.

**STBG =** Surface Transportation Block Grant funds. This amount is allocated to SVMPO based upon the 2010 Census.

**Cumulative Balances =** Any apportionments or OA Balance is added to the next allocation for programming.
## APPENDIX A: SVMPO LEDGER/TRANSIT/FTA 5307 REVENUE SOURCE

<table>
<thead>
<tr>
<th>ACTION</th>
<th>PROJECTED FED FUNDS</th>
<th>FTA APPORTIONMENT</th>
<th>CUMMULATIVE BALANCE</th>
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<tbody>
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<tr>
<td>FFY19 5307 Un-Applied Balance</td>
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<td>Replacement Service Vehicle</td>
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<td>FY23 Carry Forward</td>
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</tr>
<tr>
<td>Replacement Bus</td>
<td>-$132,000</td>
<td>$1,420,949</td>
<td></td>
</tr>
<tr>
<td>FY25 BALANCE</td>
<td>$1,420,949</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### FTA 5307 Ledger

This ledger reflects prior year apportionments that have not yet been expended but are available for programming for eligible transit projects.

FTA 5307 Apportionments=This amount is available to Vista Transit to request in annual grant applications for transit activities and operating expenses. FTA funds lag one federal fiscal year behind and are not available until October of any given year.

Cumulative Balances=Any apportionments or Balances are added to the next allocation for programming.

Note: This ledger reflects conceptual, planning level future cost estimates. It is not an exact match to Vista Transit's budget or FTA future grant awards, and does not reflect the CARES ACT funding for FY21/FY22.
APPENDIX B: SUMMARY OF PUBLIC INPUT

The 2021-2025 Transportation Improvement Program was first posted for internal, agency and public review in early May of 2020 prior to the May 6th TAC meeting and May 21st Executive Board meeting agenda packets. A formal Call for Projects was transmitted to the member jurisdictions on March 30, 2020. Copies of the drafted TIP, along with electronic comment forms, were made available for public review on the SVMPO website and at the SVMPO Offices. The SVMPO 2021-2025 TIP was posted as a final draft for public review on May 3, 2020.

Given restrictions in place for public gatherings during to national, state and local emergency orders, no traditional TIP Open Houses were held related to the 2021-2025 TIP. However, it is noted that no new capacity related projects were proposed for funding during this TIP timeframe. The previous TIP outreach effort generated 25 comments from 35 participants which are being considered in the development of both the SVMPO Work Program activities and prioritization of future TIP projects. Given the limited funding of the SVMPO for construction projects programmed in the TIP, it may be several years before another project can be scheduled for construction.

A press release was issued to the Sierra Vista Herald and member jurisdictions prior to the TIP adoption directing the public to both the availability of the updated TIP on the SVMPO website and opportunities to comment on website comment forms, by phone or by e-mail. In addition, the SVMPO Administrator directly e-mailed attendees of previous open houses with information about the revisions and offering to respond to concerns or comments.

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
<th>Source/Jurisdiction</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Public Comments were received for the 2021-2025 Transportation Improvement Program update.</td>
<td>No new construction projects were proposed for this TIP update.</td>
<td></td>
</tr>
</tbody>
</table>

Public comments are summarized from both written and verbal comments received from meeting attendees. Comments provided from City, County or Town professional engineering staff and/or members of the TAC are part of the formal TIP projects development and not included here or as part of the public outreach comments.
Sierra Vista Metropolitan Planning Organization
401 Guilio Cesare Ave
Sierra Vista, Arizona 85635

http://www.svmpo.org