



TECHNICAL ADVISORY COMMITTEE REGULAR MEETING AGENDA

Local Governments and Citizens Working Together

**TECHNICAL ADVISORY COMMITTEE (TAC)
Regular Meeting
January 13, 2022
Time: 9:00 AM**

**YMPO Office
230 West Morrison Street
Yuma, Arizona 85364**

IN PERSON AT THE NEW YMPO OFFICE

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YMPO TAC Meeting

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YMPO TAC MEMBERS

Chair	Samuel Palacios, Public Works Director, City of Somerton
Vice-Chair	Chris Young, City Engineer, City of Yuma
Member	Mark Hoffman, Senior Planner, ADOT
Member	Susan Cowey, CIP Administrator, City of Yuma
Member	Frank Sanchez, County Engineer, Yuma County
Member	Jennifer Albers, Principal Planner, City of Yuma
Member	Joshua Scott, Public Works Director, Yuma County
Member	Eulogio Vera, Public Works Director, City of San Luis
Member	Joseph Grant, Public Works Director, Town of Wellton
Member	Fernando Mezquita, Planning Director, Cocopah Indian Tribe

YMPO TAC EX-OFFICIOS

YCIPTA	Shelly Kreger
CALTRANS	Jacob Armstrong
FHWA	Romare Truly
FTA	Ariana Valle
EPA	Jerry Wamsley

1. **Call to Order and Declaration of Votes**

The meeting will be called to order and the City of Yuma will declare the number and the distribution of their votes.

2. **Title VI of the Civil Rights ACT of 1964**
A brief message will be read out reminding members of our Title VI obligations. YMPO has on the TAC Website area the Sign-In Sheet and Survey Cards for the public to sign- in. Please send these to Charles Gutierrez at cgutierrez@ympo.org.

Mr. Charles Gutierrez will read a Title VI Statement. No Action for this Agenda Item.

3. **Call to the Public**
This item is to provide an opportunity for comments by the public. Individuals wishing to address the committee need not request permission in advance and are limited to three (3) minutes.

4. **Approval of Minutes**
The draft minutes are being developed for the Meetings.

YMPO Staff will present the minutes to the TAC for approval.

5. **Election of Officers**
YMPO, at the January Yearly TAC meeting the Vice Chair is affirmed to the position of Chair for the 2022.

This item is on the agenda to install the Chair and elect the Vice Chair. This item is for information, discussion, and/or action. Please refer to the Agenda Summary 5

6. **Rail/Heavy Freight Alignment Study Update**
An update for the YMPO Rail/Heavy Freight Alignment Study details will be provided at the meeting.

This item is on the agenda as an update for the Rail Study. This item is on the agenda for information, discussion, and/or action. Please refer to the Agenda Summary 6.

7. **FY 2024-2028 Transportation Improvement Program (TIP)**
The Yuma Metropolitan Planning Organization has implemented the 2-year TIP process. The YMPO is requesting the project selection submission for FY 2028 only.

This is on the agenda as information, discussion, and/or action. Please refer to the Agenda Summary 7

9. **YMPO and ADOT.....Information and Discussion**
YMPO and ADOT staff will have the opportunity to update any other business that is or was not covered in the previous agenda items. This is a NO-ACTION agenda item.

- A. YMPO TAC 2022 Meeting Schedule/Holidays
- B. ADOT Safety Information
- C. ADOT MPD Update
- D. ADOT LPA Update

This item is on the agenda for information and discussion.

10. **In-Kind Match Forms****Information only**
This is on the agenda as a reminder that all YMPO business that any member or staff that does work for YMPO in any form (i.e., read, comment, setup meetings), YMPO is able to capture portions or all your time as match for the YMPO match of all Programs.

This item is on the agenda for information and discussion.

11. **TAC Status Reports**.....**Information and Discussion**

Member TIP Projects

FY 2022

San Luis – County 24th Street: Ave F to H – Construct new Road - HURFX
San Luis – Juan Sanchez Blvd.US to Ave E 1/2 – intersection improvement – Local
Yuma County – Ave B: 24th St to 32 St – Mill/Overlay – HURFX
Yuma County – 28E @ County 9th St (Canal) Bridge – Replace – OSB
Yuma – South Gila Canal at 7E – Design -OSB

FY 2023

San Luis -One Location – Construct HAWK – HSIP
San Luis – 10th Ave @ Los Alamos – Flatten Curve -HSIP
Yuma – Various Locations - Construct HAWKS – HSIP
Yuma - 3 Citywide Turn Signals – Install Flashing Yellow – HSIP
Yuma – 5 Locations – Upgrade to 6” Striping – HSIP
Yuma – 16th St: Maple to 3rd Ave – Design – HURFX
Yuma Co – County 19th & Ave G – Design – HSIP
Yuma Co – County 19th & Ave G – Construct – HSIP
Yuma Co - 19 Countywide Segments – Design Rumble Strip – HSIP
Yuma Co - 19 Countywide Segments – Construct Rumble Strip – HSIP
Yuma Co - Ave E Extension: 23rd to 19th Street – CBI
Yuma Co – County 1th Street @ 4E – N/S Traffic Signal – HSIP
Yuma Co – County 11th St @ Ave G – Curve Flattening – HSIP

FY 2024

San Luis – 10th Ave @ Los Alamos – Flatten Curve – HSIP
Yuma – 3 Locations – Install Flashing Yellow – HSIP
Yuma - 5 Citywide – Upgrade Striping to 6” – HSIP
Yuma – 16th St Corridor – Construct: Maple to 3rd – HURFX
Yuma Co – Co 11th St @ Ave G – Flatten Curve – HSIP
Yuma Co – Co 14th St @ 4E – Construct Traffic Signal – HSIP
Yuma – South Gila Canal @ 7E – Construct Bridge – OSB

FY 2025

Wellton – Williams St Oakland to Los Angeles – Design Roadway – Local
Yuma Co – 3E @ “A” Canal – Construct Bridge – HURFX

FY 2026

Wellton – Williams St: Oakland to Los Angeles – Reconstruct - HURFX

Member agencies will have the opportunity to report the status of their projects (Local or Federal). A list of ongoing projects is shown in the information below.

Town of Wellton:

Yuma County:

Avenue 28E and County 9th Street Off System Bridge Project
Avenue D/E Corridor through 18th Street – 23rd Street Martinez
Lake and Red Cloud Mine Road
County 12th Street from Fortuna to Avenue 12E reconstruction project
North Frontage Road from 10E to Fortuna

City of San Luis:

Juan Sanchez Boulevard.

City of Yuma:

Second Avenue between 13th Street and 8th Street
Arizona Avenue between 32nd Street and Palo Verde
North Frontage Road and 10E

City of Somerton:

Cesar Chavez Project Main Street to Jefferson

ADOT:

Cocopah Indian Tribe:

12. Future Agenda ItemsDiscussion

Members will have the opportunity to suggest future items for the TAC agenda.

- A. City of Yuma Bridge TIP Amendment
- B. 2024 – 2028 TIP Creation and Criteria
- C. Rail Study TAC Meeting
- D. Greater Arizona Regional Priority Project List

This item is on the agenda for information, discussion and/or action from members to add additional items.

13. Progress Reports.....Discussion

YMPO staff has provided a list of recent activities.

- A. Dec 10 – COG/MPO Planner’s Meeting (CG)
- B. Dec 13 – 3 Rail Stakeholder Meeting (3) (CG)
- C. Dec 13 – RTAC Board Meeting (CG)
- D. Dec 13-16 – AUDIT Field Work (CF)
- E. Dec 14 – Rail Stakeholder Meeting (2) (CG)
- F. Dec 15 – Rail Meeting – (CG)
- G. Dec 15 – Enhancing Mobility Innovation (JA)
- H. Dec 16 – Rail Stakeholder Meeting (CG)
- I. Dec 17 – AZ State Transportation Board – (CG)
- J. Dec 20 – Rail Stakeholder Meeting (CG)
- K. Dec 20 – ADOT/YMPO Coordination Meeting (CG)
- L. Dec 21 – Rail Stakeholder Meeting (CG)
- M. Dec 21 – ADEQ PM 10 Update

- N. Dec 28 – HIS Global Transearch Data Contract (CG)
- O. Dec 29 – Statewide Mobility Mangers Meeting (CG, JA)
- P. Jan 5 – 5311 Application Webinar (CG, JA)
- Q. Jan 10 – ADOT/YMPO Coordination Meeting (PW, CG)
- R. Jan 10 – RTAC Advisory Meeting (PW)
- S. Jan 11 – Regional Mobility Meeting (JA, CG, PW)
- T. Jan 11 – State Representative Meeting with Director (PW)

14. Adjournment

Notice: In accordance with the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973, YMPO does not discriminate on the basis of disability in the admission of or access to, or treatment or employment in, its programs, activities, or services. For information regarding rights and provisions of the ADA or Section 504, or to request reasonable accommodations for participation in YMPO programs, activities, or services, contact Paul Ward or Charles Gutierrez at 928-783-8911.

YMPO SUMMARY AGENDA ITEM #5

YMPO FY 2022 - 2026 TIP Amendment #1

DATE: November 8, 2021

SUBJECT: YMPO FY 2022 - 2026 TIP Amendment #1

SUMMARY:

The YMPO Transportation Improvement Program (TIP) FY 2022 – 2026 was submitted to ADOT Governor’s designee and successfully accepted on August 30, 2021. Since then, no amendments were necessary., and today, at the request of the city of Yuma a request for an amendment is required to have this item enter agreements with ADOT for the use of the OSB program funds.

The Arizona Department of Transportation (ADOT) Off-System Bridge (OSB) Selection Committee has completed its review of the State Fiscal Year (FY) 2022 OSB Program applications. The submitted application from the City of Yuma for the South Gila Canal Bridge and established scoring criteria used in the technical review process, the above referenced project has been determined as eligible for OSB program funding.

Through the competitive selection process, this project has been determined to be a statewide priority and has been selected to receive federal-aid funding in the amount of \$ 876,990 for the design and construction of the above referenced project.

Anticipated Design/Administrative Cost – FY 2022		
Federal OSB	94.3%	\$264,040
Local Match	5.7%	\$15,960
Local	Over Match/100%	\$0
Estimated Total	Total	\$280,000

Anticipated Construction Cost – FY 2024		
Federal OSB	94.3%	\$612,950
Local Match	5.7%	\$37,050
Local	Over Match/100%	\$0
Estimated Total	Total	\$650,000

ACTION NEEDED:

A motion to recommend approval the FY 2022 – 2026 TIP Amendment #1 changes to the Executive Board.

CONTACT PERSON:

Charles A. Gutierrez, Senior Planning/Mobility Manager, 928-783-8911



Infrastructure Delivery and Operations

Douglas A. Ducey, Governor
John S. Halikowski, Director
Dallas Hammit, State Engineer

Steve Boschen, Division Director
 August 12, 2021

Jeffrey A. Kramer
 City Engineer
 City of Yuma
 155 West 14th Street
 Yuma, AZ 85364

Re: **Off-System Bridge (OSB) Program Funding**
 Project Name: South Gila Canal Bridge
 Project Location: Avenue 7E
 Bridge Structure #: 08338
 COG/MPO: YMPO

Dear Mr. Kramer:

The Arizona Department of Transportation (ADOT) OSB Selection Committee has completed its review of the State Fiscal Year (FY) 2022 OSB Program applications. Based on the review of the submitted application and established scoring criteria used in the technical review process, the above referenced project has been determined as eligible for OSB program funding.

Through the competitive selection process, this project has been determined to be a statewide priority and has been selected to receive federal-aid funding in the amount of \$ 876,990 for the design and construction of the above referenced project.

Funding for this project is established under the ADOT OSB set-aside of the Surface Transportation Block Grant Program (STBGP) and must follow all federal-aid requirements. Eligible bridge project costs are funded at 94.3% federal share with a 5.7% local match, up to a maximum federal amount of a \$1,000,000 per project.

Anticipated Design/Admin Cost – FY 2022

Federal OSB (94.3%)	\$ 264,040.00
Local Match (5.7%)	\$ 15,960.00
Local (Over match/100%)	\$ 0.00
Estimated Total	\$ 280,000.00

Anticipated Construction Cost – FY 2024

Federal OSB (94.3%)	\$ 612,950.00
Local Match (5.7%)	\$ 37,050.00
Local (Over match/100%)	\$ 0.00
Estimated Total	\$ 650,000.00

Please ensure that this project is programmed in the Regional Transportation Improvement Plan (TIP) for the correct funding amount, the correct FY, and that all funding sources and project phases are identified showing a fully funded project. Once the project has been programmed in the Regional TIP, Project Sponsors may submit a project initiation packet to the ADOT LPA Section to begin the Project Development Process.

Page 2 of 2

Please note that eligibility does not give you authorization to begin work. Federal funding authorization will be requested by ADOT through the Development process. Any work performed prior to federal authorization is not eligible for reimbursement.

If you have any questions regarding this request, please contact the ADOT LPA Section at (602) 712-7132.

Sincerely,

DocuSigned by:

Mark Henige

D9E57E5240E5477...

Mark Henige ADOT

LPA Section

Program Manager

Cc: File, COG/MPO, ADOT MPD, Bridge Group, Finance



OFF-SYSTEM BRIDGE (OSB) PROGRAM APPLICATION

OSB Funding is a set-aside of the Surface Transportation Block Grant (STBG) Program and must follow all federal-aid requirements

GENERAL PROJECT INFORMATION			
SPONSORING AGENCY: (AGENCY NAME & ADDRESS)	City of Yuma	DATE SUBMITTED:	02/19/2021
CONTACT NAME:	Jeffrey A. Kramer	TITLE:	City Engineer
EMAIL ADDRESS:	Jeffrey.kramer@yumaaz.gov	PHONE #:	928-373-4529
PROJECT LOCATION	Bridge Name:	South Gila Canal Bridge	
	Bridge Structure #:	08338	
	Road Name:	Avenue 7E	
	County:	Yuma	
	COG/MPO/TMA:	Yuma Metropolitan Planning Organization	
	ADOT District:	Southwest	
	Starting Location:	Approximately 0.6 miles S. of Jct. US95	
	Ending Location:	Approximately 0.6 miles S. of Jct. US95	
	Length (to the 0.1 of a mile):	0.0	
	# of Lanes (Before & After):	Before: 2	After: 2
BRIDGE IMPROVEMENT	<input type="checkbox"/> Rehabilitation	Bridge Sufficiency Rating	49.70
	<input checked="" type="checkbox"/> Replacement	Structurally Deficient?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
		Functionally Obsolete?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
PROJECT INCLUDED IN LOCAL CAPITAL IMPROVEMENT PLAN (CIP)			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
FEDERAL FUNCTIONAL CLASSIFICATION – (LINK: FEDERAL FUNCTIONAL CLASSIFICATION MAPS) :			19
AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNT (LINK: AADT COUNTS) :	5	DATE OF AADT COUNT:	2018
Crash Data (5 Years):	No incidents recorded		
PROJECT WORK DESCRIPTION			
Provide a brief work description that describes the work to be performed, existing and/or proposed conditions, its benefits and overall cost estimate.			
PROJECT WORK DESCRIPTION:			
Replace structurally deficient 54-year-old timber deck bridge with a new concrete bridge structure. Existing structure has a sufficiency rating below 50, and a structural appraisal value of 2 (intolerable – replace).			
Current maintenance needs include: the timber superstructure is deteriorated, guardrails are not to current standards, there is embankment erosion around the abutments, and the structure is weight limited which inhibits access to the south of the structure which is in the most rapidly growing residential area of Yuma.			

COST ESTIMATE & PROJECT PROGRAMMING

		Total Project Estimated Cost	\$930,00.00
(Include ADOT PDA Fee, Design, ROW, & Construction):			
	Total ADOT Project Delivery Administration (PDA) Fee		\$30,000
	(\$30,000 Non-CA/\$10,000 CA):		
	ADOT PROJECT DELIVERY ADMINISTRATION (PDA) FEE	Federal Share (94.3%)	\$28,290
		(Complete if using federal funds for PDA Fee)	
		Local Match (5.7%):	\$1,710
		(Complete if using federal funds for PDA Fee)	
		Local 100% Local Funding:	\$0
(Complete if using only local funds):			
		FY Program Year: / 10	
	DESIGN	Estimated Total Cost for Project Development	\$250,000.00
		Federal Share (94.3%)	\$235,750.00
		Local Match (5.7%):	\$14,250.00
	ROW	Additional/100% Local Funding:	\$
		FY Program Year:	N/A
		Estimated Total Cost for Project ROW Acquisition:	\$0
		Federal Share (94.3%)	\$0
		Local Match (5.7%):	\$0
	CONSTRUCTION	Additional/100% Local Funding:	\$0
		FY Program Year:	2024
		Estimated Total Cost for Project Construction	\$650,000.00
		(CE, CC, PDS, ICAP):	
		Federal Share (94.3%)	\$612,950.00
		Local Match (5.7%):	\$37,050.00

Additional/100% Local Funding: \$0

Any application without the required attachment(s) will not be considered for funding.

- **ATTACH** a detailed scoping document that includes an alternative analysis, project background, scope of work, justification (system prioritization), schedule identifying critical milestones, and detailed cost estimates for Design and Construction phases. *Samples are available on the [ADOT LPA Section Website \(LINK\)](#), including the ADOT Cost Estimate Tool, Project Scoping Document Guidelines, and Sample Scoping Document based on the ADOT Pre-Design Section format.*
- **ATTACH** a Project Vicinity/Project Location Map
- **ATTACH** a copy of the FHWA Functional Classification Map
- **ATTACH** photographs

BRIDGE PARAMETERS

Provide the following bridge information:

- ✓ Overall Condition of the bridge (include items described in the bridge inspection report)
- ✓ Vertical Clearance
- ✓ Bridge Geometry (lanes, shoulders, clear roadway and other features)
- ✓ Load Carrying Capacity
- ✓ Age of Bridge
- ✓ Weight Restriction (if any)
- ✓ Detours if restrictions or service is impacted

In general, the bridge is functionally adequate, but structurally obsolete. The sufficiency rating is 49.7, and the structural appraisal rating is 2 (intolerable-replace). Current maintenance required includes repairs to the deteriorated timber superstructure, guardrails are not to current standards, and there is embankment erosion around the abutments.

Vertical clearance is unlimited above the bridge, and 2.6 feet of freeboard beneath the bridge.

The bridge is a 2-lane bridge with a 29-foot deck width between curb faces, allowing for 12-foot lane widths and 2.5-foot shoulders in each direction of travel. W-beam guardrail with blunt ends exists on both sides of the structure. Approaches are clear with good visibility. Roadway surface on the deck and both approaches is dirt.

The structure has a load rating of 13 tons, established in August 2011, per the most recent ADOT inspection report.

The structure was built in 1967, and is currently 54 years old.

The structure has a weight limitation of 10-tons. The limitation is posted on both approaches.

Detour route if service is impacted or the bridge becomes non-traversable is 4 miles using 32nd Street, Avenue 8E and 40th Street. This is the only available detour route with the current roadway configuration in this area.

AGENCY PRIORITIZATION

Describe the agencies top (up to three) priorities of off-system bridges in your inventory. Provide justification as to why the bridge project in this application is the top priority. (Refer to section of Priority Ranking of Candidate Bridges in the Off-System Bridge Program Guidelines.)

Replacement of structure number 08338, South Gila Canal Bridge, is the second highest priority for the City of Yuma in our bridge repair and replacement program. This bridge has the lowest sufficiency rating of all off-system bridges in the City of Yuma inventory, however, it has lower traffic volumes, is in better functional condition, and is newer than our highest priority bridge (#09489, 3rd Street Bridge).

OPERATIONAL IMPROVEMENT

How will this bridge project improve the agency's operations?

Are there other operational improvements? If so, what are they and how will this project improve them?

Topics to consider addressing in application:

- ✓ Effect on lifecycle
- ✓ Maintenance and Repair tasks and frequency
- ✓ Annual maintenance and repair costs

The proposed improvements will significantly improve the life expectancy for this structure, as a modern bridge structure will be more durable, require less maintenance, and provide better performance. Maintenance activity is expected to decrease with a concrete deck/superstructure replacing the aging timber bridge. Barriers meeting current standards with proper end treatments will provide safer approaches, afford drivers who might impact them with a less damaging impact, and will protect the barriers with less likelihood or damage to the barrier due to proper transition features. Upgraded abutment and embankment features will reduce the recurring erosion issues currently experienced.

Maintenance and repair tasks currently performed on a recurring basis include repairing barrier end terminals when struck, tightening loose connections between timber deck and curbing and between timber superstructure and guardrail posts, regrading erosion at abutment corners, and grading roadway surface across the deck. ADOT inspects the structure on a biennial basis and City staff performs noted maintenance upon receipt of the ADOT inspection reports. City staff also responds to repairs needed as a result of incidents at the location.

Current annualized maintenance and repair costs are estimated at less than \$2,500.00, however, this is significantly less than desired for this structure due to funding limitations, leaving considerable deferred maintenance needs.

COMMUNITY IMPACTS

How important is this bridge crossing and access to the community?

Topics to consider addressing in this application:

- *Emergency Access*
- *Local Business and Industry Access*
- *Educational Access*
- *Other areas important to the community*

Although this bridge is currently on a low volume dirt road with minimal development, new subdivisions to the south and west have recently begun the platting process. The City anticipates in excess of 400 acres of new subdivision development within a half-mile radius if this bridge location over the next 5 to 7 years. Another existing 40 to 60 acres of land under development to the east of this location may also choose to use this route rather than backtracking to take a 3-mile detour to reach 32nd Street at Avenue 7E to head into central Yuma. As such, volumes across this bridge are expected to increase exponentially within the next decade.

Current fire and medical emergency response for the area south of this bridge is provided from Fire Station 5, which is located approximately 3 miles to the northwest of the bridge. The detour from a point at 32nd St and Ave 7E is 3 miles, doubling the response time. As the development mentioned in the first paragraph occurs, the City's fire apparatus will not be able to access the area across the current bridge due to the structural and load limitations.

In addition, refuse collection vehicles will not be able to access across this bridge due to those same structural and load limitations.

Since the area services is primarily designated for residential growth and there is limited development currently, there are no anticipated commercial, industrial or educational impacts noted.

OTHER

This is an opportunity to add project-specific items or unique issues that are not addressed in another category.

DEVELOPMENT CONSIDERATIONS

Projects that have identified challenges and risks to delivery will encounter fewer hurdles and allow for a project to have fewer complications and provide the best opportunity for a project to be delivered on time and within budget.

<p>CHALLENGES/RISKS TO DELIVERY AND CONSTRUCTION OF PROJECT</p>	<p>Please describe any challenges that may impact the scope, schedule, budget and/or delivery of this project.</p>	<p>Coordination with the Yuma Irrigation District and US Bureau of Reclamation for plan review and permitting of the structure crossing their canal.</p>
<p>ENVIRONMENTAL</p>	<p>Are there any potential environmental impacts or challenges of the project that you can foresee?</p> <p><i>(e.g. endangered species, cultural resources, hazardous materials sites, Section 4(f) properties, Title VI populations, significant community opposition, wetlands that would be affected, etc.)</i></p>	<p>None known.</p>
<p>RIGHT-OF-WAY (ROW)</p>	<p>Please describe any ROW items associated with this project.</p> <p><i>(e.g. Will ROW be required? How much ROW? Is the State Land Department involved? Consider Right of Way requirements associated with Traffic Control/Detour Requirements; Access, Construction Area Needs and on-going Maintenance Requirements.</i></p>	<p>No r/w is required for the project or for any associated detours. All r/w is city owned with the exception of the USBOR canal r/w (plan review and permit approval process) and all detour routes are on City owned facilities.</p>
<p>UTILITIES & RAILROAD</p>	<p>Please describe any Utilities and/or Railroad items associated with this project.</p> <p><i>(e.g. Will the project include/require any utility relocation(s) by the project sponsor? What utilities may be impacted? Are there prior rights? If Yes, please explain.)</i></p>	<p>None.</p>

OSB RANKING CRITERIA

CATEGORY	CRITERIA	DEFINITIONS	POSSIBLE POINTS	SCORE
PROJECT WORK DESCRIPTION	Scoping Document	Does the recommendation address the bridge deficiencies?	5	
		Is the recommendation supported by an alternative analysis or clearly justified if no alternative analysis is available?	5	
BRIDGE PARAMETERS	Sufficiency Rating	SR 30 and below (25pts)	25	
		SR 40 -30.1 (20pts)		
	SR 50-40.1 (15pts)			
	SR 60-50.1 (10pts)			
	SR 70-60.1 (5pts)			
Age of Bridge	SR 80-70.1 (2pts)			
	75 years or greater (5pts)	5		
Bridge Condition Ratings	Less than 75 years but greater than 50 years (3pts)	Less than 50 years (0pts)		
		Deck Condition Rating (NBI #58) ≤ 4 (10pts)	10	
	Superstructure Condition Rating (NBI #59) ≤ 4 (10pts)	Deck Condition Rating (NBI #58) = 5 (5pts)	10	
		Deck Condition Rating (NBI #58) ≥ 6 (0pts)		
Other Bridge Criteria	Substructure Condition Rating (NBI #60) ≤ 4 (10pts)	10		
	Substructure Condition Rating (NBI #60) = 5 (5pts)	10		
	Substructure Condition Rating (NBI #60) ≥ 6 (0pts)			
AGENCY PRIORITIZATION	Priority Ranking	Structural Deficient (SD) due to Load Carrying Capacity (NBI #67 Table 1 ≤ 2) (5pts)		
		Scour Critical Rating (NBI #113) ≤ 3 (5pts)	10	
OPERATIONAL IMPROVEMENT	How will this bridge project improve the agency's operations?	Agency has provided clear prioritization and justification for its priority rankings.		
		<ul style="list-style-type: none"> Agency provided justification (5pts) Prioritization is supported by data (5pts) 		
COMMUNITY IMPACTS	Community Transportation Benefits	Effect on lifecycle (5pts)	15	
		Maintenance and Repair tasks and frequency (5pts)		
OTHER	Project Specific Unique Issues	Annual maintenance and repair costs (5pts)		
		Emergency Access (5pt)	20	
		Local Business and Industry Access (5pts)		
		Educational Access (5pts)		
		Access to other areas important to the community (i.e. major shopping areas, community centers, etc.) (5pts)		
		NONE (0pts)		
		This is an opportunity to add project-specific items or unique issues that are not addressed in another category.	5	

OSB RANKING CRITERIA (CONT)

CATEGORY	CRITERIA	DEFINITIONS	POSSIBLE POINTS	SCORE
DEVELOPMENT CONSIDERATIONS	Delivery Risks	<p>Projects that have identified challenges and risks to delivery will encounter fewer hurdles and allow for a project to have fewer complications and provide the best opportunity for a project to be delivered on time and within budget.</p> <p>Identifies requirements and impacts for the following:</p> <ul style="list-style-type: none"> • Environmental (5pts) • Right of Way (5pts) • Utilities & Railroad (5pts) 	15	
COST ESTIMATE	Cost Considerations	<p>Design complete/ready for construction (5pts)</p> <p>Local contributions over local match (5pts)</p> <p>Cost Estimates appear to be reasonable based on all provided information for the project. (5pts)</p>	15	
			TOTAL SCORE:	180

YMPO SUMMARY AGENDA ITEM #6
State Highway Rail Grade Crossing Action Plan

DATE: November 8, 2021

SUBJECT: State Highway Rail Grade Crossing Action Plan

SUMMARY:

ADOT is currently developing the Arizona State Highway-Rail Grade Crossing Action Plan (SHRAP) – please see attached flyer. The purpose of the SHRAP is to promote effective safety improvements at the nearly 700 active public highway railroad crossings in Arizona. More information about the SHRAP can be found at: <http://www.azdot.gov/railcrossingplan>. This link will also have a survey, which will be open for input from November 8-14. ADOT staff will be scheduling time over the next few weeks to make a brief SHRAP presentation at COG/MPO TAC meetings. For more information, please contact Heidi Yaqub (hyaqub@azdot.gov) or Charla Glendening (cglendening@azdot.gov).

ACTION NEEDED:

This item is on the agenda as information and discussion at this time..

CONTACT PERSON:

Charles A. Gutierrez, Senior Planning/Mobility Manager, 928-783-8911



The Arizona Department of Transportation (ADOT) is currently developing the Arizona State Highway-Rail Grade Crossing Action Plan (SHRAP). The questions/answers provided here give more information on this important project:

Question: What is a SHRAP? **Answer: A SHRAP is a plan for how best to promote safety at the nearly 700 active public highway-railroad crossings in Arizona.**

Question: Why is ADOT developing a SHRAP? **Answer: Railroad crossings present the potential for conflicts between trains and users of the transportation system. Improving safety on Arizona's roads is a top priority for ADOT, but it takes intentional planning to bring about effective safety improvements. Every state is required to develop a SHRAP.**

When will the SHRAP be completed? **The federal deadline for submittal of the SHRAP is February 14, 2022.**

Where can I get more information or provide input on the project? **Go to the SHRAP project website at www.azdot.gov/railcrossingplan.**

YMPO SUMMARY AGENDA ITEM #8
TAC December 9, 2021 Meeting & 2022 Schedule

DATE: November 8, 2021

SUBJECT: TAC December 9, 2021 Meeting and 2022 Schedule

SUMMARY:

At the request of the City of San Luis, the YMPO Executive Board and Technical Advisory Committee (TAC) are invited to hold a Traditional Holiday Luncheon in the City Multipurpose Room from 11:45 to 12:45PM.

The start time for the TAC meeting would be at 10AM instead of the 9 AM. This will allow for travel to the city.

If the TAC so chooses to accept this invitation the Pedro Julian Conference Room has been identified as the place, we will hold the TAC meeting from 10-1130/45.

City of San Luis Meeting and Luncheon TENTATIVE SCHEDULE:

TAC: 10-1130

Lunch: 1145-1245

Executive Board: 130- Adjourn

ACTION NEEDED:

This item is on the agenda as information, discussion, and/or action.

CONTACT PERSON:

Charles A. Gutierrez, Senior Planning/Mobility Manager, 928-783-8911

YMPO SUMMARY AGENDA ITEM #5
Election of Officers

DATE: January 13, 2022

SUBJECT: Election of Officers

SUMMARY:

Every Year the YMPO goes through the process of electing the officer structure for the calendar year.

According to the YMPO BYLAWS:

B Technical Advisory Committee:

2 Voting

(b) Elected officers of the TAC shall serve on a rotation basis, whereby, when the Chair's position is vacated, the Vice Chair assumes the position of Chair. The TAC must then elect another TAC member to serve as Vice Chair.

(c) The TAC's Chair and Vice Chair, respectively, shall be from jurisdictions other than those same officer's jurisdictions on the YMPO Executive Board.

Current

2021

Chair – City of Somerton – Sam Palacios

Vice Chair – City of Yuma – City Engineer Elected to Vice Chair at the January 2021 Meeting

2022

Chair – City of Yuma – City Engineer Elected 2021

Vice Chair – Need to hold election

ACTION NEEDED:

This item is on the agenda as information, discussion, and/or action

CONTACT PERSON:

Charles A. Gutierrez, Senior Planning/Mobility Manager, 928-783-8911

YMPO INFORMATION SUMMARY AGENDA ITEM #7

YMPO FY 2024- 2028 TIP

DATE: September 8, 2020

SUBJECT: YMPO FY 2024 - 2028 TIP

SUMMARY:

STATUTORY CITATION

FAST Act § 1109; 23 U.S.C. 133

The YMPO is evolving to be doing a Transportation Improvement Program with a 2-year cycle year and will be going out to the TAC and finally approval to the Executive Board. Each year the YMPO receives approximately \$1,080,229 of Apportionment and with Obligation Authority (OA) Rate at 94.9% in the amount of \$1,025,137 or a HURF Exchange rate of 90/10% Split which equates to \$922,656.

YMPO currently has programmed out to FY 2026 in the YMPO 2022-2026 TIP. YMPO would like to begin the process of programming out for 2028. We currently have to program **\$1,025,137** (OA Rate) for FY 2028 as FY 2027 has been programmed or has been promised to be programmed for repayment of the \$1,000,000 for the City of Yuma 16th Street Corridor Project. January 13, 2022, YMPO will make a call projects that are currently in the Regional Transportation Plan (RTP) and have the Air Quality (AQ) Conformity Analysis completed. The Project can also not be included in the RTP and AQ portion but will need to be included in the RTP and AQ process to accept any Federal funds; however, possible Air Quality Conformity Analysis might be required if it is a capacity project..

Projects to be considered: Highways, Infrastructure-based ITS capital projects, planning, design, construction of roadways, these are a small portion of the related fields that could be STBG funded. Please see the below links to see more options

SPECIAL FEDERAL-AID FUNDING

Surface Transportation Block Grant Program (STBG)

<https://www.fhwa.dot.gov/specialfunding/stp/>

Surface Transportation Block Grant Program FACT SHEET

<https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>

Surface Transportation Block Grant (STBG) Implementation Guidance

<https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>

Eligibility of Construction and Highway Safety Equipment Acquisition Costs as a Direct Charge

<https://www.fhwa.dot.gov/construction/contracts/170908.cfm>

Project Schedule:

- January 2022 – Call for Projects
- February 2022 – At the TAC meeting project will be presented to the TAC via presentation or Clips of Mini DCR information.
- March 2022 – TIP DRAFT, Recommend Approval to the Executive Board and 30-day Public Comment – If an Air Quality Conformity Analysis is required it will be a less than 30 day project.
- April 2022 – Take it to the Executive Board for approval
- May 2022 – Submit to the State and Feds

ACTION NEEDED:

No Action Required

CONTACT PERSON:

Charles A. Gutierrez, Senior Planning/Mobility Manager, 928-783-8911

Hello:

The information below is sent to you on behalf of Lisa Pounds, ADOT Local Public Agency Section Manager, (602) 712-8088. Disseminate, as needed, to individuals within your organization and network.

Hello:

This email serves as notice of upcoming important project delivery dates to meet fiscal year end 2022 deadlines.

Local Projects Administered by ADOT:

- All requests for FY 22 projects to be administered by ADOT must be submitted to ADOT LPA Section by February 1, 2022.
- Design or construction projects that are utilizing ADOT funding such as HSIP or Off-System Bridge grant funding have been notified to have their projects initiated and IGA executed ASAP in order to meet the deadline for this funding year.

Certification Acceptance Agency Projects:

- Projects to be authorized for design or construction must be into ADOT by May 13, 2022. If any CA Agency project requires an IGA, please initiate by February 1, 2022.
- Design or construction projects that are utilizing ADOT funding such as HSIP must be submitted into ADOT by April 15, 2022.

We greatly appreciate efforts to meet these dates to allow for the approval process from "project establishment to Federal authorization". Should you have any questions or concerns, please contact Lisa Pounds, Local Public Agency Section Manager at 602-712-8088 or lpounds@azdot.gov.

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Lisa Pounds
Project Resource Office & Local Public Agency Manager
Program Delivery
205 S. 17th Ave, MD 629E
Phoenix, AZ 85007
602-712-8088

www.azdot.gov





MEMORANDUM

TO: Project Management Group, Construction Districts, and Project Resource Office

FROM: Bill Fay

State Construction Engineer
Construction Group

^{DS}
BF

DATE: 12/15/21

RE: Federally Ineligible Items

This following list identifies items that will not be eligible for federal funds. Consideration should be given during project development and supplemental agreement evaluation. (This list is not meant to be an all-inclusive list.)

1. A change order for shutdowns (i.e. local events) after construction has started (i.e. scheduled events not specified in the bidding documents, but were known of during development and should have been foreseen).
2. Change orders for rework that should have been foreseen, or avoided with proper design or analysis.
3. Nonconformance with approved plans.
4. Use of construction standards, details or practices not incorporated into the approved plans and specifications (i.e. city details differ from state and not included in the approved plans)
5. Time extensions and delay claims associated with utility and railroad work or ROW clearances. Contracting Agencies are required to provide a statement confirming proper coordination with these third parties before construction authorization and take on all risks associated with proper coordination.
6. Change orders or time extensions due to unavailable or conditional right-of-way or utility clearances (the decision to advance the project even though some properties or utilities weren't fully cleared is done at risk to the owner).
7. Change orders to accelerate schedule post award
8. Increased material costs during the project without a cost escalation clause in the contract for that material (i.e. increases in steel costs).
9. Maintenance work on a construction project not being touched by the project (i.e. filling of potholes, cleaning culverts, repairing cut or damaged fences, refreshing lane lines).
10. Crash damage on projects.
11. Work outside the highway ROW – without needed permits.
12. Work outside the project limits (unless it can be shown necessary to implement the project).
13. Work outside the scope of NEPA review and approval.
14. Adjustments of private facilities (i.e. signs, fences, lawn sprinklers, etc.) unless part of ROW agreement/permit.
15. Anticipated profit on work not performed or canceled work.
16. Reimbursement for costs incurred prior to the date of FHWA authorization for construction

17. Reimbursement for costs not requested for federal authorization or identified to be paid by others e.g. Right-of-way, design fees, agency costs and ADOT processing fees, utility coordination efforts, construction administration activities, post design services, Utilities, etc.
18. Administrative settlements or negotiated contract changes that do not adequately document a cost analysis.
19. Non-compliance with the Buy America act or other Federal requirements. This could jeopardize eligible funding for entire project.
20. Change orders that specify or otherwise add a Furnished Material/Sole Source without a PIF.
21. Work done by in-house forces or use of publicly owned equipment (without a PIF/Cost Effectiveness Finding approved by FHWA or by ADOT for CA projects).
22. Payment for work done by an unapproved sub.
23. Work not in compliance with MUTCD
24. Payment for betterments or preference changes that do not have a transportation function and/or are not currently part of the project (i.e. such as utility upgrades that are not justified or oversizing sanitary sewer for future development).
25. Reconfiguring utilities (overhead to underground), unless there is a local ordinance or law requiring all parties to underground utilities.
26. Error in quantities shown on plans for Lump Sum items.
27. Permit or agency review costs that the contractor should be responsible for per the specs.
28. Drainage (allowing additional areas to drain into the highway system)/utility work (storm, sanitary sewer) not a result of the project.
29. Significant hauling/transport charges of salvaged items to ADOT or a LPA to store for use on a future NFA project.
30. Surplus or stockpiled items not incorporated in the project.
31. Restocking fees if eliminated work is not related to a participating change order.
32. Costs that arise from negligence, intentional acts or omissions, fraud, carelessness, incompetence or other actions by employees which are not consistent with the usual State practices.
33. All costs associated with NFA items are ineligible including taxes and bonds.
34. Federal-aid funds shall not participate in any cost which is not incurred in conformity with applicable Federal and State law, the regulations in this title (Title 23 Code of Federal Regulations), and policies and procedures prescribed by the Administrator.

Additional documents that may be helpful:

[Federal-aid Highway Project - Non-Participating Cost Items -September 10, 2015](#)

[Project Funds Management Guide for State Grants](#)

Hello:

The information below is sent to you on behalf of Rolanda Smedley, LPA Process Manager, ADOT Local Public Agency Section. Disseminate, as needed, to individuals within your organization and network.

Federal Highway Administration Unveils Infrastructure Investment and Jobs Act `One-Stop Shop' Website, Publishing Request for Information

Tuesday, November 30, 2021

FHWA 18-21
Contact: Neil Gaffney
Tel: (202) 366-0660

WASHINGTON – The U.S. Department of Transportation’s Federal Highway Administration (FHWA) has launched a new website designed for transportation agencies, communities and stakeholders interested in learning more about the Infrastructure Investment and Jobs Act (also known as the Bipartisan Infrastructure Law).

“FHWA is committed to providing easily accessible information on the Bipartisan Infrastructure Law as the first of many steps we’re taking to deliver the largest transportation investment in generations,” said Deputy Federal Highway Administrator Stephanie Pollack. “As this website is expanded and updated it will be a great asset for states, counties, cities, towns and tribes seeking to take advantage of both formula and grant programs to modernize their infrastructure, improve safety and create good paying jobs.”

The new website, at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>, will serve as a one-stop shop online for transportation agencies and others interested in learning more about new and existing FHWA programs as well as how to apply for grants and other discretionary funding opportunities available under the Bipartisan Infrastructure Law.

FHWA is also issuing a Request for Information (RFI) to solicit suggestions from the public and stakeholders on how best to facilitate FHWA’s implementation of the Bipartisan Infrastructure Law. As the RFI states, “In order to make the most of the BIL’s historic investment and opportunities, FHWA is seeking your input on the FHWA-related sections” of the Bipartisan Infrastructure Law.

“The Bipartisan Infrastructure Law can improve infrastructure, the environment, equity and the quality of life for millions of Americans, but to realize its full potential we need to hear from the public, especially on how FHWA should address the opportunities and challenges associated with both changes to existing programs and the creation of new programs,” Pollack added.

The RFI, slated to be published in the Federal Register on December 1, can be viewed at <https://public-inspection.federalregister.gov/2021-26145.pdf>. Specifics on Bipartisan Infrastructure Law programs and funds being made available by the USDOT to each state and the District of Columbia can be found at <https://www.transportation.gov/briefing-room/usdot-releases-state-state-fact-sheets-highlighting-benefits-bipartisan>

Sincerely,

Rolanda L. Smedley
LPA Process Manager
ADOT Local Public Agency Section

MD EM11

205 S. 17th Avenue

Phoenix, AZ 85007
602.712.6404 office

azdot.gov

ADOT

Infrastructure Delivery and Operations

Cyndi A. Callahan
Local Public Agency Liaison & Training Coordinator

MD EM11
205 S. 17th Ave
Phoenix, AZ

85007
(602) 712-8330
ccallahan@azdot.gov
www.azdot.gov

ADOT

Infrastructure Delivery and Operations

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