

# TECHNICAL ADVISORY COMMITTEE REGULAR MEETING AGENDA

## REVISED AGENDA

*Local Governments and Citizens Working Together*

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### TECHNICAL ADVISORY COMMITTEE (TAC)

July 14, 2022

Time: 9:00 a.m.

### REVISED TAC AGENDA

In-Person/Virtual

230 West Morrison Street

Yuma, Arizona 85364

Teleconference using GoToMeeting

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### YMPO TAC MEMBERS

Chair	Chris Young, City Engineer, City of Yuma
Vice-Chair	Eulogio Vera, Public Works Director, City of San Luis
Member	Sam Palacios, Public Works Director, City of Somerton
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	Joseph Grant, Public Works Director, Town of Wellton
Member	Eric Holland, Planning Director, Cocopah Indian Tribe

### YMPO TAC EX-OFFICIOS

CALTRANS	Beth Landrum
EPA	John Kelly
FHWA	Romare Truly
FTA	Ariana Valle
YCIPTA	Shelly Kreger

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

The meeting will be called to order and the City of Yuma will declare the number 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 Survey Cards for the public to complete. Please send these to Charles Gutierrez, YMPO Senior Planning Manager, at [cgutierrez@ympo.org](mailto:cgutierrez@ympo.org).

**Jesus Aguilar (JR) will read a Title VI Statement. No action is necessary 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 approval of the June 9, 2022 minutes.

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

5. **Title VI Training and Guidance**

YMPO Title VI Coordinator will update the Technical Advisory Committee (TAC) with the latest update in respect to the Title VI of the Civil Rights Act of 1964, Limited English Proficiency (LEP), and the Public Participation Plan.

**Mr. Gutierrez will make a presentation on the Title VI Package, This is on the agenda as information and discussion only.**

6. **Rail/Heavy Freight Study Update**

Kimley Horn & Associates will present an update to the Rail Study.

**Mr. Chris Joannes, Kimley-Horn and Associates will present this item and is on the agenda as information, discussion, and/or action.**

7. **San Luis O & D/Circulation Studies**

Kimley-Horn & Associates will present on behalf of the City of San Luis' two simultaneous studies: the Origin & Destination Study and the Circulation Study.

**Mr. Chris Joannes, Kimley-Horn and Associates will present this item and is on the agenda as information and discussion only.**

8. **Highway Safety Improvement Program FY 2025/2026**

Greenlight TE will present the Draft Highway Safety Improvement Program applications.

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

**9. YMPO FY 2022-2026 TIP Amendment #3**

Member agencies of the Yuma MPO are requesting TIP Amendments to various projects. There will be additional transit projects brought forward next month

**Mr. Charles Gutierrez will present this item. This item is on the agenda for information, discussion, and/or action.**

**10. YMPO STBG Federally Funded Program**

YMPO will present to the TAC under the guidance of the YMPO Executive Board are bringing forth the concept of guidelines or policies to build a project from cradle to grave. YMPO will present the introduction of a pathway to setting up policy for project development for the YMPO Region.

**This will be presented by Paul Ward P.E. This item is on the agenda as information, discussion, and/ or action.**

**11. Defense Community Infrastructure Pilot (DCIP) Program Opportunity**

It is a competitive grant program administered by the Office of Local Defense Community Cooperation (OLDCC) on behalf of the Department of Defense. The program is to enable state and local projects to address deficiencies in community infrastructure in support of a local military installation to enhance military value, installation resilience, and/or military family quality of life. The program is authorized under 10 U.S.C. § 2391(d).

**This item is on the agenda for information and discussion only.**

**12. Regional Project Priority List**

The Rural Transportation Advocacy Committee has gone through a lengthy process last year with the Arizona Greater MPO/COGs participating in an exercise of compiling project in our region, by municipality, by ranking and again compiling for a regional list of projects to be submitted on behalf of the RTAC and Arizona Congressman to be considered for Arizona funding.

**This is on the agenda for information, discussion, and/or action.**

**13. Regional Study Outlines**

A presentation on the two studies that are identified in the YMPO Unified Planning Working Program (UPWP): The Roads of Regional Significance and the Complete Streets Concept.

**Mr. Paul D. Ward will present this item and is on the agenda for information and discussion only.**

**14. Regional Coordination Plan**

The YMPO Regional Coordination Plan has been released to the public for the Request for Proposal (RFP) phase of the plan. A schedule has been established and the ranking and recommendation of a viable consultant is the next phase.

**Mr. Gutierrez will present. This is on the agenda for information, discussion, and/or action.**

**15. YMPO and ADOT**

YMPO and ADOT staff will have the opportunity to update any other business that is or was not covered in the previous agenda items.

- a. YMPO
- b. Roads & Streets Registration
- c. ADOT MPD Update

**This item is on the agenda for information and discussion. Charles Gutierrez (YMPO) and Mark Hoffman (ADOT) will present this item.**

**16. In-Kind Match Forms**

This item 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, meetings), YMPO is able to capture portions, or all, of your time as 'soft' match for those YMPO programs.

**This item is on the agenda for information and discussion only.**

**17. TAC Status Report - NEEDS TO BE UPDATED**

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:** No projects listed

**Yuma County:**

Avenue 28E and County 9th Street (Off System Bridge Project)  
Avenue D/E Corridor through 18th Street to 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:**

Cesar Chavez (Juan Sanchez) Boulevard

**City of Yuma:**

32<sup>nd</sup> Street Ave B-Ave D  
Avenue B – Reconstruction 24<sup>th</sup> Street-16<sup>th</sup> Street  
18<sup>th</sup> St & Ave C  
28<sup>th</sup> Street Widening between 33<sup>rd</sup> drive –

**City of Somerton:** No projects listed

**ADOT:**

I-8 Sentinel Rest Area Project  
I-8 MP 0.1 – 31 Various Bridges

I-8 Colorado River Bridge Repair Project  
I-8 Wellton-Ave 36E Pavement Life Extension Project  
US 95, Ave 9E to Rifle Range Rd Project  
US 95 Rifle Range Rd to Mohawk Canal Bridge  
US 95 Wellton-Mohawk Canal Bridge Project  
US 95 MP 67-80 Pavement Life Extension Project

**Cocopah Indian Tribe:** No projects listed

**18. Future Agenda Items**

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

- a. TIP Amendment
- b. Grant Awards

**19. Progress Reports**

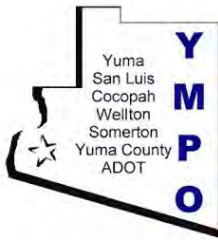
YMPO staff has provided a list of recent activities

- a. Jun 9 - TAC Meeting (All, ex CF).
- b. Jun 9 - Mobility Managers Meeting (CG, JR).
- c. Jun 10 - COG/MPO Planners Meeting (CG).
- d. Jun 13 - RFP Main Document Review and Repair (JR, PW).
- e. Jun 14 - Staff Meeting (All).
- f. Jun 14 - Rail Study Stakeholder telemeeting with Yuma ED Staff (PW).
- g. Jun 14 - Wells Fargo; Credit cards and signatures (CF, PW, BD).
- h. Jun 14 - San Luis Streetscape Design Concepts (PW).
- i. Jun 14 - Meeting with Yuma County Re: New Hire Trainings (CF, BD).
- j. Jun 15 - Special YMPO Executive Board Meeting (All).
- k. Jun 16 - YMPO/ADOT Coordination Meeting (PW, CG, CF).
- l. Jun 16 - 5310 Crossroads Virtual Meeting (JR).
- m. Jun 16 - ADP 2022 Quarter-End Preparation and Planning Webinar (BD).
- n. Jun 17 - AZSTB meeting, San Carlos, Gila County (CF, PW).
- o. Jun 20 - YMPO Server – Carbonite (CG, BD, CF)
- p. Jun 20 - RTAC Advisory Committee telemeeting (CF, PW).
- q. Jun 21 - ADOT Freight Plan Project Prioritization Workshop (CG, PW).
- r. Jun 21 - Yuma PM-10 SIP Update telemeeting (CG).
- s. Jun 21 - MAG Transportation Ambassador Program Meeting (JR).
- t. Jun 23 - Wilson & CO & YMPO DCIP Meeting (CG, CF).
- u. Jun 23 - Defensive Driving Training (NC).
- v. Jun 27 - CTS Meeting (PW, CF).
- w. Jun 27 - Appointment with QuickBooks Re: Server Manager Issues (CG, CF).
- x. Jun 27 - SDS with Yuma County HR (BD).
- y. Jun 27 - 5310 Meeting with Genine Sullivan (JR).
- z. Jun 28 - ADOT/YMPO DCIP Grant Weekly Meeting (CG, CF, JR).
- aa. Jun 29 - Yuma County's Regional Economic Development Meeting (CG, CF).

- bb. Jun 30 - DCIP – Wilson/YMPO (CF).
- cc. Jun 30 - Insurance Claim Inspection for Vandalism (CF).
- dd. Jun 30 - EB meeting (All).
- ee. July 5 - YMPO Rail Recurring Management Call (PW, CG).
- ff. July 7 - New Hire Workplace Harassment (NC).
- gg. July 11 - Staff Meeting (All).
- hh. July 11 - RTAC Advisory Board (PW, CG).
- ii. July 11 - ADOT/ YMPO Coordination Meeting (PW).
- jj. July 11 - RMC 5310 Meeting (JR).
- kk. July 12 - Local Public Agency Training Series module 3 (CG, PW, CF).
- ll. July 12 - ADOT/YMPO DCIP Grant Weekly Meeting (CF, CG).
- mm. July 13 - YMPO Rail/Heavy Freight Corridor Alignment Study Public Engagement in San Luis (CF, CG).
- nn. July 13 - From To-Do to Done: Mastering Your To-Do List Training (NC).

## **20. 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 Crystal Figueroa or Charles Gutierrez at 928-783-8911.*



## TECHNICAL ADVISORY COMMITTEE REGULAR MEETING MINUTES

*Local Governments and Citizens Working Together*

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### TECHNICAL ADVISORY COMMITTEE (TAC)

June 9, 2022

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### YMPO TAC MEMBERS

Vice-Chair	Eulogio Vera, Public Works Director, City of San Luis
Member	Sam Palacios, Public Works Director, City of Somerton
Member	Mark Hoffman, Senior Planner, ADOT
Member	Susan Cowey, CIP Administrator, City of Yuma
Member	Frank Sanchez, County Engineer, Yuma County
Member	Joshua Scott, Public Works Director, Yuma County
Member	Joseph Grant, Public Works Director, Town of Wellton
Member	Eric Holland, Planning Director, Cocopah Indian Tribe

### YMPO TAC MEMBERS ABSENT

Chair	Chris Young, City Engineer, City of Yuma
Member	Jennifer Albers, Principal Planner, City of Yuma

### ADDITIONAL PRESENT

Dave Wostenberg, CIP Manager, Yuma County  
Isabelle Garcia, Development TES, ADOT Southwest District  
Mike Blankenship, Greenlight Traffic Engineering  
Douglas Eberhart, Wilson & Co.  
Dan Marum, Wilson & Co.

### YMPO STAFF PRESENT

Senior Planning	Charles Gutierrez
Administrative Assistant	Norma Chavez
Principal Engineer	Paul Ward
Mobility Manager	Jesus R Aguilar Jr.
Accountant	Blenda Dale

**NO EX-OFFICIOS Present**

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

The TAC meeting was called to order by Eulogio Vera at 9:00 A.M. The City of Yuma declared votes as Susan Cowey 3, and Dave Wostenberg 2 votes.

2. **Title VI of the Civil Rights ACT of 1964**

A brief Title VI Nondiscrimination Notice to the Public was read by Jesus R Aguilar Jr.

3. **Call to the Public**

There were no announcements from public or TAC members.

4. **Approval of Minutes**

The approval of the May 12, 2022 meeting minutes were approved. Eric Holland motioned for approval. Dave Wostenberg seconded the motion. Motion carried.

5. **Rail/Heavy Freight Study Update**

Kimley Horn & Associates was not present at this month's TAC meeting to present an update to the Rail Study.

Mr. Gutierrez presented a brief update to all TAC members regarding the Rail Study. Kimley Horn & Associates is currently holding stakeholder meetings. YMPO is conducting a public outreach next month (July) and is currently looking for a place for these two meetings to be held.

6. **Highway Safety Improvement Program FY 2025/2026**

Mike Blankenship from Greenlight TE presented the Draft Highway Safety Improvement Program applications that were submitted on behalf of YMPO, and local agencies, to ADOT for review. The 8 applications total just under 18 million dollars and the benefit cost ratio ranges from 6.3-18.3 million dollars. The first application, Systemic HAWK, includes putting in pedestrian hybrid beacons at four different locations. If deemed eligible, the final application does require pedestrian peak hour counts, instead of an estimate pedestrian volume.

Dave Wostenberg, Yuma County, expressed possible difficulties in obtaining accurate pedestrian counts since school is no longer in session.

Mr. Blankenship stated a note can be added to the final application that school was not in session if the pedestrian count is low.

Susan Cowey, City of Yuma, asked for the application's deadline.

Mr. Blankenship said the final application is due August 1st. Additionally, Traffic Safety is currently reviewing all draft applications and will return them with comments by approximately end of June. ADOT may extend the deadline by some weeks should there be any delays. However, the counts are required to be submitted a week before the current deadline of August 1st to update the PHB warranting guidelines.

Frank Sanchez, Yuma County, mentioned that half of Crane Street is in the City



of Yuma and half of it is in Yuma County, which would require the County to be involved when signing AGA's.

Mr. Blankenship continued to present the next 5 applications, which are with Yuma County, three for signal and two for shoulder widening. The next application in City of Somerton involves lowering of the crest curve and installing flashing beacons. Lastly, the application with San Luis involves installing raised medians.

Paul Ward, YMPO, asked if the cost has been inflated, as ADOT has been experiencing high-cost increases.

Mr. Blankenship stated that the application included embedded inflation factors of 18% for construction and 13% for design.

**7. Surface Transportation Block Grant - 16th St Project**

Susan Cowey, City of Yuma, presented an update to Surface Transportation Block Grant – 16th St Project. Ms. Cowey stated that the City of Yuma will no longer be pursuing the 16th St Project, resulting in its removal from the TIP. Ms. Cowey requested that instead, the funding go towards two efforts, Ave 7E Bridge/Canal and the 40th St Project.

Charles Gutierrez, YMPO, stated that the funds generally go back into the YMPO Ledger which is the YMPO account that is with ADOT for the Federal Aid system. It is then re-programmed at the TAC level for recommended approval at the Executive Board.

Ms. Cowey asked if YMPO has any intention of getting the loan and funding it as it was funded previously since the projects cannot be swapped.

Ms. Cowey asked if the funds for FY27 will be available for the 40<sup>th</sup> Street Project. There is available funding for FY 2027 due to the loan not being pursued for the 16th street project.

Mr. Gutierrez requested more details on the 40th Street Project and offered extra funding to all TAC members for specific projects. Mr. Gutierrez will also send funding availability to all TAC Members for their reference. He suggested this be placed on next month's agenda again.

Mr. Gutierrez moved on and stated that after looking at the LRTP, there is no potential issue with the air quality for the 40th Street Project.

**8. YMPO FY 2022-2026 TIP Amendment #3**

Mr. Gutierrez stated this item is no longer applicable for discussion at this time and the Vice Chair, Mr. Vera moved on to the next agenda item.

**9. YMPO STBG Federally Funded Program**

Paul Ward, YMPO, presented to the TAC under the guidance of the YMPO Executive Board the concept of guidelines and/or policies to build a project from cradle to grave. Mr. Ward stated that Arizona will receive over \$1 billion each year for the next 5 years, however, the amount of money the YMPO region will be receiving is unknown. Currently, YMPO receives \$1 million every year in STBG money. Additionally, the YMPO region will be receiving an allocation of Carbon Reduction Program (CRP) money. All projects must be in the TIP to be eligible and then will be included in the state transportation improvement program. The YMPO region does not have a formal procedure for programming the funds, selecting the projects, prioritizing any additional projects that are out there, or getting the project taken care of.

Mr. Ward stated that YMPO's policies and procedures should focus on YMPO's purpose and overview, performance measures as required by federal guidelines, goals and objectives, trends and targets, strategies and alternatives, LRTP and TIP priorities, and finally, monitoring the progress of the projects.

Mr. Ward anticipates having a guidebook by next TAC's Monthly Meeting.

Ms. Cowey asked if YMPO has every thought of purchasing software tool, like Clear.Gov, which allows you to program your strategic outcome, create your own matrix, scoring, in addition to priority ranking all projects.

Mr. Ward's response was that YMPO has not looked into any company, but we would be very happy to take a look at Ms. Cowey's suggestion.

**10. Defense Community Infrastructure Pilot (DCIP) Program Opportunity**

Mr. Gutierrez presented the Defense Community Infrastructure Pilot (DCIP) Program opportunity brought to YMPO's attention by Councilmember, Gary Knight. DCIP is a competitive grant program administered by the Office of Local Defense Community Cooperation (OLDCC) on behalf of the Department of Defense. The program is to enable state and local projects to address deficiencies in community infrastructure in support of a local military installation to enhance military value, installation resilience, and/or military family quality of life.

Mr. Gutierrez thought this was a great opportunity to use for the 95 Corridor. Currently, YMPO is in the process of working on an agreement with Wilson & Co. to submit application for the grant, which is a grant of \$10-13 million. Last week, YMPO, Mr. Knight, ADOT, and YPG were successful in their presentation to the Commander. This grant submission is being done on behalf of ADOT.

Dan Marum, Wilson & Co., said that the groundwork YMPO has laid with the military installation and having the responsiveness will help them complete a thorough grant application.

Douglas Eberhart, Wilson & Co., stated that the application is due July 18, 2022.

**11. Carbon Reduction Program**

The new Carbon Reduction Program (CRP), created under the President's Bipartisan Infrastructure Law, will help states develop carbon reduction strategies and address the climate crisis facing our nation. States can use the funds in CRP to expand transportation options for American families that can help them save money on gas.

Eligible projects consist of traffic monitoring systems, public transportation, transportation alternatives, etc. Mr. Gutierrez said YMPO is currently waiting on further guidance from ADOT. YMPO was already awarded over \$300,000 but could not do anything with the funds. The \$300,000 was given back to ADOT to reprogram in FY 23. In FY 23, there will be \$600,000 available.

Mr. Gutierrez will continue to update all TAC Members on status in the next meeting.

Mr. Ward suggested all agencies that consider their project eligible for the funds to submit their project for consideration.

**This is on the agenda for information and discussion at this time only. A CRP Loan has been made already.**

**12. YMPO and ADOT**

YMPO and ADOT staff will have the opportunity to update any other business that is or was not covered in the previous agenda items.

- a. YMPO -
- b. Roads & Streets Registration – Mr. Gutierrez said he would have an email sent regarding this conference to register and/or participate. Members of TAC Member's staff may go in their place if they cannot attend the conference.
- c. ADOT MPD Update – Mr. Ward said ADOT has fully funded the next segment of US 95. However, the DCIP program funds that YMPO is applying for will be used, if successful, to fund the US 95 project even though ADOT has fully funded it. The reason for doing this is because of the constraints of this funding source allows it. Additionally, any money that gets released under the DCIP program will get put on the next segment of US 95. Mr. Ward also mentioned that ADOT's program is currently out for the next 5 years. Currently, Yuma region has projects for one year (FY 23), which may cause an issue with ADOT's 5-year program. Mr. Ward will conduct a presentation regarding this in next month's TAC meeting.
- d. ADOT Planning Updates – Mark Hoffman, ADOT, updated the TAC Members regarding the state's long range transportation program is in the beginning stages. The Border Master Plan's consultant and project manager is Mark Sanders. They are currently developing a stakeholder survey and looking to schedule in-person visits with 3 border communities. They are also reviewing all priority projects that were identified in the last plan to bring forward into developing the update.

ADOT's 5-year (FY 23- FY 27) construction program will go to the board on June 17th for approval. There are 2 pavement preservation projects in the program for the Southwest District. The process has begun for the 2024-2028 program.

**This item is on the agenda for information and discussion. Charles Gutierrez (YMPO) and Mark Hoffman (ADOT) will present this item.**

**13. In-Kind Match Forms**

This item 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, meetings), YMPO is able to capture portions, or all, of your time as 'soft' match for those YMPO programs. As presented.

**This item is on the agenda for information and discussion only.**

**14. TAC Status Report**

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: No projects listed

Yuma County:

Avenue 28E and County 9th Street (Off System Bridge Project) – The bridge has been demoed. Setting up forms to construct the abutments for the new bridge. However, some debris did fall into the canal. The irrigation district will be removing the debris that fell into the canal.

Avenue D/E Corridor through 18th Street to 23rd Street – No update. The RAISE grant was submitted for possible funding for construction. A TIP Amendment for Avenue D/E until 16th Street was requested.

Martinez Lake and Red Cloud Mine Road – Construction is ongoing. Storm drainage improvement have been constructed.

County 12th Street from Fortuna to Avenue 12E (reconstruction project) – Entire storm drain system is in. Currently working on the East side as the West side is completed. Possibly completed by the end of this month.

North Frontage Road from 10E to Fortuna – Utility relocation is underway. Construction should begin later this summer.

City of San Luis:

Cesar Chavez (Juan Sanchez) Boulevard – Continuing to work. Nothing else to report.

City of Yuma:

32nd Street Ave B-Ave C – Design phase

Arizona Ave Pavement work has been completed

Avenue B – Reconstruction 24th Street-16th Street – Design phase

Bid Ave E – Missed the window this year. Will start in the off season.

18th St & Ave C – Traffic signal is currently being designed.

28th Street Widening between 45th - 33rd drive – Final Design

16th Street Project has been removed

City of Somerton: No projects listed

ADOT: Ms. Isabelle Garcia said

I-8 Sentinel rest area project is still ongoing and 57% complete. It is open for commercial trucks.

I-8 MP 0.1 to 31 has various bridges. It is 9% complete. Contractor working on removal of structural concrete, slopes, and reinforcing steel.

I-8 Colorado River Bridge – Project is being constructed by Caltrans and 50% with ADOT. They are awarding the project to the second lowest bidder, and work is scheduled to start in October of this year.

I-8 Wellton-Ave 36E Pavement Life Extension Project will be advertised this month and will be in construction around the September time frame.

US 95, Ave 9E to Rifle Range Rd Project is 53% complete. Currently working on demo on the North side.

US 95 Rifle Range Rd to Mohawk Canal Bridge is scheduled to advertise by June 21st.

US 95 Wellton Mohawk Canal Bridge Project – Final striping has been completed and the project will be closed out.

US 95 MP 67-80 Pavement Life Extension – Project will be advertised by the end of this month and will be in construction in September.

Cocopah Indian Tribe: No projects listed

**15. Future Agenda Items**

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

- a. TIP Amendment
- b. Grant Awards – Mr. Gutierrez wants to know if local agencies are awarded grants. (?)
- c. Mr. Ward will conduct a presentation regarding ADOT's 5-year program in next month's TAC meeting.

**16. Progress Reports**

YMPO staff has provided a list of recent activities

- a. May 12 - TAC Meeting (All Staff)
- b. May 16 - CTS Meeting (PW)
- c. May 16 - RTAC Advisory Committee (CF, PW)
- d. May 17 - ADEQ SIP PM-10 (CF, CG, PW)
- e. May 19 - Orphaned Road Wrap-up (CF, CG, PW)
- f. May 19 - Defense Community Infrastructure Pilot Program Webinar (CF, CF)
- g. May 19 - Kittleson & Associates Discussion on Model (CG)
- h. May 23 - RTAC Board Meeting (CF, PW)
- i. May 24 - ADEQ Orphaned Road Discussion (CF, PW, CG)
- j. May 25 - ADOT/YMPO TIP Discussion (CG)

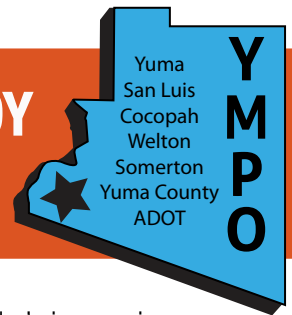
- k. May 25 - ADOT/YMPO Coordination DCIP Program (CF, PW, CG)
- l. May 25 - Yuma County Economic Development Meeting (CF)
- m. May 26 - YMPO Executive Board Meeting (All Staff)
- n. May 27 - YMPO/Wilson & Co. Meeting (CF, CG)
- o. May 27 - YMPO/GYEDC Meeting (CF, CG)
- p. May 31 - YMPO Regional Mobility Committee (CG, JR)
- q. June 1 - Title VI Training (CG, JR)
- r. June 1 - San Luis Technical Meeting
- s. June 1 - Rail/Heavy Freight Study Meeting (CG)
- t. June 2 - Title VI Training (CG, JR)
- u. June 2 - DCIP Presentation YPG (CF, CG, PW)
- v. June 2 - Special RTAC Board Meeting (CF, PW, CG)
- w. June 7 - Rail Meeting KHA (CG, PW)
- x. June 8 - LPA Module 2 (CF, CG, PW)

## **17. Adjournment**

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# YMPO RAIL/HEAVY FREIGHT ALIGNMENT STUDY

## CONCEPTUAL ALTERNATIVES SURVEY



The Yuma Metropolitan Planning Organization (YMPO) is conducting a survey to better understand stakeholder's impressions and preferences for a future freight rail corridor in the Yuma Region. Please help us by answering a few questions.

How supportive are you of a future freight rail corridor in the Yuma Region?

Not supportive

1 2 3 4 5

Neutral

Very supportive

Comments:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

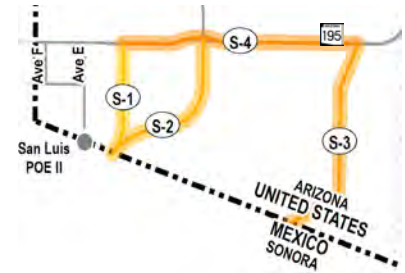
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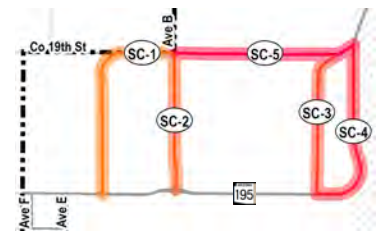
Which Southern Alternative do you feel would be best for a future rail corridor? You can select up to two.

- ☐ S1 ☐ S1 with S4
- ☐ S2 ☐ S2 with S4
- ☐ S3 ☐ S3 with S4



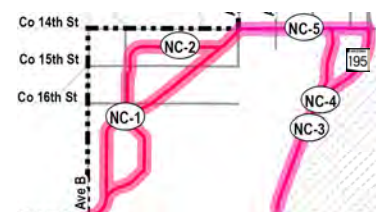
Which South-Central Alternative do you feel would be best for a future rail corridor? You can select up to two.

- ☐ SC1 ☐ SC1 with SC5
- ☐ SC2 ☐ SC2 with SC5
- ☐ SC3 ☐ SC3 with SC5
- ☐ SC4 ☐ SC4 with SC5



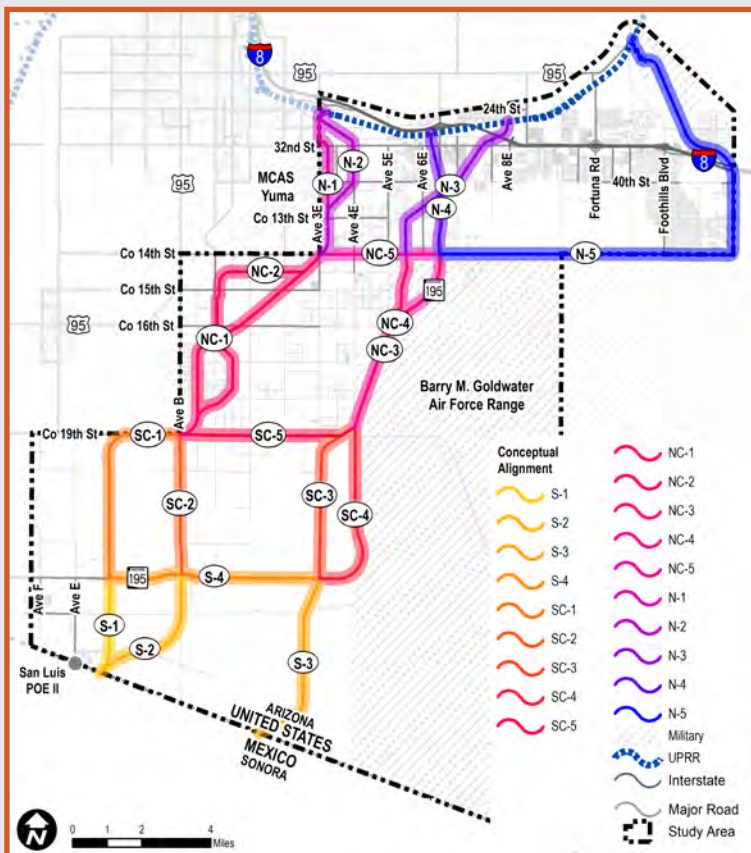
Which North-Central Alternative do you feel would be best for a future rail corridor? You can select up to two.

- ☐ NC1 ☐ NC1 with NC5
- ☐ NC2 ☐ NC2 with NC5
- ☐ NC3 ☐ NC3 with NC5
- ☐ NC4 ☐ NC4 with NC5



Which North Alternative do you feel would be best for a future rail corridor? You can select up to two.

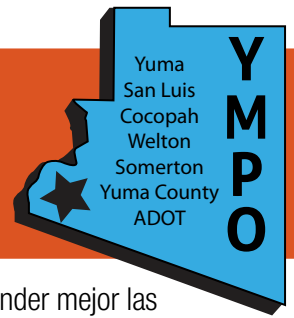
- ☐ N1
- ☐ N2
- ☐ N3
- ☐ N4
- ☐ N5





# ESTUDIO DE ALINEACIÓN FERROVIARIA Y MERCANCÍA PESADA YMPO

## HOJA DE DATOS DEL PROYECTO



La Organización de Planificación Metropolitana de Yuma (YMPO) está realizando una encuesta para comprender mejor las impresiones y preferencias de las partes interesadas para un futuro corredor ferroviario de carga en la región de Yuma. Por favor ayúdenos respondiendo algunas preguntas

¿Cuánto apoya usted a un futuro corredor ferroviario de carga en la región de Yuma?

No Solidario      Neutral      Muy solidaria

☐ 1    ☐ 2    ☐ 3    ☐ 4    ☐ 5

Comentarios:

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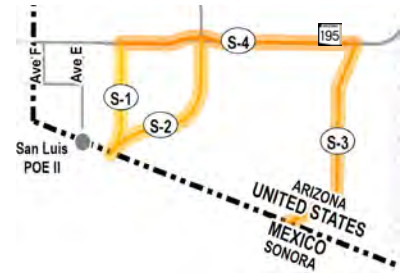
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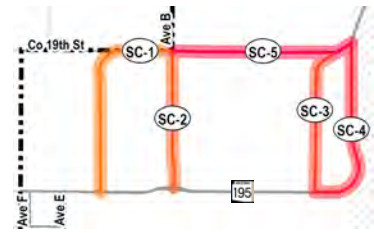
¿Qué Alternativa del Sur cree que sería mejor para un futuro corredor ferroviario? Puede seleccionar hasta dos.

- ☐ S1    ☐ S1 con S4  
☐ S2    ☐ S2 con S4  
☐ S3    ☐ S3 con S4



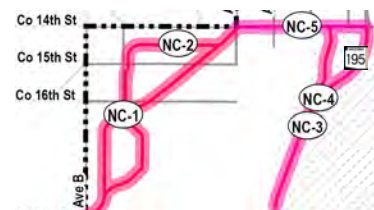
¿Qué alternativa centro-sur cree que sería mejor para un futuro corredor ferroviario? Puede seleccionar hasta dos.

- ☐ SC1    ☐ SC1 con SC5  
☐ SC2    ☐ SC2 con SC5  
☐ SC3    ☐ SC3 con SC5  
☐ SC4    ☐ SC4 con SC5



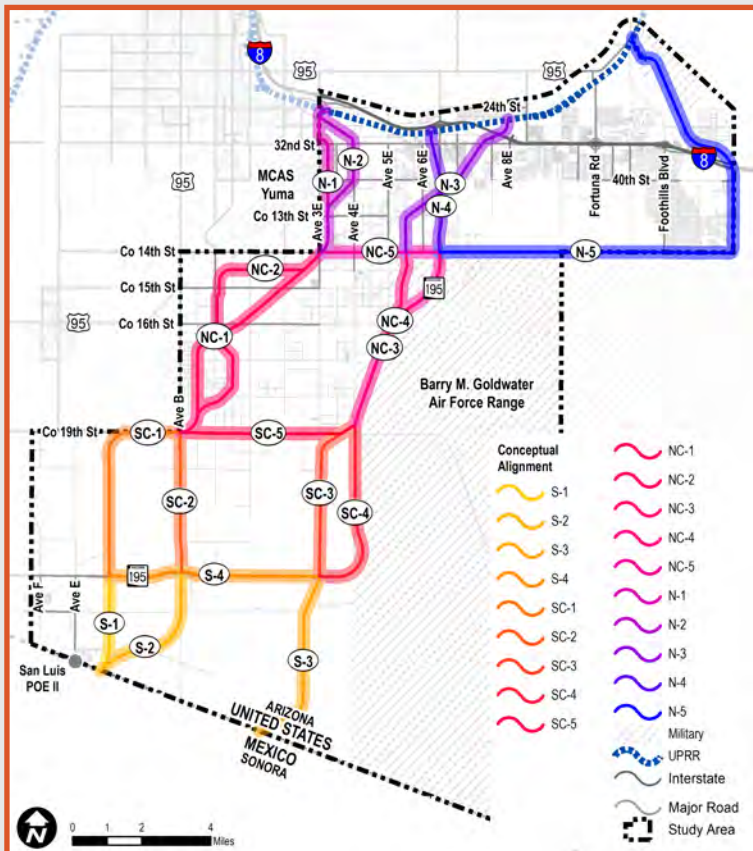
¿Qué Alternativa Norte-Central cree que sería mejor para un futuro corredor ferroviario? Puede seleccionar hasta dos.

- ☐ NC1    ☐ NC1 con NC5  
☐ NC2    ☐ NC2 con NC5  
☐ NC3    ☐ NC3 con NC5  
☐ NC4    ☐ NC4 con NC5



¿Qué alternativa del norte cree que sería mejor para un futuro corredor ferroviario? Puede seleccionar hasta dos.

- ☐ N1  
☐ N2  
☐ N3  
☐ N4  
☐ N5





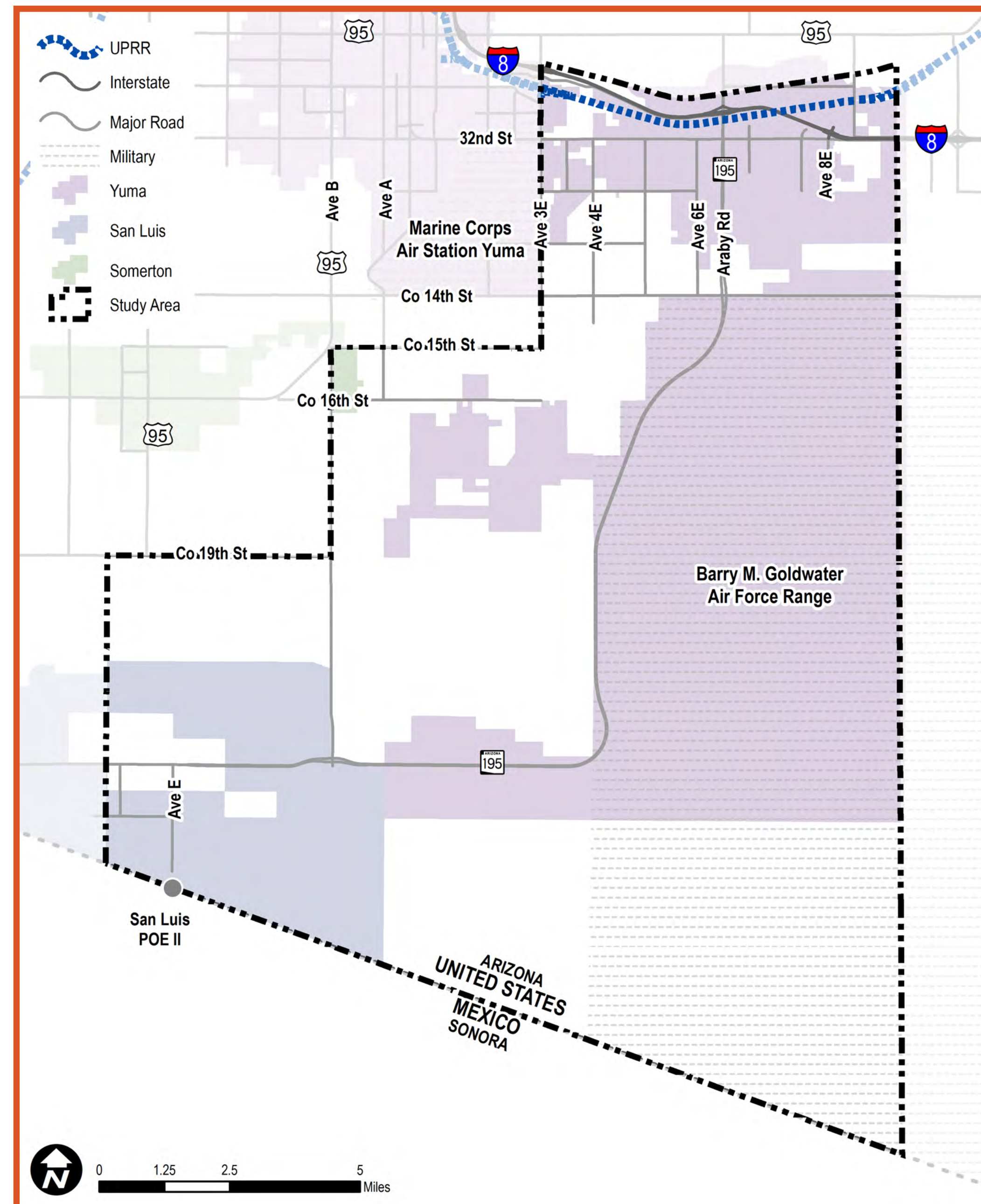


## YMPO RAIL/HEAVY FREIGHT ALIGNMENT STUDY

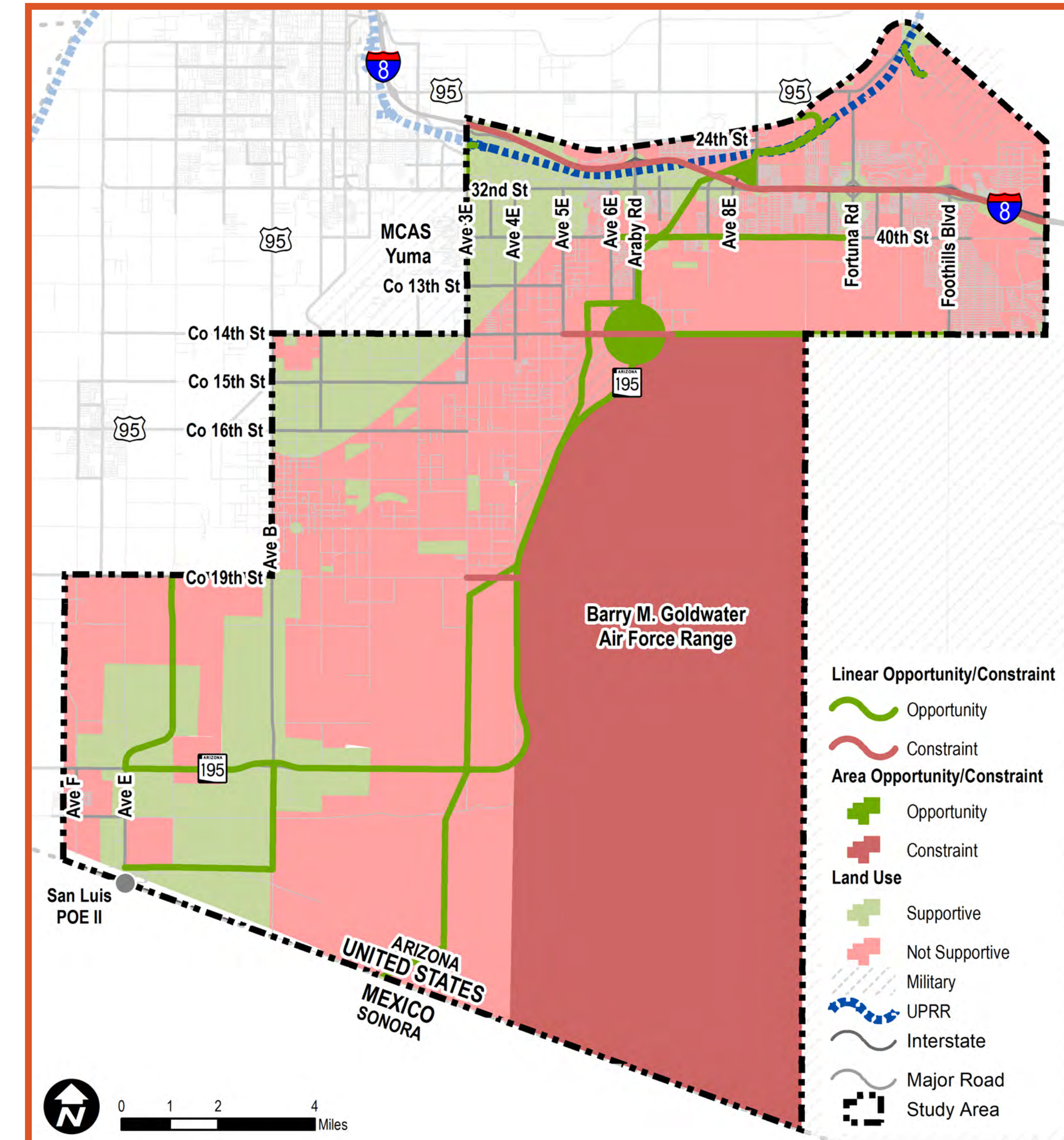
### STUDY OVERVIEW/REVIEW

The Yuma Metropolitan Planning Organization (YMPO) is conducting a study to identify a preliminary alignment for a possible rail/heavy freight corridor in the Yuma region. The study builds upon the 2013 Yuma County Rail Corridor Study, which recommended multiple rail corridors options between Sonora, Mexico, and Yuma County. New development activity in Yuma has placed constraints on previously identified corridors of opportunity for rail. This study will identify a recommended location for a 500-foot-wide corridor, which could ultimately accommodate a freight rail facility as well as other utilities with considerations for ongoing development in the area.

#### STUDY AREA



#### AREAS OF OPPORTUNITY AND CONSTRAINT



#### Opportunities

- The San Luis General Plan is supportive of a freight rail connection with Mexico and planned land uses in eastern San Luis are supportive of a freight rail alignment.
- The Sonora Crossing and Natural Gas Feasibility Studies indicate a need for a north-south alignment to run additional utilities that could be co-located with rail to offset some of the cost of acquiring land for right-of-way.

#### Constraints

- The City of Yuma General Plan and Yuma County Comprehensive Plan envision rural density residential and farming to continue throughout much of the study area, while discouraging commercial and industrial development which is more supportive of freight rail.
- The Arizona-Sonora Border Master Plan reviewed a potential north-south rail alignment in Yuma County and did not determine that it should be a top priority at the time.



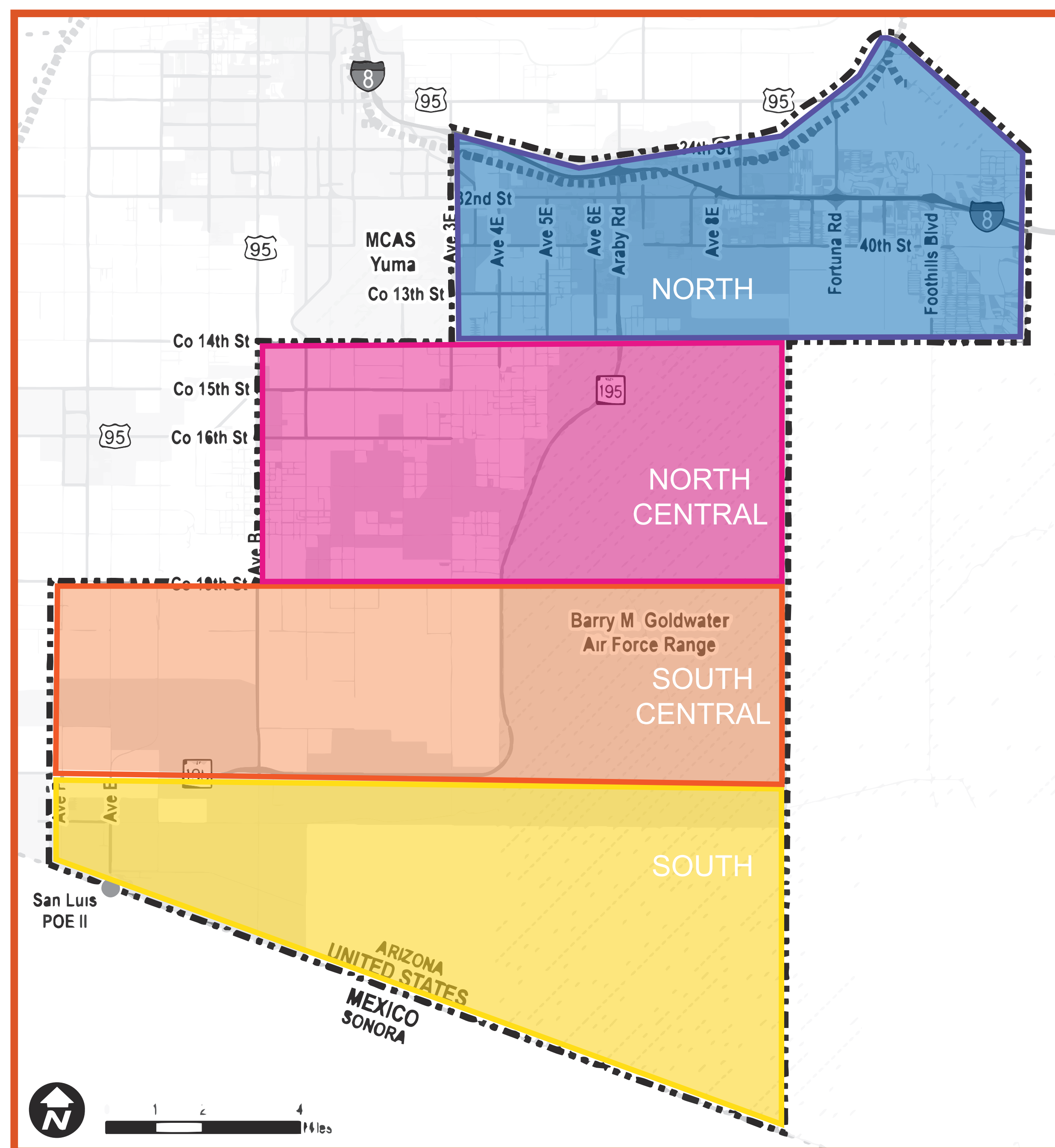


## YMPO RAIL/HEAVY FREIGHT ALIGNMENT STUDY

### STUDY PROGRESS: CONCEPTUAL ALTERNATIVES

The Conceptual Alternatives were grouped into four categories geographically: South, South-Central, North-Central, and North. The process of identifying conceptual alternatives included the consideration of:

- Focus on development efforts
- An assessment of attractiveness of alignment interest
- Fatal Flaw analysis where constraints were too hindering



#### North Alternatives

N-1 N-2 N-3 N-4 N-5

#### South-Central Alternatives

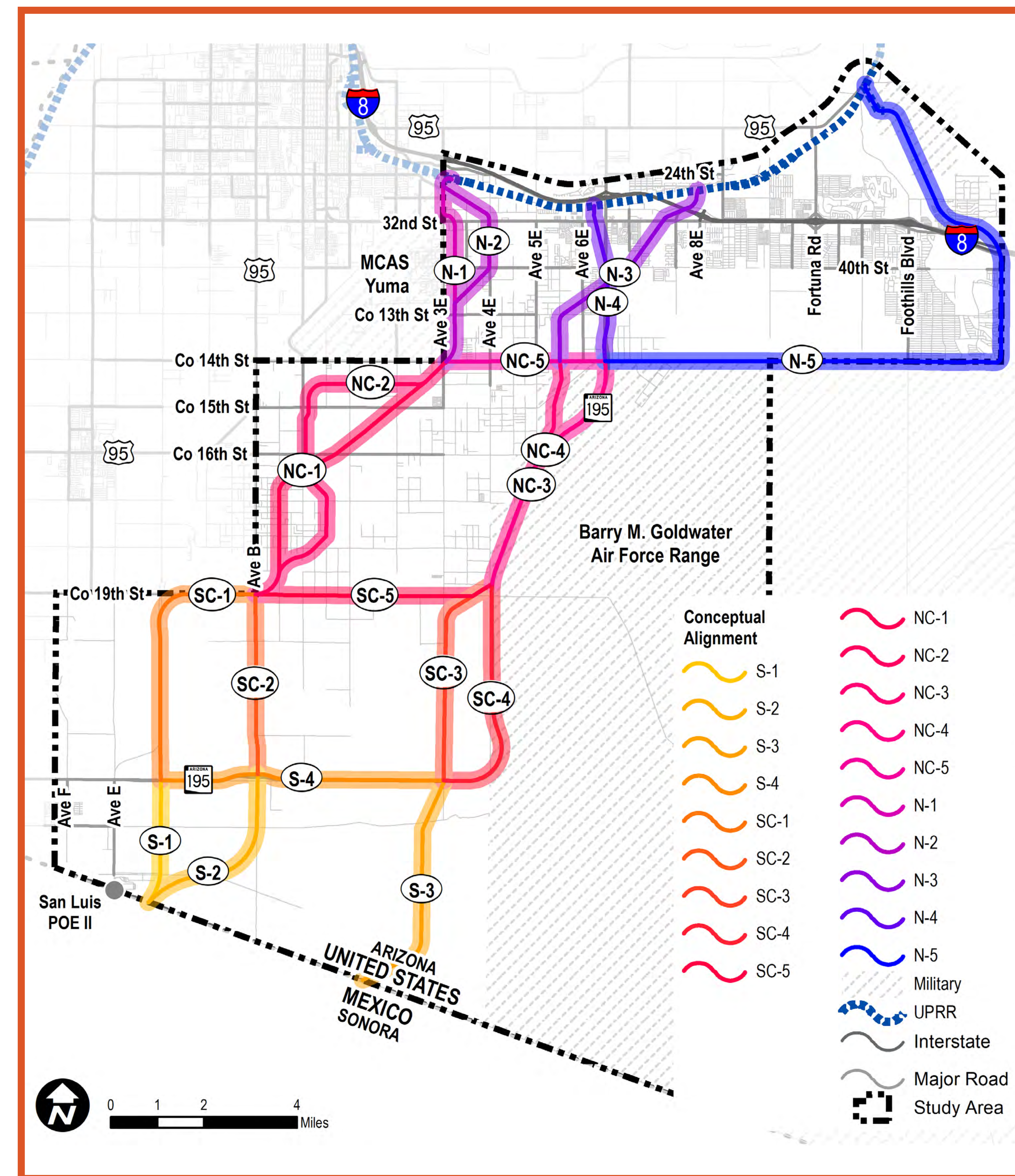
SC-1 SC-2 SC-3 SC-4 SC-5

#### North-Central Alternatives

NC-1 NC-2 NC-3 NC-4 NC-5

#### South Alternatives

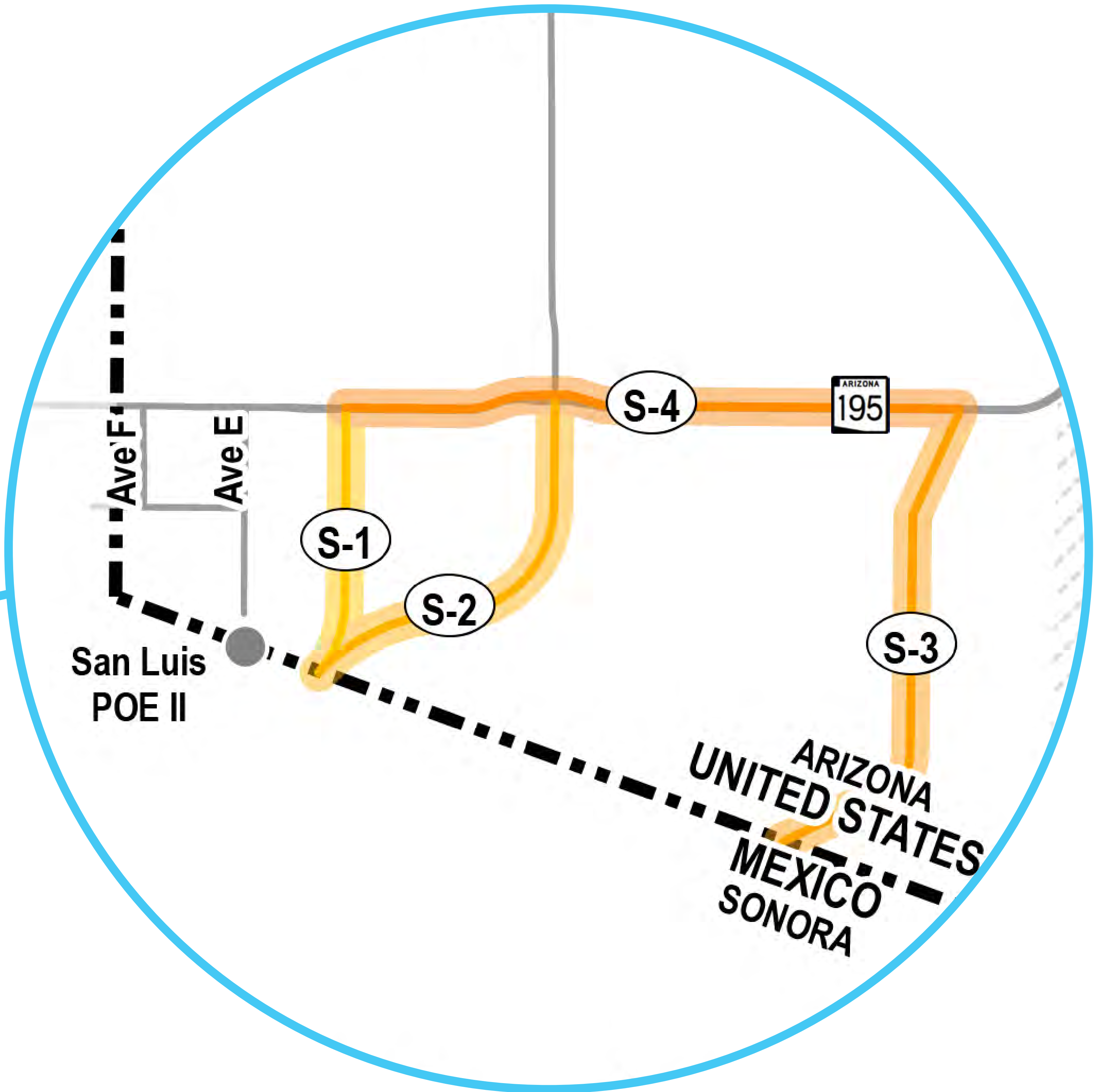
S-1 S-2 S-3 S-4







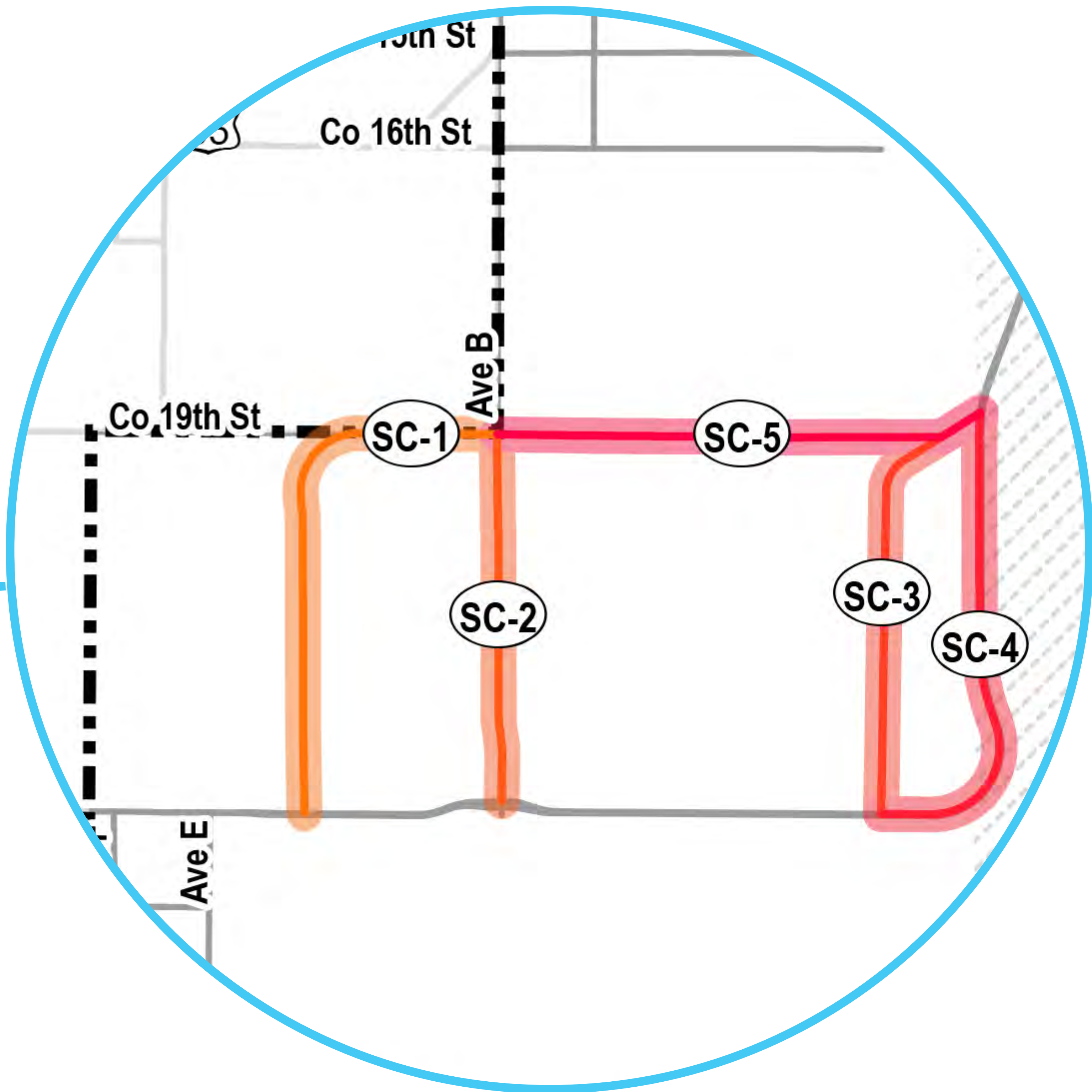
S-1) (S-2) (S-3) (S-4)







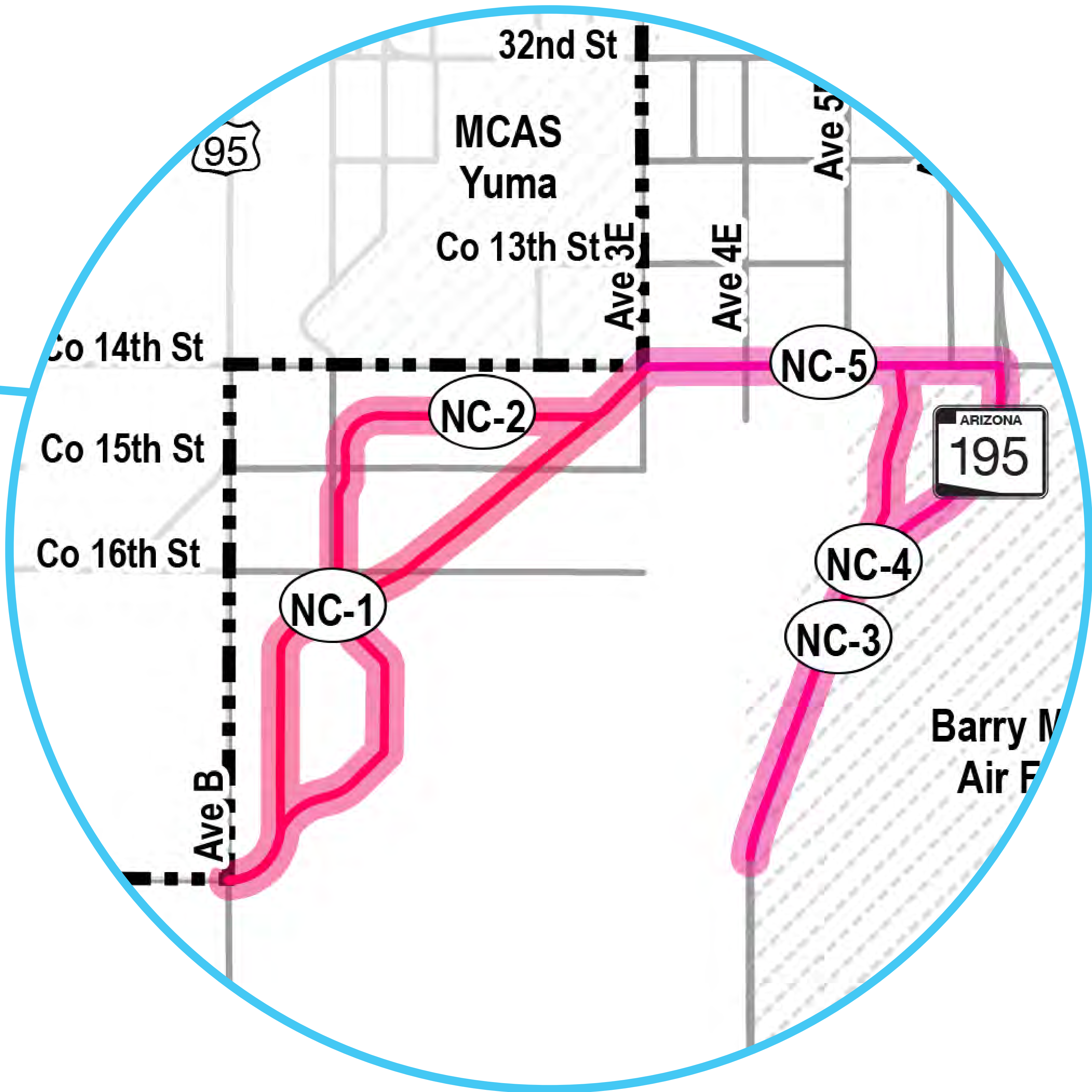
SC-1 SC-2 SC-3 SC-4 SC-5







NC-1 NC-2 NC-3 NC-4 NC-5



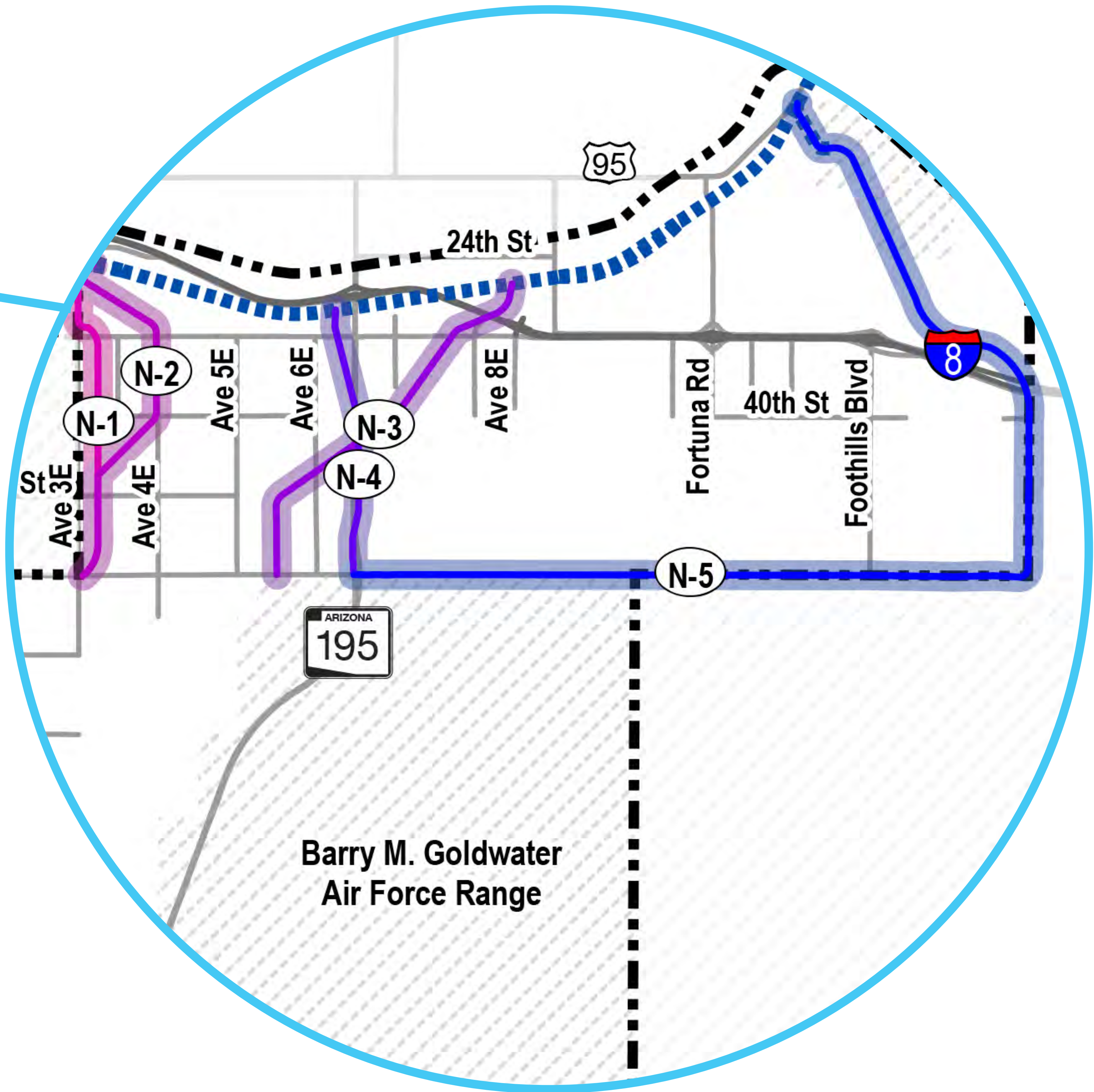
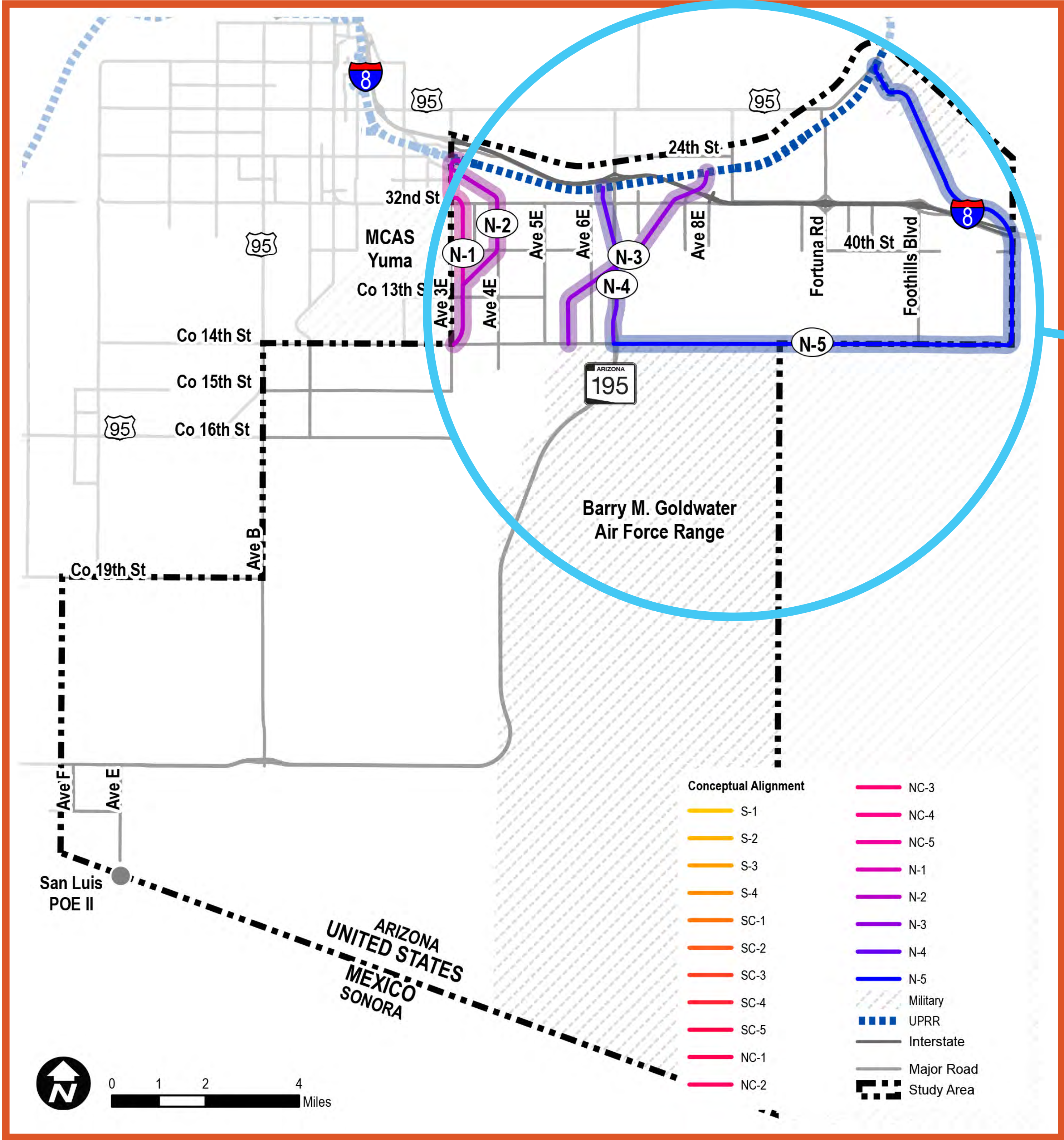




YMO RAIL/HEAVY FREIGHT ALIGNMENT STUDY

North Alternatives

- N-1
- N-2
- N-3
- N-4
- N-5



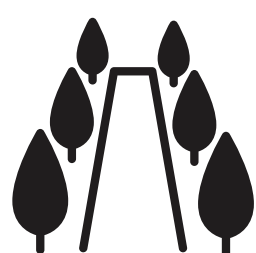




# YMPO RAIL/HEAVY FREIGHT ALIGNMENT STUDY

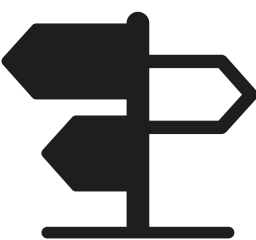
## CONCEPTUAL ALTERNATIVE TECHNICAL ANALYSIS

The Conceptual Alternatives will be evaluated to best identify those that are most suitable as an alignment for a possible rail/heavy freight corridor in the Yuma region. They will be evaluated by applicable categories and scored to qualitatively show how the alternative will most likely impact Yuma. The categories used to evaluate the Conceptual Alternatives include:



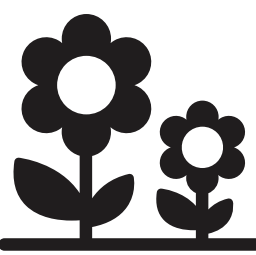
### Land Use

- Land use compatibility
- Acres of public land impacted
- Acres of private land impacted
- Right-of-way availability



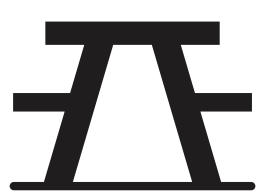
### Roadway System Impacts

- # of classified road crossings
- # of local road crossings/closures



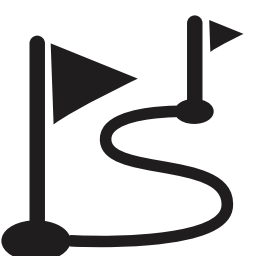
### Environmental

- Historic property impacts
- Floodplain/waterway impacts
- Flat-Tailed Horned Lizard impact



### Constructability

- Circuitry
- UP Connection Geometrics

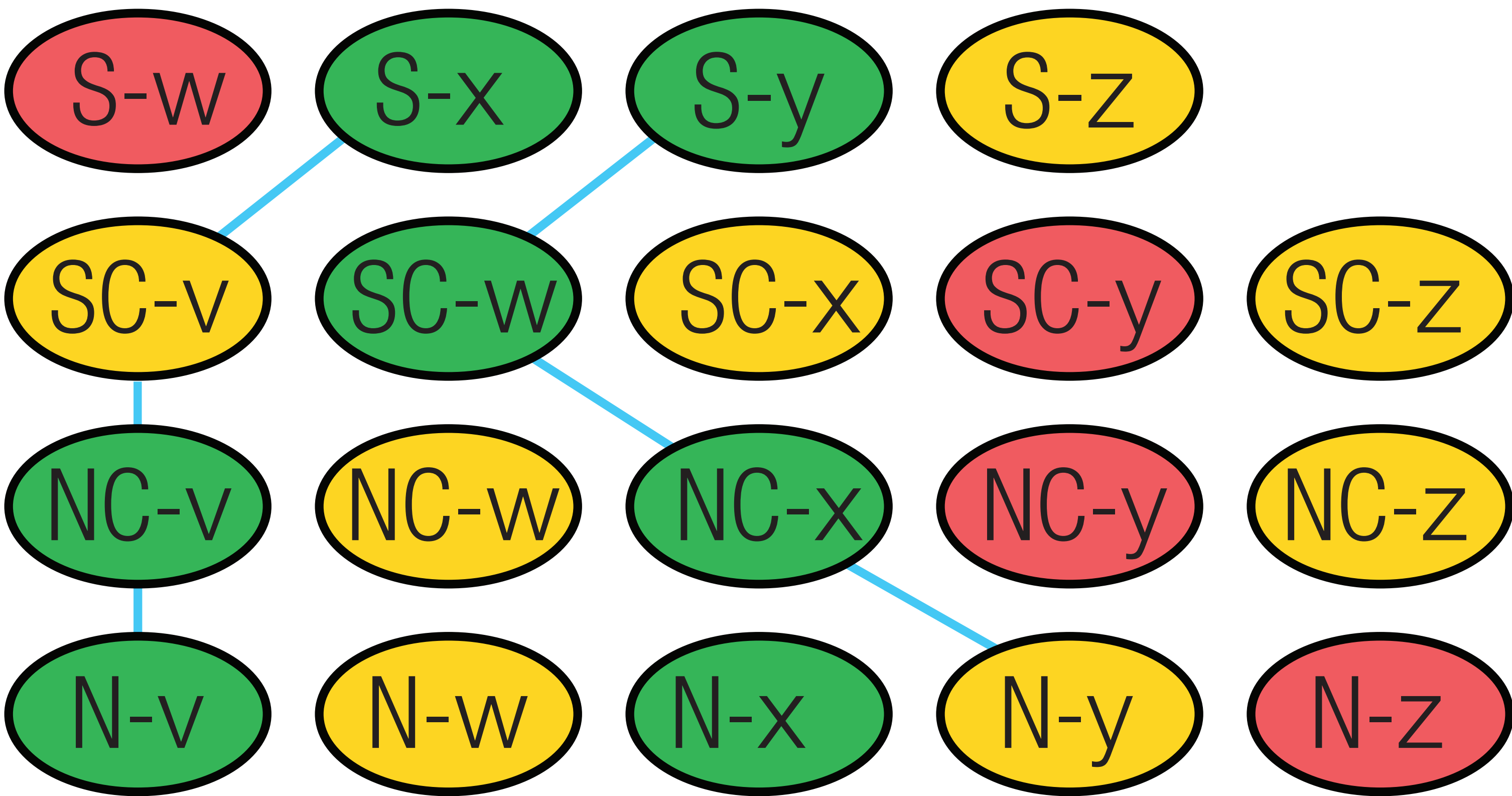


### Political Feasibility

- TAC and stakeholder impact
- Public input

## CANDIDATE ALIGNMENT SELECTION

The Project Team will develop Candidate Alignments from the Conceptual Alternatives based on stakeholder input, potential impacts, and feasibility. The Candidate Alternatives will be evaluated in more detail to understand additional impacts and benefits to ultimately select a single Preferred Alternative.



# YMPO HSIP FY 2025/2026 Draft Applications

8 applications, \$17.8 million, B/C ranging from 6.3 to 18.3

## Yuma

- **Systemic HAWK:**

- 24<sup>th</sup> St/17<sup>th</sup> Ave/Canal
- Ave C/Crane St
- 32<sup>nd</sup> St/Palm Dr
- Ave C/Central Drain north of 22<sup>nd</sup> Ln
- \$2,677,782
- B/C 11.8

Note that all HAWK/Pedestrian Hybrid Beacon applications require a PHB Warrants evaluation, which Greenlight will do. However, ADOT now requires a pedestrian peak hour count instead of an estimate of pedestrian volume – can YMPO or City conduct these counts?

## Yuma County

- **County 14<sup>th</sup> St/Ave C – Signal**

- \$1,009,941
- B/C 9.0



- **Avenue G/County 14<sup>th</sup> St – Signal**
  - \$1,455,306, Local match \$31,199
  - B/C 6.3
- **US 95/Ave C – Signal**
  - \$996,367
  - B/C 18.3
- **Avenue B, County 18<sup>th</sup> St to County 23<sup>rd</sup> St – Shoulder widening with rumble strips**
  - \$3,930,636, Local match \$194,293
  - B/C 8.4
- **Avenue G, County 11<sup>th</sup> St to County 16<sup>th</sup> St – Shoulder widening with rumble strips**
  - \$3,855,676, Local match \$211,366
  - B/C 16.0

## Somerton

- **County 15<sup>th</sup> St/Ave D – Lower crest curve on north side, flashing beacons on stop signs**
  - \$1,696,875, Local match \$96,722
  - B/C 9.1

## San Luis

- **US 95, County 20 ½ St to County 22 ½ St – Raised median**
  - \$2,171,275, Local match \$123,788
  - B/C 10.2

Cocopah Tribe

- **US 95/Ave C – Signal (same as Yuma County project above)**

# **YMPO SUMMARY AGENDA ITEM #9**

## **YMPO FY 2022 - 2026 TIP Amendment #3**

**DATE:** July 12, 2022

**SUBJECT:** YMPO FY 2022 - 2026 TIP Amendment #3

**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, two (2) amendments were necessary.

The YMPO Transportation Improvement Program (TIP) FY 2023 – 2026 will be submitted to the Arizona Department of Transportation as TIP Amendment #3 and the following are the changes to the TIP.

**FY 2023**

City of Yuma

- YU-23-10D: 16th St: Maple Ave to 3rd Ave - \$943,000 STBG

Yuma County

- YC-12-09: Ave E Extension: Co. 23rd to Co. 19th St will be changed to Co. 16th St limits

**FY 2024**

City of Yuma

- YU-23-10D: 16th St: Maple Ave to 3rd Ave - \$943,000 STBG

Transit Projects See Attached

**ACTION NEEDED:**

A motion to recommend approval of the FY 2022 – 2026 TIP Amendment #3 and the Transit TIP changes to the Executive Board for inclusion in the AZ STIP.

**CONTACT PERSON:**

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

TIP No.	FY	Agency	Project Name/Location	Project Description	Fed Aid	Federal \$	HURF	Local \$	Total \$
DOT 23-02	2023	ADOT	I-8: MP 71 to 82	Pavement Rehabilitation	NHPP	\$19,811,400	\$0	\$1,188,600	\$21,000,000
DOT-23-03	2023	ADOT	US 95: MP 44.3 to 54	Pavement Rehabilitation	NHPP	\$7,779,750	\$0	\$470,250	\$8,250,000
SL 23-07	2023	San Luis	One Location	Construct Ped Hybrid Beacon	HSIP	\$273,000	\$0	\$0	\$273,000
YC 23-06	2023	San Luis	10th Ave at Los Alamos	Flatten Curve	HSIP	\$306,947	\$0	\$18,554	\$325,501
YU 23-07	2023	Yuma	Various Citywide Locations	Construct 5 Ped Hybrid Beacons	HSIP	\$1,742,344	\$0	\$0	\$1,742,344
YU 23-08	2023	Yuma	3 Citywide Turn Signal Locations	Install Flashing Yellow Arrow Signals	HSIP	\$162,750	\$0	\$0	\$162,750
YU 23-09	2023	Yuma	5 Citywide Locations	Upgrade Striping to 6 inches wide	HSIP	\$136,500	\$0	\$0	\$136,500
MPO 23-1	2023	Yuma	LTAP	Technical Assistance Program	Local	\$0	\$0	\$5,000	\$5,000
YC 23-02D	2023	Yuma Co.	Co. 19th and Ave G	Design CL Rumble Strips	HSIP	\$189,000	\$0	\$0	\$189,000
YC 23-05D	2023	Yuma Co.	13 Countywide Roadway Segments	Design Striping Upgrade	HSIP	\$136,500	\$0	\$0	\$136,500
YC 12-09	2023	Yuma Co.	Ave E Extension: Co. 23rd to Co. 16th	Local Funds for ROW Acquisition	Local	\$0	\$0	\$275,000	\$275,000
YC 23-04D	2023	Yuma Co.	Co. 14th at Ave 4E	Traffic Signal - N/S Turn lane	HSIP	\$207,931	\$0	\$12,569	\$220,500
YC 23-04R	2023	Yuma Co.	Co. 14th at Ave 4E	Right of Way - Traffic Signal - N/S Turn lane	HSIP	\$0	\$0	\$78,500	\$78,500
YC 23-03D	2023	Yuma Co.	Co. 11th at Ave G	Curve Flattening	HSIP	\$207,932	\$0	\$12,568	\$220,500
YC 23-03R	2023	Yuma Co.	Co. 11th at Ave G	Right of Way - Curve Flattening	HSIP	\$99,015	\$0	\$5,985	\$105,000
	2023	Totals				\$31,053,069	\$0	\$2,067,026	\$33,120,095
SL 23-06	2024	San Luis	10th Ave at Los Alamos	Flatten Curve	HSIP	\$1,313,113	\$0	\$79,372	\$1,392,485
MPO 24-01	2024	YMPO	LTAP	Technical Assistance Program	Local	\$0	\$0.00	\$5,000	\$5,000
YU 23-08	2024	Yuma	3 Locations Citywide	Install Flashing Yellow Arrow Signals	HSIP	\$330,750	\$0	\$0	\$330,750
YU 23-09	2024	Yuma	5 Citywide Streets	Upgrade Striping to 6" on 5 streets	HSIP	\$568,890	\$0	\$0	\$568,890
YC 23-03C	2024	Yuma Co.	Co. 11th and Ave G	Flatten Curve	HSIP	\$1,492,428	\$0	\$90,210	\$1,582,638
YC 23-04	2024	Yuma Co.	Co. 14th at Ave 4E	Traffic Signal - N/S Turn lane	HSIP - 5.7%	\$965,396	\$0	\$58,354	\$1,023,750
YC 23-04	2024	Yuma Co.	Co. 14th at Ave 4E	Traffic Signal - N/S Turn lane	HSIP-100%	\$393,750	\$0	\$0	\$393,750
YC 24-11D	2024	Yuma Co.	Design Ave 3E Bridge Replacement	Ave 3E "A" Canal	Local	\$0	\$0	\$150,000	\$150,000
COY-22-01C	2024	Yuma	South Gila Canal Bridge: at Avenue 7E	Construct Bridge	OSB	\$612,950	\$37,050	\$0	\$650,000
	2024	Totals				\$5,677,277	\$37,050	\$382,936	\$6,097,263
WE 25-02D	2025	Wellton	Williams St: Oakland Ave to Los Angeles Ave	Design Roadway Reconstruction	LOCAL	\$0	\$0	\$84,916	\$84,916
MPO 25-1	2025	YMPO	LTAP	Technical Assistance Program	Local	\$0	\$0	\$5,000	\$5,000
YC 24-11C	2025	Yuma Co.	Replace Ave 3E Bridge over A Canal	Ave 3E "A" Canal	STBG	\$1,250,137	\$0	\$0	\$0
YC 24-11C	2025	Yuma Co.	Replace Ave 3E Bridge over A Canal	Ave 3E "A" Canal	HURFX	-\$1,250,137	\$922,623	\$181,254	\$1,103,877
YC 23-02C	2025	Yuma Co.	Co. 19th and Ave G	Construct CL Rumble Strips	HSIP	\$267,500	\$0	\$0	\$267,500
YC 23-05C	2025	Yuma Co.	13 Countywide Roadway Segments	Construct Striping Upgrade	HSIP	\$1,700,449	\$0	\$0	\$1,700,449
	2025	Totals				\$1,967,949	\$922,623	\$271,170	\$3,161,742
WE 25-02C	2026	Wellton	Williams St: Oakland Ave to Los Angeles Ave	Reconstruct Roadway	STBG	\$561,169	\$0	\$0	\$561,169
WE 25-02C	2026	Wellton	Williams St: Oakland Ave to Los Angeles Ave	Reconstruct Roadway	HURFX	-\$561,169	\$505,052	\$42,948	-\$13,169
MPO 26-1	2026	YMPO	LTAP	Technical Assistance Program	Local	\$0	\$0	\$5,000	\$5,000
	2026	Totals				\$0	\$505,052	\$47,948	\$553,000

Yuma Metropolitan Planning Organization  
FY 2023-2026  
Transit Program

ID #	SPONSOR	PRIORITY	PROJECT	TYPE WORK	FED AID	APPORTIONMENT	FED	LOCAL	TOTAL	FED ALI
FEDERAL FISCAL YEAR 2023										
YMPO-23-01	YCIPTA	1	YCIPTA Maintenance Facility Lease	Capital	5307	CARES	\$22,644	\$5,661	\$28,305	11.46.03
YMPO-23-02	YCIPTA	1	YCIPTA Transit Operations	Operations	5307	CARES/ARP	\$1,643,810	\$0	\$1,643,810	30.09.01
YMPO-23-03	YCIPTA	1	YCIPTA Preventative Maintenance	Capital	5307	CARES	\$801,971	\$0	\$801,971	11.7A.00
YMPO-23-04	YCIPTA	1	YCIPTA Employee Training	Capital	5307	CARES	\$4,870	\$0	\$4,870	11.7D.02
YMPO-23-05	YCIPTA	1	YCIPTA ADA Operations	Capital	5307	CARES	\$110,456	\$0	\$110,456	11.7C.00
YMPO-23-06	ADOT	1	YCIPTA Rural Administration	Administration	5311	FFY 2021/22	\$300,000	\$75,000	\$375,000	30.09.01
YMPO-23-07	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FFY 2021/22	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-23-08	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	ARP	\$127,956	\$0	\$127,956	30.09.01
YMPO-23-09	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	CARES	\$824,311	\$0	\$824,311	30.09.01
YMPO-23-10	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FY2021/22	\$936,000	\$677,793	\$1,613,793	30.09.01
YMPO-23-11	ADOT	1	YCIPTA Rural Maintenance and Capital	Capital	5311	FFY 2021/22	\$286,661	\$71,665	\$358,326	30.09.01
YMPO-23-12	YCIPTA	1	YCIPTA Vehicle/Capital	Capital	STBG	FFY 18/19/20	\$462,977	\$27,985	\$490,962	
YMPO-23-13	YCIPTA	2	YCIPTA Multimodal Transportation Center	Capital	5307	FFY 2015/16	\$1,841,344	\$460,336	\$2,301,680	11.34.03
YMPO-23-14	YCIPTA	1	YCIPTA Vehicle Purchase	Capital	5307	CARES	\$4,000,000	\$0	\$4,000,000	11.12.00
YMPO-23-15	ADOT	1	YCIPTA Rural Administration	Administration	5311	FFY 2021/22	\$300,000	\$75,000	\$375,000	30.09.01
YMPO-23-16	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FFY 2021/22	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-23-17	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FY2021/22	\$774,000	\$700,138	\$1,474,138	30.09.01
YMPO-23-18	ADOT	1	YCIPTA Rural Maintenance and Capital	Capital	5311	FFY 2021/22	\$238,661	\$89,665	\$328,326	30.09.01
YMPO-23-19	ADOT	1	YCIPTA Rural Operations	Operating	5311	FFY21	\$81,000	\$58,655	\$139,655	30.09.01
YMPO-23-20	ADOT	1	YCIPTA Rural Maintenance and Capital	Preventative Maintenance	5311	FFY 21	\$24,000	\$6,000	\$30,000	30.09.01
YMPO-23-21	ADOT	1	YCIPTA Vehicle Purchase	Replacement: Bus<	5311	FFY 21	\$131,100	\$14,600	\$146,000	30.09.01
YMPO-23-22	ADOT		NAU Board of Regents -Door through door Year 2	CRSSA Operating	5310	FY 22	\$6,579	\$0	\$6,579	
YMPO-23-23	ADOT		Arizona Board of Regents for and on behalf of NAU - Door - to Door	Operating	5310	FY 22	\$18,300	\$18,300	\$36,600	
YMPO-23-24	ADOT		Helping Ourselves Pursue Enrichment Inc Prevent Maint FY 22/23	Capital	5310	FY 22/23	\$5,600	\$1,400	\$7,000	
YMPO-23-25	ADOT		Helping Ourselves Pursue Enrichment Inc Prevent Maint FY 22/23	CRSSA Operate	5310	FY 22/23	\$8,151	\$0	\$8,151	
YMPO-23-26	ADOT		Helping Ourselves Pursue Enrichment Inc Prevent Maint FY 22/23	Operating	5310	FY 22/23	\$22,673	\$0	\$22,673	
YMPO-23-27	ADOT		Helping Ourselves Pursue Enrichment Inc Prevent Maint	Vehicle Capital	5310	FY 22	\$62,645	\$11,055	\$73,700	
YMPO-23-28	ADOT		Helping Ourselves Pursue Enrichment Inc Prevent Maint	Vehicle Capital	5310	FY 22	\$31,535	\$5,565	\$37,100	
YMPO-23-29	ADOT		NAZCARE Maxivan No Lift Replacement	Vehicle Capital	5310	FY 22	\$34,800	\$8,700	\$43,500	
YMPO-23-30	ADOT		Saguaro Foundation Living Comm Prog - CRSSAA Beyond Paratransit	CRSSA Operatin	5310	FY 22	\$47,596	\$0	\$47,596	
YMPO-23-31	ADOT		Saguaro Foundation Living Comm Prog - Mobility Manager YR 2	MM	5310	FY 22	\$20,000	\$5,000	\$25,000	
YMPO-23-32	ADOT		Saguaro Foundation Living Comm Prog -Beyond Paratransit Yr 2	Operating	5310	FY 22	\$132,404	\$132,404	\$264,808	
YMPO-23-33	ADOT		Saguaro Foundation Living Comm Prog -Minivan w/ ramp yr 2	Vehicle Operatin	5310	FY 22	\$62,645	\$11,055	\$73,700	
YMPO-23-34	ADOT		Saguaro Foundation Living Comm Prog Minivan w/ ramp Yr 2	Vehicle Capital	5310	fy 22	\$62,645	\$11,055	\$73,700	
YMPO-23-35	ADOT		Yuma Metropolitan Planning Organization-Mobility Manager Year 1	MM	5310	fy 22	\$75,000	\$18,750	\$93,750	
						FY TOTAL	\$14,416,215	\$3,147,558	\$17,564,073	
ID #	SPONSOR	PRIORITY	PROJECT	TYPE WORK	FED AID	APPORTIONMENT	FED	LOCAL	TOTAL	FED ALI
FEDERAL FISCAL YEAR 2024										
YMPO-24	YCIPTA	1	YCIPTA Planning	Capital	5307	FFY 2021	\$91,653	\$22,913	\$114,566	44.24.00
YMPO-24	YCIPTA	1	YCIPTA Maintenance Facility Lease	Capital	5307	FFY 2021	\$23,419	\$5,855	\$29,274	11.46.03
YMPO-24	YCIPTA	1	YCIPTA Transit Operations	Operations	5307	FFY 2021	\$782,767	\$782,767	\$1,565,534	30.09.01

Yuma Metropolitan Planning Organization  
FY 2023-2026  
Transit Program

YMPO-24	YCIPTA	1	YCIPTA Preventative Maintenance	Capital	5307	FFY 2021	\$611,026	\$152,756	\$763,782	11.7A.00
YMPO-24	YCIPTA	1	YCIPTA Employee Training	Capital	5307	FFY 2021	\$3,896	\$974	\$4,870	11.7D.02
YMPO-24	YCIPTA	1	YCIPTA ADA Operations	Capital	5307	FFY 2021	\$80,149	\$20,037	\$100,186	11.7C.00
YMPO-24	YCIPTA	1	YCIPTA 3rd Party Contractual	Capital	5307	FFY 2021	\$127,964	\$31,991	\$159,955	11.7D.11
YMPO-24	ADOT	1	YCIPTA Rural Administration	Administration	5311	FFY 2021/22	\$368,890	\$92,222	\$461,112	30.09.01
YMPO-24	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FFY 2021/22	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-24	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FFY 2021/22	\$374,878	\$271,464	\$646,342	30.09.01
YMPO-24	ADOT	1	YCIPTA Rural Maintenance and Capital	Capital	5311	FFY 2021/22	\$138,915	\$34,729	\$173,644	30.09.01
YMPO-24	ADOT	1	YCIPTA Mobility Management - Travel Training	Mobility Management	5310	FFY 2021/22	\$40,000	\$10,000	\$50,000	11.7L.00
YMPO-24	YCIPTA		STP	Capital	STP	FFY 2021	\$168,060	\$10,158	\$178,218	
						FY TOTAL	\$3,268,556	\$1,766,755	\$5,035,311	
<b>ID #</b>	<b>SPONSOR</b>	<b>PRIORITY</b>	<b>PROJECT</b>	<b>TYPE WORK</b>	<b>FED AID</b>	<b>APPORTIONMENT</b>	<b>FED</b>	<b>LOCAL</b>	<b>TOTAL</b>	<b>FED ALI</b>
	<b>FEDERAL FISCAL YEAR 2025</b>									
YMPO-25	YCIPTA	1	YCIPTA Planning	Capital	5307	FFY 2021	\$91,653	\$22,913	\$114,566	44.24.00
YMPO-25	YCIPTA	1	YCIPTA Maintenance Facility Lease	Capital	5307	FFY 2021	\$23,419	\$5,855	\$29,274	11.46.03
YMPO-25	YCIPTA	1	YCIPTA Transit Operations	Operations	5307	FFY 2021	\$782,767	\$782,767	\$1,565,534	30.09.01
YMPO-25	YCIPTA	1	YCIPTA Preventative Maintenance	Capital	5307	FFY 2021	\$611,026	\$152,756	\$763,782	11.7A.00
YMPO-25	YCIPTA	1	YCIPTA Employee Training	Capital	5307	FFY 2021	\$3,896	\$974	\$4,870	11.7D.02
YMPO-25	YCIPTA	1	YCIPTA ADA Operations	Capital	5307	FFY 2021	\$80,149	\$20,037	\$100,186	11.7C.00
YMPO-25	YCIPTA	1	YCIPTA 3rd Party Contractual	Capital	5307	FFY 2021	\$127,964	\$31,991	\$159,955	11.7D.11
YMPO-25	ADOT	1	YCIPTA Rural Administration	Administration	5311	FFY 2021/22	\$368,890	\$92,222	\$461,112	30.09.01
YMPO-25	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FFY 2021/22	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-25	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FFY 2021/22	\$374,878	\$271,464	\$646,342	30.09.01
YMPO-25	ADOT	1	YCIPTA Rural Maintenance and Capital	Capital	5311	FFY 2021/22	\$138,915	\$34,729	\$173,644	30.09.01
YMPO-25	ADOT	1	YCIPTA Mobility Management - Travel Training	Mobility Management	5310	FFY 2021/22	\$40,000	\$10,000	\$50,000	11.7L.00
YMPO-25	YCIPTA		STP	Capital	STP	FFY 2021	\$168,060	\$10,158	\$178,218	
						FY TOTAL	\$3,268,556	\$1,766,755	\$5,035,311	
<b>ID #</b>	<b>SPONSOR</b>	<b>PRIORITY</b>	<b>PROJECT</b>	<b>TYPE WORK</b>	<b>FED AID</b>	<b>APPORTIONMENT</b>	<b>FED</b>	<b>LOCAL</b>	<b>TOTAL</b>	<b>FED ALI</b>
	<b>FEDERAL FISCAL YEAR 2026</b>									
YMPO-26	YCIPTA	1	YCIPTA Planning	Capital	5307	FFY 2021	\$91,653	\$22,913	\$114,566	44.24.00
YMPO-26	YCIPTA	1	YCIPTA Maintenance Facility Lease	Capital	5307	FFY 2021	\$23,419	\$5,855	\$29,274	11.46.03
YMPO-26	YCIPTA	1	YCIPTA Transit Operations	Operations	5307	FFY 2021	\$782,767	\$782,767	\$1,565,534	30.09.01
YMPO-26	YCIPTA	1	YCIPTA Preventative Maintenance	Capital	5307	FFY 2021	\$611,026	\$152,756	\$763,782	11.7A.00
YMPO-26	YCIPTA	1	YCIPTA Employee Training	Capital	5307	FFY 2021	\$3,896	\$974	\$4,870	11.7D.02
YMPO-26	YCIPTA	1	YCIPTA ADA Operations	Capital	5307	FFY 2021	\$80,149	\$20,037	\$100,186	11.7C.00
YMPO-26	YCIPTA	1	YCIPTA 3rd Party Contractual	Capital	5307	FFY 2021	\$127,964	\$31,991	\$159,955	11.7D.11
YMPO-26	ADOT	1	YCIPTA Rural Administration	Administration	5311	FFY 2021/22	\$368,890	\$92,222	\$461,112	30.09.01
YMPO-26	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FFY 2021/22	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-26	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FFY 2021/22	\$374,878	\$271,464	\$646,342	30.09.01
YMPO-26	ADOT	1	YCIPTA Rural Maintenance and Capital	Capital	5311	FFY 2021/22	\$138,915	\$34,729	\$173,644	30.09.01
YMPO-26	ADOT	1	YCIPTA Mobility Management - Travel Training	Mobility Management	5310	FFY 2021/22	\$40,000	\$10,000	\$50,000	11.7L.00
YMPO-26	YCIPTA		STP	Capital	STP	FFY 2021	\$168,060	\$10,158	\$178,218	
						FY TOTAL	\$3,268,556	\$1,766,755	\$5,035,311	

**5310 PRELIMINARY AWARD LIST 2022 BY REGION**

Subrecipient	Fund Type	Project Title	Federal Ratio	Total Award	Federal Award	Region	Service Area
Arizona Board of Regents for and on behalf of Northern Arizona University	CRSSA Operating	CRSSA Operating Door Through Door & More (YMPO - Year 2)	100%	\$6,579	\$6,579	YMPO	Small-Urban

## 5310 PRELIMINARY AWARD LIST 2022 BY REGION

Subrecipient	Fund Type	Project Title	Federal Ratio	Total Award	Federal Award	Region	Service Area
Arizona Board of Regents for and on behalf of Northern Arizona University	Operating	Operating Door Through Door & More (YMPO - Year 2)	50%	\$36,600	\$18,300	YMPO	Small-Urban
Helping Ourselves Pursue Enrichment Incorporated	Capital	YMPO Preventive Maintenance 2022-2023	80%	\$7,000	\$5,600	YMPO	Small-Urban
Helping Ourselves Pursue Enrichment Incorporated	CRSSA Operating	CRSSA YMPO Operating 2022-2023	100%	\$8,151	\$8,151	YMPO	Small-Urban
Helping Ourselves Pursue Enrichment Incorporated	Operating	YMPO Operating 2022-2023	50%	\$45,346	\$22,673	YMPO	Small-Urban
Helping Ourselves Pursue Enrichment Incorporated	Vehicle Capital	YMPO Mini-van w/ramp Expansion	85%	\$73,700	\$62,645	YMPO	Small-Urban
Helping Ourselves Pursue Enrichment Incorporated	Vehicle Capital	YMPO Mini-van no ramp Expansion	85%	\$37,100	\$31,535	YMPO	Rural
NAZCARE, Inc.	Vehicle Capital	1. Maxivan no lift Replacement VIN 4943	80%	\$43,500	\$34,800	YMPO	Small-Urban
Saguaro Foundation Community Living Programs	CRSSA Operating	CRSSA Beyond ADA paratransit operating YR2	100%	\$47,596	\$47,596	YMPO	Small-Urban
Saguaro Foundation Community Living Programs	Mobility Management	Mobility Management YR 2	80%	\$25,000	\$20,000	YMPO	Small-Urban
Saguaro Foundation Community Living Programs	Operating	Beyond ADA paratransit operating YR2	50%	\$264,808	\$132,404	YMPO	Small-Urban
Saguaro Foundation Community Living Programs	Vehicle Capital	Minivan With Ramp - YR 2	85%	\$73,700	\$62,645	YMPO	Small-Urban
Saguaro Foundation Community Living Programs	Vehicle Capital	Minivan With Ramp - YR 2	85%	\$73,700	\$62,645	YMPO	Small-Urban
Yuma Metropolitan Planning Organization	Mobility Management	Regional Mobility Manager	80%	\$93,750	\$75,000	YMPO	Small-Urban
*5310 Projects which were unfunded in Year 1 were considered for Year 2 award and so are listed here and show whether they were funded in year 2 or not.							
*Awards are preliminary until a signed exhibit A and an executed contract are in effect.							
*All vehicle awards are subject to manufacturer availability.							



# **YMPO SUMMARY AGENDA ITEM #11**

## **Defense Community Infrastructure Pilot (DCIP) Program Opportunity**

**DATE:** July 7, 2022

**SUBJECT:** Defense Community Infrastructure Pilot (DCIP) Program Opportunity

### **SUMMARY:**

#### **Defense Community Infrastructure Pilot (DCIP) Program**

It is a competitive grant program administered by the Office of Local Defense Community Cooperation (OLDCC) on behalf of the Department of Defense. The program is to enable state and local projects to address deficiencies in community infrastructure in support of a local military installation to enhance military value, installation resilience, and/or military family quality of life. The program is authorized under 10 U.S.C. § 2391(d).

This Federal Funding Opportunity announces an opportunity to obtain funding from the Office of Local Defense Community Cooperation (formerly the Office of Economic Adjustment) to assist States and local governments, and not-for-profit, member-owned utility services in addressing deficiencies in community infrastructure supportive of a military installation under the Defense Community Infrastructure Program. This notice includes proposal requirements, the deadline for submitting proposals, and the criteria that will be used to competitively select proposal respondents to apply for a grant from the approximately \$90 million available in Fiscal Year 2022 appropriations for this Program.

#### **What Qualifies as a community infrastructure program through the DCIP?**

Eligible community infrastructure projects are any complete and useable transportation project; community support facilities (e.g., school, hospital, police, fire, emergency response, or other community support facility); and utility infrastructure projects (e.g., water, wastewater, telecommunications, electric, gas, or other utility infrastructure (with necessary safeguards)) that: cyber

- are located off of a military installation;
- support a military installation;
- are owned by a state or local government or a not-for-profit, member-owned utility service;
- that will **enhance military value, military installation resilience and/or military family quality of life at the supported military installation** (definitions of these enhancements are provided in Section E., paragraph 1. of the Notice of Funding Opportunity);
- that are endorsed by the local installation commander representing the installation benefitting from the proposed project;
- **are where ground-disturbing work has not yet commenced; and,**
- **are construction-ready.**

#### **Availability for 2022 DCIP Program**

2022 DIP Program: \$90,000,000

Maximum: \$20,000,000

Minimum: \$250,000

## **MATCH**

Except as provided below for projects in rural areas or projects that are advantageous for national security reasons, State or local government recipients must agree to contribute not less than **thirty percent (30%)** of the total funding required for the community infrastructure project.

Exceptions:

State or local government funding contributions are not required for proposed community infrastructure projects in rural areas, defined as a city, town, or unincorporated area that has a population of not more than **100,000 inhabitants**. Where applicable, proposers must state explicitly in their proposal that the: **1) proposed project is located entirely in a rural area**; and, 2) the proposer is not required to provide a non-Federal (local) project cost contribution.

State or local government funding contributions are not required for proposed community infrastructure projects that are determined to be advantageous for reasons related to national security. In such instances, the proposer must assert in their proposal the basis for this waiver, including a signed statement from the cognizant Military Department Secretary attesting to the national security need/importance of the proposed project.

## **SELECTION CRITERIA**

10 U.S.C. § 2391(d)(1)(B) requires that proposed community infrastructure projects will be selected in the following order of priority:

1. Projects that will enhance military value at a military installation, taking into account the four military value criteria provided below.
2. Projects that will enhance military installation resilience; and
3. Projects that will enhance military family quality of life at an installation, taking into consideration the factors described below.

Because proposals for community infrastructure projects that enhance military value at a military installation will be prioritized over all other proposals, if proposals state that the proposed project enhances military value at a military installation, those proposals will be evaluated first based on the substantive explanation of how the proposed project enhances military value at the local military installation based on the four (4) military value criteria presented below. Proposals that do not specify how the proposed project enhances military value at the local installation based on each of those four (4) military value criteria will be evaluated against the second and third priorities, based on how well the project enhances installation resilience or military family quality of life, as detailed below in subsection ii. and iii., respectively, of criterion a).

The proposed scoring criteria, with relative weights (the more responsive the proposal is to a need in these areas, the higher the score), are:

### **a) Prioritization of Defense Community Infrastructure Program Enhancement.**

i. **Enhancement of Military Value:** If proposers believe their proposed project enhances military value at a military installation, proposals should describe how the proposed project will enhance military value at the local military installation. In describing how military value is enhanced, proposers must specify how the project will enhance each of the following four (4) military value criteria as provided in section 3002 of the Military Construction Authorization Act for Fiscal Year 2002, and as published in 69 Federal Register 6948 (February 5, 2004):

- 1) the current and future mission capabilities and the impact on operational readiness of the Department of Defense's total force, including impact on joint warfighting.
- 2) the availability and condition of land, facilities, and associated airspace (including training areas suitable for maneuver by ground, naval, or air forces throughout a diversity of climate terrain areas and staging areas for use of the Armed Forces in homeland defense missions) at both existing and potential receiving locations.
- 3) the ability to accommodate contingency, mobilization, and future total force requirements at both existing and potential receiving locations to support operations and training; and,
- 4) the cost of operations and manpower implications.

Should a proposed project be determined to not substantively enhance the aforementioned four (4) military value criteria, the Defense Community Infrastructure Pilot Program review panel will evaluate those proposals against the criteria for enhancement of installation resilience or military family quality of life, as provided below.

**ii. Enhancement of installation resilience:** If proposers believe their proposed community infrastructure project enhances military installation resilience, proposals should describe how the proposed project will enhance military installation resilience. As defined in 10 U.S.C. § 101(e)(8), the term military installation resilience means, "the capability of a military installation to avoid, prepare for, minimize the effect of, adapt to, and recover from extreme weather events, or from anticipated or unanticipated changes in environmental conditions, that do, or have the potential to, adversely affect the military installation or essential transportation, logistical, or other necessary resources outside of the military installation that are necessary in order to maintain, improve, or rapidly reestablish installation mission assurance and mission-essential functions."

**iii. Enhancement of military family quality of life:** If proposers believe their proposed community infrastructure project enhances military family quality of life at a military installation, proposals should describe how the proposed project will enhance military family quality of life. Community infrastructure projects that enhance military family quality of life, alleviate installation commuter workforce issues and benefit schools or other local infrastructure located off of a military installation that will support members of the armed forces and their dependents residing in the community.

Scoring:

i. First priority: Projects that will enhance military value at a local military installation. (42 - 50 points)

ii. Second Priority: Projects that will enhance installation resilience at a military installation. (32 - 40 points)

iii. Third Priority: Projects that will enhance military family quality of life. (22 - 30 points).

**b) The construction-readiness of the project.** (5 - 30 points) Proposals will be evaluated based on their evidence to commence construction within twelve (12) months of funding, including necessary final design and planning, development of bid solicitation documentation, completed Federal and State/local environmental planning, site control, and completed local permitting actions. Proposals must provide detail regarding the: (i) proposed project development schedule evidencing ability to commence construction within twelve (12) months of grant award; (ii) immediate, unconditional availability of any non-Federal (local) project cost contribution funding; and, (iii) reasonable, allowable, and allocable project budget, including costs that are validated by an independent third party. The Defense Community Infrastructure Pilot Program review panel will assign points for each of the following six (6) elements of construction-readiness: 1) Final design and planning, 2) Development of bid solicitation documentation, 3) Federal and State/local environmental planning, 4) Site control, 5) Confirmation that non-Federal project funding is firmly committed and immediately available for expensing, and 6) Local permitting actions.

### **3. Review and Selection Process**

All proposals received by the Proposal Deadline will undergo pre-screening for completeness and responsiveness to this notice. Separately, a cross-DoD/Military Service review panel will conduct a military value assessment by reviewing proposal content in response only to criterion a) of the Selection Criteria in Section E., paragraph 1. of this notice. Proposals determined to represent a military value enhancement project will receive a score and then will be referred to the Defense Community Infrastructure Pilot Program review panel, to include Department of Defense and Military Department staff with technical proficiencies and relevant experience, for scoring against criteria b) and c). All other proposals that do not enhance military value will be referred to the Defense Community Infrastructure Pilot Program review panel for scoring against criteria a)ii. or a)iii., b) and c) of the Selection Criteria in Section E., paragraph 1. of this notice.

A final proposal ranking will then be provided by the panel to the Under Secretary of Defense (Acquisition and Sustainment) for approval. Once approved, the listing will be provided to the Director, Office of Local Defense Community Cooperation, to invite a formal grant application consistent with the ranked proposals on or about August 15, 2022, and award funding for successfully submitted formal grant applications on or about September 21, 2022. In the event a respondent is unable to submit an application, or it is determined the invited respondent's application materially differs from the proposal that was considered by the review panel, another respondent may be invited to submit an application based upon their competitive ranking. Proposers will need to accept the terms and conditions of these awards prior to or about September 23, 2022, so the funds can be obligated prior to close of business on September 30, 2022. Members of the Defense Community Infrastructure Pilot Program review panel will be subject to a non-disclosure agreement until released from the non-disclosure agreement by the Office of Local Defense Community Cooperation.

#### **ACTION NEEDED:**

No Action required, notification only.

#### **CONTACT PERSON:**

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

1  
2

# 2022 GRANT PROPOSAL FOR DEFENSE COMMUNITY INFRASTRUCTURE PILOT (DCIP) PROGRAM FUNDING FROM THE U.S. DEPARTMENT OF DEFENSE OFFICE OF LOCAL DEFENSE COMMUNITY COOPERATION (OLDCC)

PROJECT  
US 95, RIFLE RANGE ROAD TO WELLTON-MOHAWK CANAL

SUBMITTED BY THE ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT)  
JULY 18, 2022





## A. Point of Contact

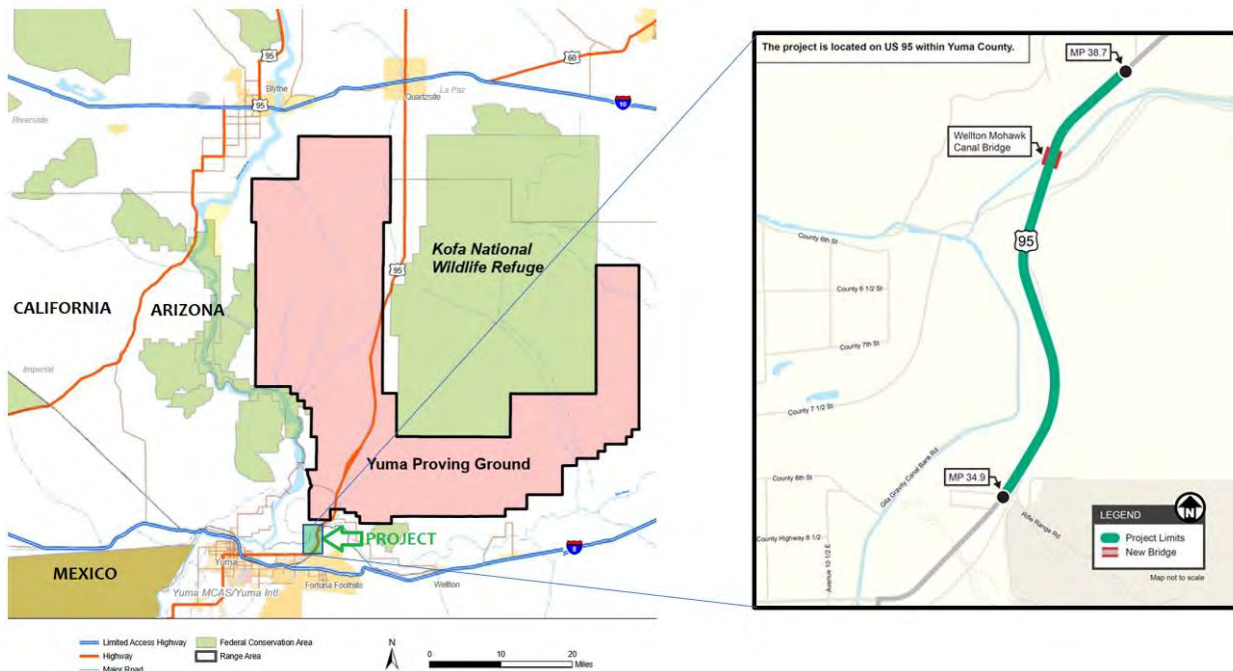
The Arizona Department of Transportation (ADOT) appreciates the opportunity to submit this 2022 DCIP grant proposal for consideration by the Office of Local Defense Community Cooperation (OLDCC). If the OLDCC staff has any questions about the project, please contact Dr. Kohinoor Kar, whose contact information is provided below.

Name: Kohinoor Kar, PhD, PE, PTOE [he/him]  
Transportation Engineer Manager, Grant Coordination  
Arizona Department of Transportation  
Telephone: (602) 712-8239  
Email: kkar@azdot.gov  
Address: 206 S. 17th Ave., MD 310B  
Address 2: Phoenix, Arizona 85007

## B. Installation Need

Improving US Highway 95 (US 95) northeast of the City of Yuma will benefit the U.S. Army Yuma Proving Ground (USAYPG, or YPG for short), located in western Yuma County and southwestern La Paz County in southwestern Arizona. Encompassing more than 1,300 square miles in area, YPG is one of the largest military installations in the world, yet it is served primarily by a two-lane U.S. highway built in 1957. Due to growth in the region, US 95 has become increasingly congested and dangerous in recent years, with many fatal crashes. Employees and visitors need a safer drive to the installation.

### *Location Map: US 95 Improvements between Yuma and YPG*



US 95 is the main route providing access to the YPG, which is Yuma and Yuma County's largest employer of civilians. Linking I-8 and I-10, U.S. 95 is the one of the busiest two-lane highways in the state. The current rural, two-lane highway lacks left-turn lanes at significant intersecting roadways and provides only limited passing opportunities. These are major safety deficiencies.

**A 2007 ADOT study identified the need for US 95 improvements 15 years ago**



**Top:** US 95 is the primary access route to YPG for all personnel and equipment

**Middle Left:** YPG workers commute northward in the early morning hours

**Middle Right:** Recreational vehicles and international trucking slow traffic on the highway

**Bottom:** US 95 is also heavily used by Yuma's agricultural sector producing \$2.5 billion annually

1 The need for improvements on US 95 which connects the installation to the City of Yuma was identified  
 2 in ADOT studies in 2007. Congestion on the highway was considered unacceptable at that time, and has  
 3 worsened over the intervening 15 years, due to regional growth. State and federal Funding for this  
 4 mission-critical improvement has lagged because other parts of Arizona have grown even faster.

5  
 6 The overall US 95 corridor serving YPG is 16 miles long, from Avenue 9-E to Aberdeen Road.  
 7 Improvements will be built in phases, starting from the south and working northward. Construction began

1 in 2021 from Avenue 9-E to Rifle Range Road. The next phase is the 3.8-mile segment from Rifle Range  
2 Road to the Wellton-Mohawk Canal, which is the subject of this DCIP grant proposal.

3 The local community is highly supportive of YPG and has sought funding for the work for many years,  
4 including extensive support and involvement by the Yuma Metropolitan Planning Organization (YMPO).  
5 This DCIP grant proposal represents the area's latest effort to work for the betterment of its key military  
6 partner.

7  
8 The OLDCC instructions for this DCIP grant proposal request information about three priority areas for  
9 infrastructure funding:

- 10 • Enhancement of military value
- 11 • Enhancement of installation resilience
- 12 • Enhancement of military family quality of life

13  
14 The U.S. 95 improvement project will provide important benefits for all three of these three priority areas,  
15 as discussed below.

### 16 Enhancement of Military Value

17 Ranked by the 2005 Base Relocation and  
18 Closing Commission report as the *sixth most*  
19 *important U.S. military installation*, YPG is the  
20 testing ground for all U.S. military ground  
21 weapon systems. YPG's experts also oversee  
22 two other testing sites – Cold Regions Test  
23 Center located in Alaska, and the Tropic Regions  
24 Test Center based in Panama.

25  
26 The US 95 project will benefit the current and  
27 future mission capabilities and positively impact  
28 operational readiness of the Department of  
29 Defense's total force (including joint  
30 warfighting) by providing safer and more  
31 reliable transport of personnel and equipment to  
32 and from YPG. Serious crashes on US 95 in  
33 recent years have resulted in closure of the  
34 highway for up to four hours at a time. This  
35 results in costly delays for all YPG personnel and visitors and has the potential to interfere with  
36 established testing schedules. YPG tests equipment for multiple branches of the U.S. military and other  
37 customers including the National Aeronautics and Space Administration. Military units from around the  
38 nation travel to YPG for training, supporting six current, cross-functional Warfighter initiatives.

39  
40 Reliable accessibility is the key to the value and usefulness of YPG's 1,300 square-mile site (larger than  
41 the state of Rhode Island), including its 1,976 square miles of restricted airspace, going up to 80,000 feet.  
42 A major system currently being tested is the Extended Range Cannon Artillery (ERCA). A rocket-assisted  
43 ERCA round has a firing range of 70 kilometers. When projectiles are fired very high into the air, it is  
44 necessary that their target on the ground be located safely within DoD-controlled real estate.

**Weapons systems developed and tested at YPG are deployed around the world and currently are being used in Ukraine's resistance to the ongoing Russian invasion.**





# YPG supports 6 out of 8 Cross Functional Teams

 <p><b>Soldier Lethality</b></p> <p><u>Coordination</u></p> <ul style="list-style-type: none"> <li>-Next Generation Squad Weapon</li> <li>-Enhanced Night Vision Goggle – Binocular</li> <li>-Integrated Augmented Visual System</li> </ul> <p><u>Capabilities</u></p> <ul style="list-style-type: none"> <li>-Operationally Realistic Environments</li> <li>-Tropic &amp; Extreme Cold Temperate Weather Effects</li> <li>-State of the Art Sensor/Laser Range</li> </ul> 	 <p><b>Air and Missile Defense/RCCTO</b></p> <p><u>Capabilities</u></p> <ul style="list-style-type: none"> <li>-C-UAS testing against various groups to Detect, Locate, Track, Identify, and Neutralize/Defeat - Assessments in Realistic Environments</li> <li>-Open Air Expertise in UAS, Sensors, RF Systems and Laser Testing</li> <li>-Miniature GPS for TSPI</li> <li>-EME, RF spectrum monitoring, RADHAZ, HIRP/HERO/ HERF, Advanced Communications Cellular Network</li> <li>-Probability of Detection, Identification, and Defeat (kinetic, non-kinetic, UAS intercept, EA, etc.)</li> <li>-Integrated Test Capability to Facilitate C-UAS Testing for all Defeat Mechanisms</li> </ul> 	 <p><b>Next Generation Combat Vehicle</b></p> <p><u>Supported</u></p> <ul style="list-style-type: none"> <li>-Armored Multi-Purpose Vehicle (AMPV)</li> <li>-Mobile Protective Firepower</li> </ul> <p><u>Capabilities</u></p> <ul style="list-style-type: none"> <li>-Direct Fire Range</li> <li>-Target Detection, Recognition, &amp; Identification</li> <li>-Firing on the Move / Free Maneuvering Range</li> <li>-Vehicle Systems</li> </ul> <p><u>Performance</u></p> <ul style="list-style-type: none"> <li>-200 Miles of Surveyed / Profiled Courses</li> <li>-Environmental Simulations</li> <li>-Extreme Natural Environments</li> </ul> 	 <p><b>Future Vertical Lift</b></p> <p><u>Capabilities</u></p> <ul style="list-style-type: none"> <li>-Weapon Accuracy</li> <li>-Weapons/Sensor Integration</li> <li>-Laser Designation Accuracy</li> <li>-Time Space Position Information</li> <li>-Weapons Safe Separation/Roll Tip Off</li> <li>-EO/IR Sensor Performance</li> <li>-Unattended Sensor Characterization</li> <li>-Extreme Natural Environments</li> </ul> 	 <p><b>Assured Positioning, Navigation, and Timing</b></p> <p><u>Capabilities</u></p> <ul style="list-style-type: none"> <li>-RF Monitoring</li> <li>-GPS Support</li> <li>-Combat Vehicle Drivers</li> <li>-Communication/Positioning Systems</li> <li>-COMSEC Support</li> <li>-Extreme Natural Environments</li> </ul> 	 <p><b>Long Range Precision Fires</b></p> <p><u>Supported</u></p> <ul style="list-style-type: none"> <li>-Extended Range Cannon Artillery (ERCA)</li> </ul> <p><u>Capabilities</u></p> <ul style="list-style-type: none"> <li>-NDT Weapon Inspection</li> <li>-Projectile Mass Properties</li> <li>-Optical and Radar Tracking</li> <li>-High Speed and Still Imaging</li> <li>-Telemetry and Range Time Support</li> <li>-Optical/Radar Motion/TSPI Processing and Reduction</li> <li>-Projectile Recovery</li> <li>-Environmental Simulations</li> <li>-Extreme Natural Environments</li> </ul> 
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UNCLASSIFIED Distribution Statement A. Approved for Public release

Improved safety and reliability on US 95 are needed to accommodate mobilization of units and equipment going to and from YPG for training. As noted earlier, US 95 is the primary route used for this purpose. The location map in this proposal shows that US 95 offers a direct link to Interstate 8 in Yuma and to Interstate 10 in Quartzite. Additionally, YPG has a Union Pacific Railroad siding (“Blaisdell”) along US 95 accessed from Rifle Range Road. Thousands of tons of weapons (e.g., tanks) and other equipment are moved annually between the rail siding and YPG via US 95 in the project area.

The potential cost savings of operations and YPG manpower implications are not easy to assess, but ADOT has attempted to quantify this. A 2017 study prepared by the Arizona Department of Emergency and Military Affairs indicated that YPG contributes an estimated \$678 million annually in direct economic benefits to the area’s economy, or \$1.12 billion annually when also including indirect benefits.



As to what portion of this \$678 million economic benefit might be associated with transportation, a 2017 Transportation Economic Trends report issued by the USDOT Bureau of Transportation Statistics estimated that “when measured by value-added to gross domestic product, (GDP), transportation services contributed ...5.6 percent... in 2016.” As YPG is a large installation, it may be reasonable to presume that about 5.6 percent of its operating costs are transportation-related (probably more, because of its large size, remote location and recent fuel cost surges). In any case, 5.6 percent of \$678 million would be roughly \$38 million annually. If improvements on US 95 (the primary route in and out of YPG) would result in a one percent improvement in operational efficiency for YPG and its users, the benefit would be about \$3.8 million annually. Accumulating this cost savings over 20 years, discounted at 7 percent per U.S. government guidance, US 95 improvements would have a net present value of approximately \$36 million.

1 Additionally, current federal cost-benefit guidance (USDOT and FEMA) places the societal cost of a  
2 fatality in the range of \$10 million. If US 95 improvements save the life of a single YPG employee or  
3 visitor, this would be a further economic benefit of the infrastructure investment.

### Too many fatalities have occurred on US 95 since 2018



4 It should be noted that YPG is a strong stabilizing force that helps the region to weather economic  
5 downturns, such as recessions or even the COVID-19 pandemic, benefitting businesses, such as retail  
6 stores, restaurants, hotels and even commercial aviation. While YPG provides these benefits to the region,  
7 the current DCIP project offers an opportunity for the region to “give back” to YPG by making its  
8



primary access route safer and more efficient, resulting in real value by reducing unnecessary travel time due to congestion and crashes.

#### Enhancement of Installation Resilience

OLDCC notes that resilience means “the capability of a military installation to avoid, prepare for, minimize the effect of, adapt to, and recover from extreme weather events, or from anticipated or unanticipated changes in environmental conditions, that do, or have the potential to, adversely affect the military installation or essential transportation, logistical, or other necessary resources outside of the military installation that are necessary in order to maintain, improve, or rapidly re-establish installation mission assurance and mission-essential functions.”

The National Risk Index maintained by the Federal Emergency Management Agency suggests that the type of natural disaster most likely to affect Yuma County (or La Paz County) would be an earthquake centered in southern California. US 95 serving YPG is at-grade, with few structures, so it could be expected to withstand seismic activity.

Much more likely than damage due to natural disasters, however, is the potential for crashes on aging, narrow US 95 to result in a full closure of the highway, with emergency rescue and cleanup activities lasting up to four hours.

Examining roadway capacity serving the four Arizona military facilities with the greatest annual economic impacts in 2017 (Fort Huachuca \$2.9 billion, Davis-Montham AFB \$2.6 billion, Luke AFB \$2.4 billion, and YPG \$1.1 billion), the other facilities have far more roadway lane-miles of access than YPG, by more than a factor of two. From a transportation access standpoint, YPG appears to be greatly underserved and least resilient.

The resiliency of the highway would be improved if it offered more lanes and if the aging US 95 bridge over the Wellton-Mohawk Canal were replaced with a newer bridge meeting modern design standards.

#### Enhancement of Military Family Quality of Life

The US 95 improvement project will enhance military family quality of life, alleviate installation commuter workforce issues and benefit schools or other local infrastructure located off of the YPG installation, thus supporting members of the armed forces and their dependents residing in the community. The military personnel and their families who live at YPG use US 95 to make frequent trips into the City of Yuma for goods and service, including school. And of course, several thousand YPG workers commute to the installation also on US 95.

The local schools serving YPG are James D. Price Elementary (grades K-5), Ron Watson Middle School (grades 6-8), and Gila Ridge High School (9-12). Of these, only the elementary school is on-post, and the others are in Yuma, many miles to the south.



1 Another category of trips is **military retirees from Yuma** going to YPG to use on-post services,  
2 including a commissary (grocery store), bowling alley and veterinary clinic.

3  
4 Given its importance in the history of the U.S. military, YPG also attracts tourists (former military and  
5 otherwise), both for special events and also on an ongoing basis with its Heritage Center museum. The  
6 Yuma Proving Ground's Heritage Center opened in 1997 and has consistently ranked as one of the top  
7 destinations in Yuma by popular online tourist guides. It has been a centerpiece of public tours of the  
8 installation held in conjunction with Visit Yuma since 2013. The museum chronicles YPG's nearly 80-  
9 year history of developmental testing of virtually every piece of equipment in the ground combat arsenal.  
10 The center includes a popular open-air display of interesting military equipment, pictured below.  
11



12  
13  
14 As of 2022, YPG has a workforce (including garrison and tenant personnel) of 2,404 employees,  
15 comprised of 1,120 Department of the Army civilians (DACs), 217 military personnel, and 1,067  
16 contractors. Additionally, YPG receives an estimated 622 transient or rotational military personnel  
17 throughout the year, according to the Army Stationing and Installation Plan (ASIP) prepared by the U.S.  
18 Army Installation Management Command (IMCOM).  
19

20 Improving safety and reducing travel delay on US 95 will  
21 benefit the quality of life for military families living at YPG, as  
22 well as those living off-post and using YPG services. It is  
23 reasonable to expect US 95 improvements to benefit all users  
24 (100 percent) of YPG directly or indirectly.  
25

## 26 C. Installation Endorsement

27 The following two pages present a strong letter of endorsement  
28 for this DCIP grant proposal by the current commander of YPG,  
29 Colonel Ben P. McFall III, dated July 1, 2022. Colonel McFall  
30 and his staff at YPG were actively involved in the development  
31 of this proposal, for which ADOT and YMPO are greatly  
32 appreciative. All parties involved agree that this off-installation  
33 infrastructure improvement project would be a great win-win  
34 opportunity for YPG and the surrounding region.

Improving safety on US 95 is  
**expected to benefit 100% of YPG**  
**military families**, directly or  
indirectly.





DEPARTMENT OF THE ARMY  
UNITED STATES ARMY YUMA  
PROVING GROUND 301 C STREET  
YUMA, ARIZONA 85365-9498

TEYP-CO

July 1, 2022

MEMORANDUM FOR DIRECTOR MR. PATRICK O'BRIEN, Office of Local  
Defense Community Cooperation (OLDCC), 2231 Crystal Drive, Suite 520,  
Arlington, Virginia 22202

SUBJECT: Memorandum of Support for Arizona Department of Transportation  
to US 95 Safety Project Defense Community Infrastructure Pilot (DCIP)  
Program Grant Proposal

1. The US Army Yuma Proving Ground (USAYPG) uses US Highway 95 as its main route for transport of the personnel, contractors, materiel, service member families, retired veterans and visitors needing access to this installation. USAYPG heartily endorses the efforts of the Arizona Department of Transportation (ADOT) to secure funding for long-overdue improvements to this two-lane, high speed rural highway, which has a history of recently increasing traffic fatalities. In particular, we support ADOT's 2022 proposal for a Defense Community Infrastructure Pilot (DCIP) Program grant for such improvements.

2. We understand this year that OLDCC will no longer consider the 2005 BRAC ranking of USAYPG as the sixth most important of all U.S. military installations, but regardless, our mission remains absolutely vital to U.S. defense capabilities. As one of the Army's premier test centers, featuring the longest overland artillery range in the nation, we conduct developmental testing on nearly every piece of equipment in the ground combat arsenal. For example, weapons that were tested here are currently being used by Ukraine in their effort to resist Russian aggression. This proving ground is at the forefront of the Army's modernization efforts, actively supporting six of the Army Futures Command's cross-functional teams building the future force. YPG is also the host site of the annual Project Convergence capstone event, the largest capabilities demonstration in the Army.

3. A 2007 ADOT study of our key access route, US 95, determined that improvements to 16 miles of the highway were already needed to improve safety and reduce congestion that affect USAYPG's operational efficiency. For more than a decade, it has been a struggle for ADOT to fund the project, but as conditions have worsened, the Arizona legislature finally authorized funding to implement the first two phases of the work. ADOT is now ready to begin Phase 3, from Rifle Range Road to the Mohawk Canal. USAYPG also has a railroad siding there, so the project will benefit our freight movement. The plans for the improvements are fully prepared, making this project truly "shovel ready."



TEYP-CO

SUBJECT: Memorandum of Support for Arizona Department of Transportation  
to US 95 Safety Project Defense Community Infrastructure Pilot (DCIP)  
Program Grant Proposal

4. A 2017 State of Arizona study concluded that USAYPG creates \$678 million of direct economic benefit each year, or \$1.12 billion including indirect benefits. Also, it has been determined that Arizona's three other large military installations (Fort Huachuca, Davis-Monthan AFB and Luke AFB), have more roadway lane-miles of access than USAYPG, by over a factor of two. From a transportation standpoint, our installation appears to be greatly underserved and least resilient. USAYPG does not control this off-base roadway, and thus must rely on our community partners to help us better meet our mission needs.

5. Due to the nature of our mission, USAYPG is located a number of miles north of the city of Yuma. Approximately 3,500 of our employees commute from Yuma to USAYPG and back each day in traffic that also includes farm vehicles, recreational vehicles, and heavy trucks hauling international freight to or from Mexico. The safety of our employees and community partners is obviously a top priority for YPG. Our long-standing concern is the need for improvement to assist in the fluid and safe movement of traffic on this heavily used portion of US 95.

6. Analysis by the Yuma Metropolitan Planning Organization (YMPO) in 2021 suggested that a modest one percent improvement in USAYPG transportation operations would yield cost savings estimated at approximately \$4 million annually. With the recent surge in fuel prices, the annual benefit could now be much higher. Also, based on an ADOT prediction of 12 percent safety improvement, YMPO calculated an additional \$2 million annual safety benefit, some of which could accrue to our installation. Without the US 95 improvements, the USAYPG community will continue to incur significant operational and safety costs.

7. We understand that ADOT has completed the clearance documentation required for compliance with the National Environmental Policy Act (NEPA), but USAYPG stands ready to support any further NEPA technical review as needed. Please feel free to contact the YPG Action Officer, Ms. Rebecca Anderson, Chief of Operations, by e-mail at rebecca.l.anderson64.civ@army.mil or by telephone at 928.328.3787 if you have any questions.

8. Thank you in advance for giving your full consideration to ADOT's DCIP proposal to undertake improvements to US 95 between Rifle Range Road and the Mohawk Canal.

BRACAMONTE.LA  
ZARO.F.123173344  
9

Digitally signed by  
BRACAMONTE.LAZARO.F.1231  
733449  
Date: 2022.06.30 14:12:19 -0700

for/ BEN P. McFALL III  
Colonel, U.S. Army  
Commanding

## D. Project Description

ADOT's Environmental Assessment (EA) for US 95 corridor improvements concluded the preferred approach to addressing mobility and safety needs would be to widen the highway to a five-lane cross-section with a center left-turn lane. This configuration would result in two travel lanes in each direction and a center two-way, left-turn lane (TWLTL). In addition, a new four-lane bridge would be constructed, replacing the aging bridge over the Wellton-Mohawk Irrigation Canal. The project would relieve the critical segment of US 95 from Milepost 34.9 to Milepost 38.7 (3.8 miles) of typical bottlenecks created by slow and oversized vehicles as well as congestion from limited facility capacity. The project also would implement safety improvements including wider shoulders, new pavement markings and signage, and replace the narrow Wellton-Mohawk Irrigation Canal Bridge.

The five-lane design with two through lanes in both directions and a center turn lane (which has the effect of a median) would greatly reduce the potential for head-on collisions. Additional capacity added to US 95 will better serve regional travelers and the YPG personnel traveling to/from Yuma metro area resources and facilities. The safer design will greatly reduce delay from traffic congestion and mobility impediments associated with crashes and incident management. Improving the highway would thus improve YPG resilience to closures, as well as recurring delays, due to the presence of slow agricultural vehicles, oversized load vehicles, and special event traffic.

## PROJECT FEATURES

### Construct five-lane corridor

- ▶ 2 additional travel lanes
- ▶ Center two-way left-turn lane (TWLTL)
- ▶ 8-foot paved shoulders
- ▶ 4-lane bridge across Welton-Mohawk Canal



**The project will replace this existing US 95 bridge over the Wellton-Mohawk Canal with a wider bridge to accommodate two-way traffic with USAYPG oversized loads.**



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Plans for this 3.8-mile project are 100% complete. *This project is ready for construction.*



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ADOT will implement the project. There are no grant sub-recipients to complicate the process.



## G. Grant Funds and Other Sources of Funds

With the addition of a DCIP grant award, all funding needed for the project is demonstrably and firmly available and committed. The table below shows both the source of the funding, required in this proposal Section G, and the uses of the construction funds, as required in proposal Section H, below.

Prior to the preparation of this proposal, ADOT had estimated the project costs and funding contributions. The total project cost was \$29.1 million, with \$15.6 million of it coming from a U.S. Department of Transportation Surface Transportation Program (STP) Flex account that has been appropriated to the State of Arizona and programmed in the regional and State Transportation Improvement Programs (TIP and STIP). Due to the large amount of Federal land in Arizona (including UASYPG and other military bases, for example), the STP Flex funds are provided at a match ratio of 94.3% federal and 5.7% local. Arizona uses its own transportation funds largely to match such Federal programs.

All non-DCIP funds needed for the project are **fully committed** for this project, including contingency funds for inflation.

This particular project involves a small contribution from the irrigation district that owns the Wellton-Mohawk Canal, which is crossed by US 95. The district will pay for a siphon pipe, contributing an estimated \$183,000. Any cost overrun on that feature will be the responsibility of the district. A DCIP grant in the amount of approximately \$13.3 million would round out the funding to reach the \$29.1 million estimated project cost. DCIP funds would account for roughly 46% of total project cost.

Line	FUNDING USES	ADOT Estimate April 1, 2022	FUNDING SOURCES BASED ON ADOT COST ESTIMATE				Independent 3rd Party Estimate June 22, 2022
			Local Wellton Canal Dist.	STP Flex Federal Share 94.30%	STP Flex Local Share 5.70%	Federal DCIP	
1	Roadway	18,327,849		9,337,692	564,420	8,425,737	18,412,004
2	Structures	3,837,185		1,954,973	118,169	1,764,043	5,773,400
3	Trainees	7,200		3,668	222	3,310	included
4	Siphon Pipe	140,140	140,140				included
5	Subtotal of Above	22,312,374	140,140	11,296,333	682,811	10,193,090	24,185,404
6	Construction Engineering	2,258,464	18,464	1,141,238	68,892	1,029,870	2,176,700
7	Post-Design Services	190,000		96,801	5,852	87,347	241,900
8	Construction Contingency	1,115,619	7,007	564,817	34,140	509,655	1,209,300
9	Pavement Incentives	361,000		183,923	11,117	165,960	included
10	Final ROW Monumentation	62,000		31,588	1,909	28,503	included
11	Other	20,000		10,190	616	9,194	included
12	Third Party Estimate Delta	0					1,208,900
13	Subtotal	26,319,457	165,611	13,324,890	805,337	12,023,619	29,022,204
14	ADOT ICAP 10.50%*	2,763,543	17,389	1,399,113	84,560	1,262,480	2,539,425
15	<b>Total</b>	<b>29,083,000</b>	<b>183,000</b>	<b>14,724,003</b>	<b>889,897</b>	<b>13,286,099</b>	<b>31,561,629</b>
	*Indirect Cost Allocation Plan						difference

Arizona Governor Doug Ducey signed the FY 2023 State Budget on June 30, 2022 with a special appropriation in the amount of \$3.5 million to cover cost inflation for this US 95 project, based on recent ADOT experience with cost increases

The DCIP requirement for an independent third-party cost estimate led to preparation of a slightly newer project cost estimate in June 2022. That cost estimate specifically considered recent inflation experience, and resulted in a slightly higher estimated total cost of \$31.6 million, or roughly \$2.5 million higher than ADOT's number. Anticipating cost inflation, the Arizona legislature in June 2022 included a special one-time appropriation of \$3.5 million specifically to cover cost inflation for this project. If needed, these

1 funds will supplement the STP Flex, water district, and DCIP funds discussed above. Arizona's governor  
2 has line-item veto discretion and approved this \$3.5 million appropriation rather than striking it out.

3  
4 ADOT's staff includes full-time professional engineers and cost analysts who have unparalleled  
5 experience and expertise in estimating construction costs for State Highway projects. However, the  
6 DoD's DCIP Notice of Funding Opportunity absolutely requires an independent cost estimate prepared by  
7 a third party with no relation to the proposer or the proposer's contractors. Therefore, YMPO retained  
8 Wilson & Company, Inc., Engineers & Architects to prepare this estimate. This approach ensured a  
9 completely independent third-party cost estimate as shown in the table.

10  
11 There are some small differences in the approach used to derive the independent third-party cost estimate,  
12 compared to the ADOT estimate, but the bottom line is the \$2.5 million difference, for which the recently  
13 appropriated state contingency funds are available. The ADOT bid process will utilize the cost structure  
14 outlined in its own cost estimate, not the structure of the third-party estimate.

15  
16 As a further backstop against inflation, and assurance that this project will be implemented, ADOT has a  
17 separate appropriation of State General Fund money committed to this corridor that is intended for the  
18 next phase of the project. If necessary, a portion of those funds would also be made available for the  
19 current project phase. The next phase would continue the US 95 improvement northward from the  
20 Wellton-Mohawk Canal, also primarily benefitting YPG. However, the current phase is completely  
21 shovel-ready while the next phase is not. Any cost overruns will be ADOT's responsibility.

22  
23 ADOT annually manages hundreds of millions of dollars of funding for transportation projects and  
24 services and has full legal and financial capability to secure a surety bond (e.g., a bid guarantee,  
25 performance bond, and payment bond) prior to the commencement of construction activity as defined by  
26 2 C.F.R. 200.326.

## 27 H. Uses of Construction Project Funds

28 It can be seen from the preceding table that the estimated project cost includes no funding for  
29 environmental evaluation, project design, or right-of-way. This is because those steps have been  
30 completed already at ADOT's expense. What remains is to construct  
31 the project. All proposed uses of DCIP funds are for construction costs  
32 only. The specific line items shown in the table are eligible for Federal  
33 funding with STP Flex funds as shown. If OLDCC has any issue  
34 regarding DCIP funding eligibility for specific line items, ADOT is  
35 confident that there is flexibility to ensure that DCIP funds are applied  
36 only to DCIP eligible line items.

Since the DCIP grant accounts for 46% or less of project funding, there is **flexibility** to assign DoD-ineligible cost items to the other funding sources.

37  
38 For example, ADOT has budgeted a small amount of project funding  
39 for construction worker trainees, helping to foster the growth and experience of the next generation of  
40 highway construction workers. This approach has Federal blessing and support from USDOT, but if the  
41 DoD does not also support this initiative, DCIP funds will not be used for that project element (line 3 in  
42 the table). As noted previously, no DCIP funds will be used for the irrigation company's siphon pipe (line  
43 4).

44  
45 Federal programs have been pursued for the 16-mile US 95 corridor for years by the Yuma Region  
46 without success. While this proposed DCIP project will enhance military value by reducing congestion  
47 and improving safety on YPG's primary access route, US 95 is itself not a Defense Access Road and thus  
48 not eligible for funding through that federal program. Regarding USDOT funding programs, the benefit-

cost calculation used by that agency does not account for a monetized amount, such as the enhanced military value, that this project would provide.

### INDEPENDENT THIRD PARTY COST ESTIMATE CONSTRUCTION COST ESTIMATE SUMMARY

**ROUTE:** US 95 **PROJECT DESCRIPTION:** Roadway Widening Improvement  
**SEGMENT:** Rifle Range Road to Wellton-Mohawk **ESTIMATE LEVEL:** 100% Independent 3rd Party  
**LENGTH:** 3.48 **TRACS NO.:** F0359 01C **DATE:** 6/30/22

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
<b>200</b>	<b>EARTHWORK</b>				
	CLEARING & REMOVALS	L.SUM	1	500,000	500,000
	ROADWAY EXCAVATION	CU.YD.	104,623	\$ 12.00	1,255,476
	DRAINAGE EXCAVATION	CU.YD.	4,189	\$ 14.00	58,646
	BORROW	CU.YD.	40,094	\$ 18.00	721,692
	SUBGRADE TREATMENT	SQ.YD.		\$ -	0
	FURNISH WATER	L.SUM		\$ -	0
	MISCELLANEOUS ITEMS	L.SUM	1	40,000	40,000
	<b>TOTAL ITEM 200</b>				<b>2,575,814</b>
<b>300 &amp; 400</b>	<b>BASE AND SURFACE TREATMENT</b>				
	AGGREGATE BASE	CU.YD.	36217	\$ 45.00	1,629,765
	CONCRETE PAVEMENT	SQ.YD.		\$ -	0
	ASPHALT PAVEMENT	TON	69,298	\$ 100.00	6,929,800
	ARAC SURFACE	TON	3,501	\$ 75.00	262,575
	MILLING & OVERLAY	SQ.YD.		\$ -	0
	MISCELLANEOUS ITEMS	L.SUM	1	25,000	25,000
	<b>TOTAL ITEM 300 &amp; 400</b>				<b>8,847,140</b>
<b>500</b>	<b>DRAINAGE</b>				
	DRAINAGE SYSTEM (CLOSED)	L.F.T.		\$ -	0
	DRAINAGE SYSTEM (OPEN)	L.F.T.		\$ -	0
	DRAINAGE SYSTEM (CONVEYANCE CHANNEL)	L.F.T.		\$ -	0
	PUMP STATION (NEW)	EACH		\$ -	0
	PIPE CULVERTS	L.F.T.	3,055	\$ 230.00	702,650
	MISCELLANEOUS ITEMS	L.SUM	1	25,000	25,000
	<b>TOTAL ITEM 500</b>				<b>727,650</b>
<b>600</b>	<b>STRUCTURES</b>				
	FLYOVER RAMP (NEW SYSTEM TI)	SQ.FT.		\$ -	0
	FLYOVER HOV RAMP	SQ.FT.		\$ -	0
	OVERPASS TI BRIDGE	SQ.FT.		\$ -	0
	RIVER CROSSING BRIDGE	SQ.FT.	8,508	\$ 300	2,552,400
	PEDESTRIAN BRIDGE	SQ.FT.		\$ -	0
	BRIDGE WIDENING	SQ.FT.		\$ -	0
	BRIDGE REHABILITATION	SQ.FT.		\$ -	0
	BOX CULVERT	L.F.T./CELL	634	\$ 5,000	3,170,000
	SIGN STRUCTURES	EACH		\$ -	0
	ITS STRUCTURE AND PANEL	EACH		\$ -	0
	O&M CROSSING	EACH		\$ -	0
	MISCELLANEOUS ITEMS	L.SUM	1	50,000	50,000
	<b>TOTAL ITEM 600</b>				<b>5,772,400</b>
<b>700</b>	<b>TRAFFIC ENGINEERING</b>				
	SIGNING (FREEWAY)	MILE/DIR		\$ -	0
	SIGNING (STREET)	MILE	3.50	\$ 45,000.00	157,500
	PAVEMENT MARKING	LANE-MILE	14.00	\$ 12,500.00	175,000
	LIGHTING	MILE		\$ -	0
	TRAFFIC SIGNAL	EACH		\$ -	0
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	MILE		\$ -	0
	MISCELLANEOUS ITEMS	L.SUM	1	20,000	20,000
	<b>TOTAL ITEM 700</b>				<b>352,500</b>
<b>800</b>	<b>ROADSIDE DEVELOPMENT</b>				
	LANDSCAPING AND TOPSOIL	SQ.YD.		\$ -	0
	UTILITY RELOCATION	L.SUM		\$ -	0
	MISCELLANEOUS ITEMS	L.SUM	1	100,000	100,000
	<b>TOTAL ITEM 800</b>				<b>100,000</b>

# INDEPENDENT THIRD PARTY COST ESTIMATE CONSTRUCTION COST ESTIMATE SUMMARY

**ROUTE:** US 95 **PROJECT DESCRIPTION:** Roadway Widening Improvement  
**SEGMENT:** Rifle Range Road to Wellton-Mohawk **ESTIMATE LEVEL:** 100% Independent 3rd Party  
**LENGTH:** 3.48 **TRACS NO.:** F0359 01C **DATE:** 6/30/22

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
<b>900</b>	<b>INCIDENTALS</b>				
	RETAINING WALLS	SQ.FT.		\$ -	0
	SOUND WALLS	SQ.FT.		\$ -	0
	ROADWAY APPURTENANCES	L.SUM	1	200,000	200,000
	ADA IMPROVEMENTS	EACH		\$ -	0
	TRANSIT APPURTENANCES	L.SUM		\$ -	0
	RAILROAD ACCOMMODATIONS	L.SUM	1	\$ 100,000	100,000
	MISCELLANEOUS ITEMS	L.SUM			0
<b>TOTAL ITEM 900</b>					<b>300,000</b>
<b>SUBTOTAL A (ITEM SUBTOTAL)</b>					<b>\$18,675,504</b>
<b>PV</b>	<b>PROJECT WIDE</b>				
	TRAFFIC CONTROL (10% OF SUBTOTAL A)			10.0%	1,867,600
	DUST PALLIATIVE (0.5% OF SUBTOTAL A)(INCLUDED IN FURNISH WATER)			0.5%	93,400
	QUALITY CONTROL (1% OF SUBTOTAL A)			1.0%	186,800
	CONSTRUCTION SURVEYING (2% OF SUBTOTAL A)			2.0%	373,500
	EROSION CONTROL (1% OF SUBTOTAL A)			1.0%	186,800
	MOBILIZATION (10% OF SUBTOTAL A)			10.0%	1,867,600
	UNIDENTIFIED ITEMS (5% OF SUBTOTAL A)			5.0%	933,800
<b>SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)</b>					<b>\$24,185,004</b>
<b>INFL</b>	<b>INFLATION AND BELOW THE LINE ITEMS</b>				
	LABOR AND MATERIAL INFLATION TO CONSTRUCTION YEAR 2022 (5%/YR)			5.0%	1,209,300
	POST DESIGN SERVICES (1% OF SUBTOTAL A)			1.0%	241,900
	CONSTRUCTION CONTINGENCIES (5% OF SUBTOTAL A)			5.0%	1,209,300
	CONSTRUCTION ENGINEERING (3% OF SUBTOTAL A)			3.0%	2,176,700
	INDIRECT COST ALLOCATION (10.5% OF SUBTOTAL B + OTHER PROJECT COSTS)			10.50%	2,539,425
<b>CONSTRUCTION YEAR DEPARTMENT CONSTRUCTION COST</b>					<b>\$7,376,625</b>
<b>TOTAL ESTIMATED PROJECT COST</b>					<b>\$31,561,629</b>

Except for projects in rural areas or projects that are advantageous for national security reasons, the DCIP program requires State or local government recipients to contribute not less than thirty percent of the total funding required for the community infrastructure project. Such funding contributions are not required for proposed community infrastructure projects in rural areas, defined as a city, town, or unincorporated area that has a population of not more than 100,000 inhabitants.

The US 95 project from Rifle Range Road to Wellton-Mohawk Canal is located in unincorporated Yuma County, outside of the City of Yuma, in a sparsely populated area. ADOT believes that it therefore is not required to provide a non-Federal (local) project cost contribution for the project.

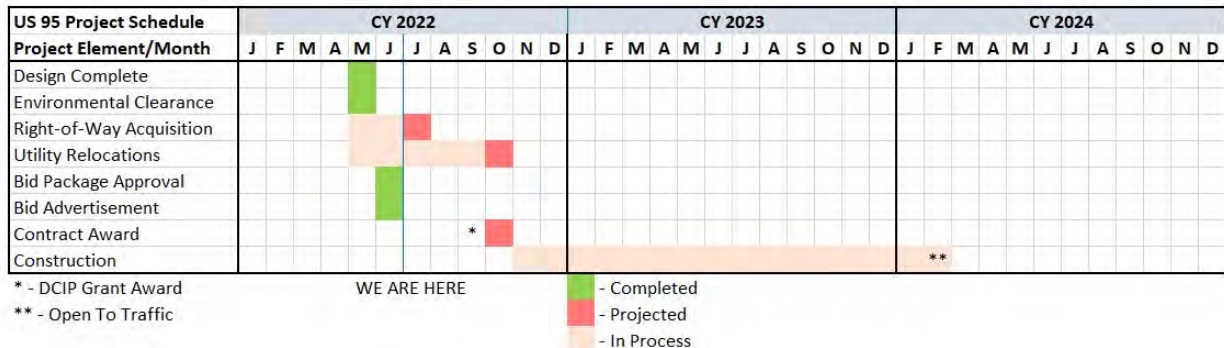
As seen above, the DCIP grant would account for an estimated 46% of total project funding based on ADOT's cost estimate, and slightly less under the independent third-party cost estimate. In case of cost overruns (supplemented with additional state funds), the DCIP portion would represent even a smaller share of the total. These numbers address construction costs only, and do not include the local funds that have already been spent for environmental studies, project design and right-of-way.



## I. Project Development Schedule

This project is ready to get under construction immediately. It is completely shovel-ready, as demonstrated by the project development schedule below. This schedule demonstrates that the project can commence within twelve months upon receipt of a grant, that the grant funds will be spent steadily and expeditiously once the project commences, and the project can be completed no later than five years following the obligation of Federal funds.

This project is ready to get under construction immediately. It is completely shovel ready.



As a further demonstration of ADOT project delivery processes, the similar, prior phase of the US 95 corridor improvements began in August 2021 and will be completed in 2022.

- Design for this project was completed in May 2022.
- Environmental clearance was also completed in May, with an EA Re-evaluation signed on May 2.
- Right-of-way acquisition is being completed in July 2022, concurrent with this grant proposal.
- Utility relocations are underway and will be completed by October 2022.
- ADOT prepared the bid package and bid advertisement for this project in June 2022.
- ADOT will be ready to award a construction contract as early as November 2022.
- Construction is expected to last approximately 16 months; if it begins in October 2022, it could be completed by February 2024.

This schedule fully meets all OLDCC requirements and expectations for timely use of DCIP grant funds., well within the allowable DCIP completion limit. No ground will be broken for the project until the DCIP grant is secured.

## J. Environmental Compliance

This project falls within the 16-mile corridor of the Final Environmental Assessment of US 95, Avenue 9E – Aberdeen Road, completed in 2006. The Federal Highway Administration issued a Finding of No Significant Impact (FONSI) for this 16-mile project on October 19, 2006. The Preferred Alternative in the EA was divided into two segments, which are the North Segment (mileposts 39.0 to 47.8) and the South Segment (mileposts 31.8 to 39.0). The South Segment consisted of widening US 95 to four 12-foot travel lanes, a continuous 12-foot-wide center-turn lane, and 8-foot shoulders. Each segment will be constructed in phases as funding allows.

1 The current phase, Rifle Range Road to Wellton-Mohawk Canal, is part of  
2 the South Segment, and includes all potential right-of-way (ROW),  
3 easement, and temporary construction easements (TCEs). This phase has  
4 been re-evaluated pursuant to 23 CFR 771.129 because five years have  
5 passed since the date of the EA approval. ADOT completed the EA Re-  
6 evaluation for this phase on May 2, 2022.

7  
8 Attached to this DCIP proposal is the NEPA Environmental Checklist for  
9 OLDCC Construction Grant Proposals that ADOT has completed for this  
10 project. The checklist summarizes the findings of the environmental  
11 process.  
12

The environmental evaluation process and necessary clearances for this project have been completed. ***This project is ready for construction.*** For details, please see EA Re-evaluation and OLDCC Checklist, both attached.

## 13 K. State and Local Planning

14 Planning for US 95 corridor improvements began in 2005, resulting in the completion of a Design  
15 Concept Report, Environmental Assessment and FONSI in 2006, led by ADOT and with extensive  
16 involvement by YPG, the Yuma Metropolitan Planning Organization, and other consulted parties.  
17 Knowledge of and commitment to this long-term vision for US 95 has led to broad local, regional, state,  
18 and federal support for the proposed overall corridor improvement project (including the current phase,  
19 Rifle Range Road to Wellton-Mohawk Canal).  
20

21 Funding for this project is included in the YMPO 2022-2026 Transportation Improvement Program (TIP),  
22 approved by the agency's Executive Board on July 29, 2021. The  
23 project is also included in the YMPO 2018-2041 Regional  
24 Transportation Plan (RTP).  
25

26 In the various efforts undertaken to pursue project funding over the past  
27 several years, ***letters of support for this project have been received***  
28 ***from the following key officials:***  
29

The state and local planning processes for this project have been completed. ***This project is ready for construction.***

### 30 ***Federal***

- 31 • United States Senator Mark Kelly
- 32 • United States Senator Krysten Sinema
- 33 • former United States Senator Martha McSally
- 34 • United States Representative Paul Gosar, Congressional District 4
- 35 • U.S. Army Yuma Proving Ground Commander (2022) Colonel Patrick McFall III
- 36 • U.S. Army Yuma Proving Ground Commander (2021) Colonel Ross Poppensberger (Ret.)  
37

### 38 ***State*** (Note: corridor funds approved by Governor Doug Ducey and the Arizona State Legislature)

- 39 • Arizona State Senator Lisa Otondo (Legislative District 4)
- 40 • Arizona State Senator Sine Kerr (Legislative District 13)
- 41 • Arizona State Representative Brian Fernandez (Legislative District 4)
- 42 • Arizona State Representative Tim Dunn (Legislative District 13)
- 43 • Arizona State Transportation Board Member (current Vice Chair) Gary Knight  
44

### 45 ***Regional/Local***

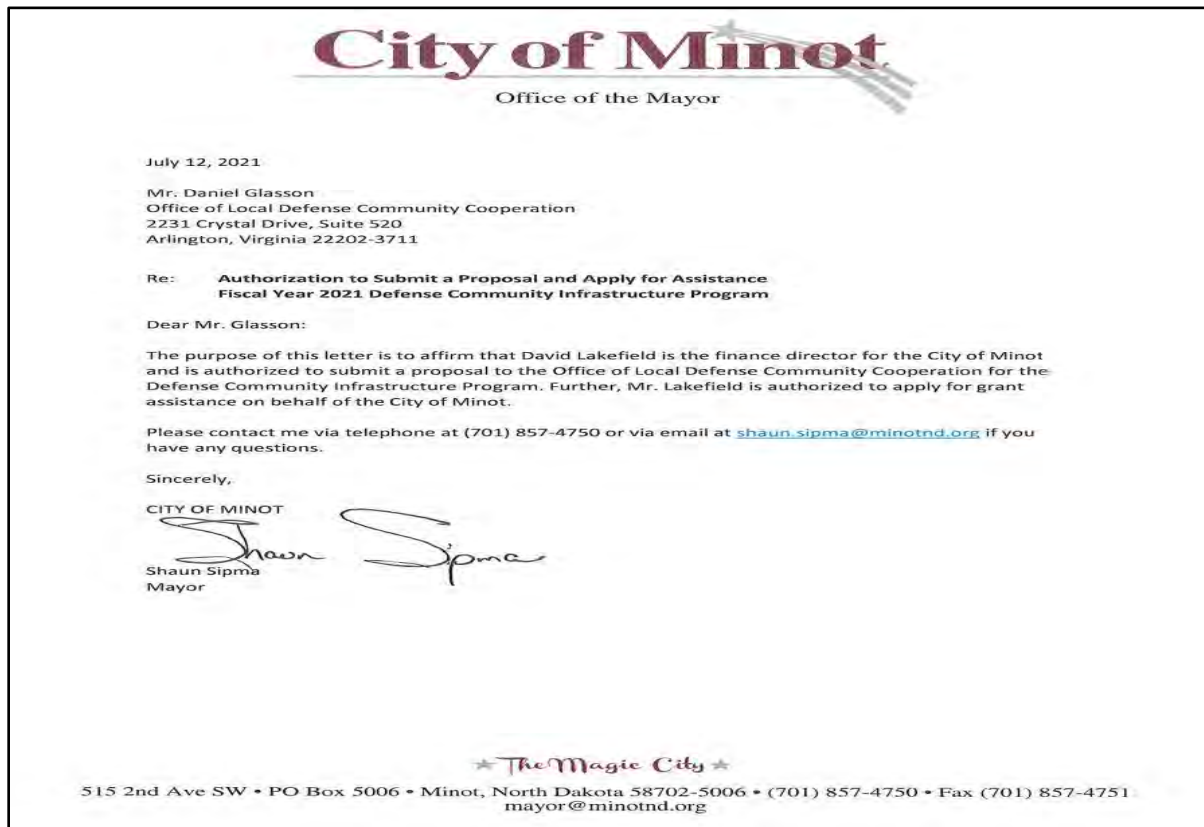
- 46 • YMPO Executive Director Crystal Figueroa (and previous director Paul Ward)
- 47 • YMPO Executive Committee Chair, Somerton Vice Mayor Martha Garcia
- 48 • City of Yuma Mayor Douglas Nicholls
- 49 • City of Yuma Councilmember Chris Morris
- 50 • City of Yuma Administrator Jay Simonton

- City of San Luis Councilmember Matias Rosales
- Yuma County Board of Supervisors Chairman Marco (Tony) Reyes
- Yuma County Supervisor Lynne Pancrazi
- Yuma 50 (military support advocates) Chair Julie Engel, Board Member John Courtis
- Yuma County Chamber of Commerce Executive Director John Courtis (2021)
- Yuma County Chamber of Commerce Executive Director Kimberly Kahl (2022)
- Greater Yuma Economic Development Corporation President/CEO Julie Engel
- Visit Yuma Executive Director Marcus Carney
- Yuma County Farm Bureau President David Sharp
- Yuma International Airport Director Gladys Brown
- Arizona Western College President Dr. Daniel P. Corr
- Yuma Association of Realtors President Roberta "Bobbie" Cooper

## L. Grants Management

ADOT annually receives and manages millions of dollars in numerous Federal grants from agencies of the U.S. Department of Transportation, and sometimes also from other federal departments and agencies. ADOT's Grant Coordination group initiates, prepares and submits all grant applications for ADOT projects, assists local partners in submitting their applications that must be submitted through ADOT, and is available to assist partners with the applications they submit directly. The ADOT Grant Coordination is led by long-time grants expert, Dr. Kohinoor Kar, PhD, PE, PTOE, who is the contact person for this US 95 grant proposal.

## M. Submittal Official (REPLACE WITH ADOT LETTER)



## N. National Security Waiver Attestation

No waiver is requested.

## O. Attachments

Attached for OLDCC information, outside of the 20-page length limit for this proposal, are the following documents:

1. Environmental Assessment Re-evaluation for US 95, Rifle Range Road to Wellton-Mohawk Canal
2. NEPA Environmental Checklist for OLDCC Construction Grant Proposals

**View from US Highway 95 of the iconic Atomic Cannon display (“the guns”) at the entrance to the U.S. Army Yuma Proving Ground**



Again, in closing, ADOT appreciates the opportunity to submit this 2022 DCIP grant proposal for OLDCC consideration!



## **YMPO SUMMARY AGENDA ITEM #12**

### **Regional Project Priority List**

**DATE:** July 7, 2022

**SUBJECT:** Regional Project Priority List Opportunity

#### **SUMMARY:**

The Rural Transportation Advocacy Committee has gone through a lengthy process last year with the Arizona Greater MPO/COGs participating in an exercise of compiling project in our region, by municipality, by ranking and again compiling for a regional list of projects to be submitted on behalf of the RTAC and Arizona Congressman to be considered for Arizona funding.

The Yuma region will receive 3.5 million dollars through the Legislative process that the RTAC successfully made with the Arizona Congress. These efforts will be used for the U.S. 95. That being said another RTAC push for the regional project lists.

The request to update the lists to the most current list to resubmit to the Arizona Legislators for possible funding solutions. The region made a list by municipality the last round and YMPO would request that the lists that were used be used and updated and at the next TAC meeting in August, a recommended list will be used to submit for the next round of Legislative opportunities

#### **ACTION NEEDED:**

No Action required, but guidance to respective municipalities to update the previous list. August TAC meeting an approved list will be made to the Executive Board.

#### **CONTACT PERSON:**

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