TECHNICAL ADVISORY COMMITTEE
REGULAR MEETING AGENDA

Local Governments and Citizens Working Together

TECHNICAL ADVISORY COMMITTEE (TAC)
Regular Meeting
Thursday, November 12, 2020, 9:00 AM
TELECONFERENCE GOTO MEETING

YMPO Office
502 South Orange Avenue
Yuma, Arizona 85364

YMPO TAC Meeting
Thu, Nov ember 12, 2020 9:00 AM - 12:00 PM (MST)

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YMPO TAC MEMBERS

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

YMPO TAC EX-OFFICIOS

YCIPTA	Shelly Kreger
CALTRANS	Jacob Armstrong
FHWA	Romare Truly
FTA	Ted Matley
EPA	Jerry Wamsley

1. Call to Order and Declaration of Votes
The meeting will be called to order and the City of Yuma will declare the number and the distribution of their votes.

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

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** **..... Discussion and Action**
The draft minutes of the October 8, 2020 Regular Meeting are provided for your information, discussion, and approval.

5. **YMPO Office Options** **..... Information Only**
YMPO staff will update the TAC with the results of the property purchase.

6. **Pavement Management System Study Update** **.....Information and Discussion**
YMPO staff and Kimley-Horn & Associates will update the progress of the Study.

7. **Long-Range Transportation Plan Update** **..... Information, Discussion, and/or Action**
Kittelson will update the TAC with data items requested and possible additional requests for information from members that will include road network data and demographic.

8. **Highway Safety Improvement Program** **..... Information, Discussion, and Action**
YMPO Staff will update the TAC with anticipated "Call For Projects" for the Highway Safety Improvement Program (HSIP) for the FY 25/26.

9. **Transportation Improvement Program (TIP) FY 2022-2026**
..... Information, Discussion, and/or Action
YMPO staff will begin the process to screen member requests and possible presentations of potential projects for the Fiscal Year(s) (FY) 2025 & 2026.

10. **Rail/Heavy Freight Study** **..... Information, discussion, and/or Action**
YMPO staff will present to the TAC the proposed Scope of Work for Rail/Heavy Freight Study. The content of the Scope of Work has been shared with all TAC members for comments as well as outside professional organizations to include ADOT.

11. **Performance Measures Update** **..... Information, Discussion, and/or Action**
Arizona Department of Transportation (ADOT) has requested that the Yuma MPO update Performance Measures that were submitted to ADOT from the approval of TAC/Executive Board. YMPO staff has invited Thor Anderson to be available for questions concerning the updates that ADOT made.

12. **Off-System Bridge Program** **..... Information, Discussion, and Action**
ADOT Local Public Agency (LPA) has made a "Call For Projects" for the Off-System Bridge (OSB) Program for the State Fiscal Year (SFY) 2022.

13. Special Overweight Vehicles .....Information and Discussion Only

YMPO Staff at the request of Greater Yuma Port Authority (GYPA), Greater Yuma Economic Development Company (GYEDC), and the City of San Luis has requested to extend routes in the region. In 2013 the TAC and Executive Board with cooperation from Yuma County, City of San Luis, and the City of Yuma adopted Resolutions to approve routes.

14. YMPO and ADOT.....Information and Discussion

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

A. Regional Priorities
B. Short-Range Transit Plan
C.

15. In-Kind Match Forms .....Information only

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

16. TAC Status Reports.....Information and Discussion

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

Town of Wellton:

Yuma County:
Avenue 28E and County 9th Street Off System Bridge Project
Avenue D 16th Street – 23rd Street Avenue E Corridor
Martinez Lake at Red Cloud Mine Road

City of San Luis:
Juan Sanchez Boulevard.

City of Yuma:
Main Street between 2nd Street and Giss Parkway
Palo Verde & Catalina loop from 32nd Street to 4th Avenue and down to Arizona Avenue
Waterline project on 3rd Avenue from Orange Avenue – 4th Street

City of Somerton:
Cesar Chavez Project Main Street to Jefferson

ADOT:

Cocopah Indian Tribe:

17. Future Agenda Items .....Discussion

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

A. TIP Call for Projects
B. LRTP Update
C. Pavement Management Updates
D. U.S. Census Update

18. Progress Reports.....Discussion

YMPO staff has provided a list of recent activities.

A. Oct 8 - YMPO TAC telemeeting YMPO staff participated.
B. Oct 9 - COGs/MPOs Planner's telemeeting Charles participated.
C. Oct 12- RTAC Management Committee telemeeting Paul Participated.
D. Oct 12 - Weekly regional ED panel Paul participated.
E. Oct 13 - ADOT/YMPO Coordination telemeeting Paul and Charles participated.
F. Oct 13 - COGs/MPOs Planner's telemeeting Charles Gutierrez participated.
G. Oct 13 - YMPO LRTP telemeeting with Kittelson Paul, Charles, and De'Laurien participated.
H. Oct 14 - Regional Bicycle Committee telemeeting Paul and Charles participated.
I. Oct 15 - P2P Workshop telemeeting Paul and Charles participated.
J. Oct 15 - WACOG Networking for Community Resources Virtual Meeting Melissa Ramos participated.
K. Oct 16 - AZSTB telemeeting Paul participated.
L. Oct 19 - Special Staff Meeting YMOP staff attended.
M. Oct 19 – ADOT/YMPO Financial Statement Review Paul, Charles, and Crystal participated.
N. Oct 19 - Weekly regional ED panel Paul participated.
O. Oct 19 – CTS Meeting Paul, Charles, and De'Laurien participated.
P. Oct 20 & 21- AzTA teleconference Melissa participated.
Q. Oct 20- San Luis Final EIS Virtual Public Meeting Paul and Charles participated.
R. Oct 21- Discussion with San Luis Staff regarding a grant Paul and Charles participated.
S. Oct 22- Transportation Meeting Charles participated.
T. Oct 26- YMPO PMSS Expense Discussion with Kimley-Horn staff and YMPO staff.
U. Oct 27- Special Staff Meeting regarding the move to the new YMPO office YMPO staff attended.
V. Oct 28- SRTP telemeeting IBI Group, Shelly Kreger and Paul participated.
W. Oct 28- YMPO LRTP telemeeting with Kittelson Paul, Charles, and De'Laurien participated.
X. Oct 29- YMPO Executive Board telemeeting YMPO staff participated.

19. Adjournment

Notice: In accordance with the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973, YMPO does not discriminate on the basis of disability in the admission of or access to, or treatment or employment in, its programs, activities, or services. For information regarding rights and provisions of the ADA or Section 504, or to request reasonable

accommodations for participation in YMPO programs, activities, or services, contact Paul Ward or Charles Gutierrez at 928-783-8911.

.

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YMPO TAC MEMBERS

Vice-Chair	Samuel Palacios, Public Works Director, City of Somerton
Member	Fernando Mezquita, Planning Director, Cocopah Indian Tribe
Member	Frank Sanchez for Chris Young, County Engineer, Yuma County
Member	Jennifer Albers, Principal Planner, City of Yuma
Member	Jeff Kramer, City Engineer, City of Yuma
Member	Joshua Scott, Public Works Director, Yuma County
Member	Eulogio Vera, Public Works Director, City of San Luis

YMPO TAC ABSENT

Chair	Joseph Grant, Public Works Director, Town of Wellton
Member	Susan Cowey, CIP Administrator, City of Yuma
Member	Mark Hoffman, Senior Planner, ADOT

YMPO STAFF PRESENT

Executive Director	Paul Ward
Senior Planning/Mobility Manager	Charles Gutierrez
Administrative Assistant	Melissa Ramos
Associate Planner	De' Laurien McKenzie

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

The YMPO Vice-ChairSamuel Palacios, called the meeting to order at 9:04am. The City of Yuma declaration of votes: Jeff Kramer 3 votes and Jennifer Albers 2 votes.

2. **Title VI of the Civil Rights ACT of 1964 .....Discussion and Information**

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

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.

No comments to report.

4. **Approval of Minutes ..... Discussion and Action**

The draft minutes of the July 28, 2020 Special Meeting and September 10, 2020 Regular Meeting were provided for discussion, and approval. Frank Sanchez made corrections to the September 10, 2020 TAC minutes. On item 13 TAC Status Reports Yuma County **Avenue D 16th Street – 23rd Street Avenue E Corridor** is one project and **Slab** needs to be corrected to **FLAP**.

Frank Sanchez motioned to approve the minutes with corrections noted.

Jeff Kramer seconded.

Motion carried unanimously.

5. **YMPO Office .....Information and Discussion**

Charles Gutierrez updated the TAC on the new building that YMPO has made a deposit on. The property is at 230 West Morrison Street in Yuma.

6. **Long-Range Transportation Plan Update ....Information, Discussion, and/or Action**

Vamshi Yellisetty gave a brief update that included a WebMap Interface demo. The data collection, transportation legislations summary, existing conditions data and the TransCAD model update are all in progress. Vamshi Yellisetty mentioned the link to the WebMap Interface will be sent out October 19, 2020 and asked for comments to be submitted on October 29, 2020.

7. Pavement Management System Study Update .... Information, Discussion, and Action

Tim Miller updated the TAC on the current progress of this project. Tim Miller mentioned he was in Yuma to validate the condition ratings that had been collected by using a robotic system.

8. Transportation Improvement Program (TIP) FY 2022-2026
.....Information, Discussion, and/or Action

Charles Gutierrez presented the new call for projects for the 2022-2026 TIP. YMPO has $1,025,137 available for programing. Charles Gutierrez shared implementation guidance links from FHWA that YMPO staff utilize. Below is a schedule for the call for projects.

Tentative Schedule:

- October 2020: Call for Projects
- November 2020: Submission of New TIP Projects to YMPO – Mini DCR, other pertinent data
- December 2020: TAC Meeting to recommend Project(s) for TIP Project Presentations if needed
- January 2021: TIP Approval and 30-day Start of Public Comment
- January 2021: AQ Process
- March 2021: Submission of TIP to Executive Board for Approval
- May 2021: Submit to ADOT with AQ

9. Rail/Heavy Freight Study.....Information, discussion, and/or action

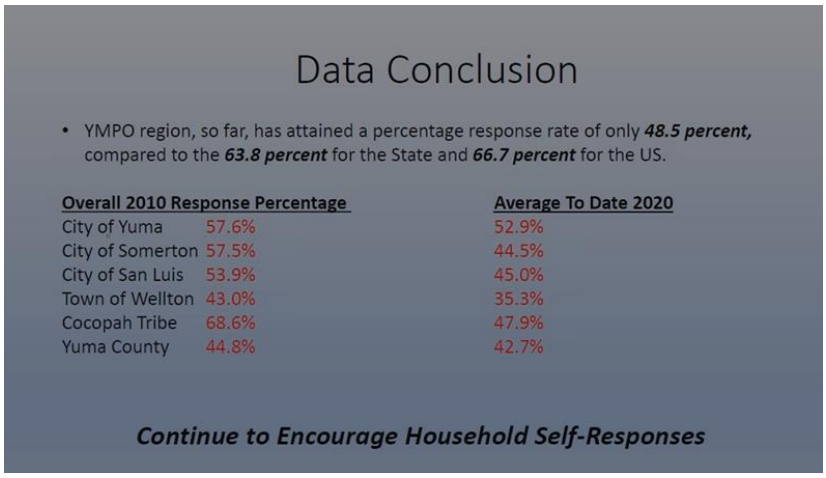
Paul Ward updated the TAC on this item. YMPO staff will be sending via email the Scope of Work for the Rail/Heavy Freight Study. The potential cost of the project has increased the from $120,000 to $270,000. Below is the proposed schedule for the study.

Table One: Anticipated Time Frame for YMPO Rail/Heavy Freight Study	
Proposed Activity	Probable Date
Finish review by Member Agencies of the Scope of Work	Nov 10, 2020
Advertise the RFP	Jan 20, 2021
Submittals Due By	Feb 24, 2021
TAC Recommendation of Preferred Consultant	Mar 11, 2021
Executive Board Approval of Contract/Notice to Proceed	Mar 25, 2021
Final Report Due	Mar 2, 2022

10. U.S. Census Update..... Information and Discussion only

De'Laurien McKenzie updated the TAC that the Census Bureau extended the due date to October 31, 2020.

Jennifer Albers mentioned that the Census enumerators are active in the field. The enumerators are going back to the households that did not previously answer.



11. <u>Unified Planning Work Program (UPWP)</u>..... Information, Discussion, and Action

YMPO staff are in the process of writing the new program for the next 2-years of planning, to cover 2022 and 2023. YMPO staff encouraged the TAC to share ideas and projects to be included in the program, this topic will be brought up at a future TAC meeting.

12. <u>YMPO and ADOT</u>.....Information and Discussion

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

A. **ACEC Roads and Streets**- YMPO Staff participated.
B. **Regional Priorities**- YMPO staff are working on this item, with US 95 being a priority.
C. **2020 Arizona Infrastructure Report Card**- This topic will be presented at the next TAC meeting.
D. **Schedule for TAC Meetings**- YMPO staff mentioned the idea of going back to having each municipality hosting a YMPO TAC meeting at their offices. This item will be presented a future TAC meeting.

13. <u>In-Kind Match Forms</u> .....Information only

This is on the agenda as a reminder that all YMPO business that any member or staff that does work for YMPO in any form (i.e., read, comment, setup meetings), YMPO is able to capture portions or all of your time as match for the YMPO match of all Programs. Blank In-Kind Match Forms can be found on the YMPO website located in the TAC sections of the website. Please send completed In-Kind Match forms to Melissa Ramos.

14. <u>TAC Status Reports</u> .....Information and Discussion

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

<u>Town of Wellton:</u>
No update to report.

Yuma County:

Avenue 28E and County 9th Street Off System Bridge Project- ADOT has selected RPA as the consultant for this project. A meeting will take place to discuss the Scope of Work and fees.

Avenue D 16th Street – 23rd Street Avenue E Corridor- A change has occurred to the environmental clearance. Yuma County is adding to the Scope of Work, installing a fiber optic line along the corridor. The project's completion date has extended to April or May due to the change.

Martinez Lake at Red Cloud Mine Road- 40-50% completion. Five of the six major drainage structures have been completed. Consultant is grading the roads.

City of San Luis:

J**uan Sanchez Boulevard**- The City of San Luis will be adding project's that have been ongoing throughout the years to the TIP for Juan Sanchez Boulevard.

City of Yuma:

Main Street between 2nd Street and Giss Parkway- Kick-off meeting will be held in a week or two and construction starting in mid to late October.

Palo Verde & Catalina loop from 32nd Street to 4th Avenue and down to Arizona Avenue- Kick-off meeting will be held in a week or two and construction starting in mid to late October.

Waterline project on 3rd Avenue from Orange Avenue – 4th Street- This project has been awarded and construction should start in November.

The City of Yuma has a couple of inroad projects, water lines projects, and a couple of roadway projects that are wrapping up the design. Those projects will be bidding toward the end of the calendar year and construction will start after the holidays.

City of Somerton:

Cesar Chavez Project Main Street to Jefferson- DPE is the contractor for this project. Pre-construction meetings have been scheduled and construction should start at the end of October.

ADOT:

The ADOT project update's will be sent out electronically.

Cocopah Indian Tribe:

No update to report.

15. Future Agenda Items .....Discussion

Members had the opportunity to suggest future items for the TAC agenda.

A. TIP Call for Projects
B. LRTP Update

C. Pavement Management Updates
D. U.S. Census Update

16. <u>Progress Reports</u>.....Discussion

YMPO staff provided a list of recent activities.

A. Sep 1 - Real Estate Acquisition discussion with COY attorney Paul Ward participated.
B. Sep 3 - Meet with YC Human Resources Director Paul Ward, Charles Gutierrez, and Crystal Figueroa participated.
C. Sep 3 - COGs/MPOs Director's telemeeting Paul Ward participated.
D. Sep 3 - Discuss possible future 5305 funding with CYMPO Director Paul Ward participated.
E. Sep 8 - Staff meeting (All staff).
F. Sep 8 - City of San Luis Juan Sanchez discussion Paul Ward and Charles Gutierrez participated.
G. Sep 8 - Present to Regional Economic Development panel Paul Ward participated.
H. Sep 9 - YCIPTA/YMPO SRTP telemeeting Paul Ward and Melissa Ramos participated.
I. Sep 10 - YMPO TAC telemeeting YMPO staff participated.
J. Sep 11 - COGs/MPOs Planner's telemeeting Charles Gutierrez participated.
K. Sep 14 - RTAC Management Committee telemeeting Paul Ward participated.
L. Sep 14 - ADOT/YMPO Coordination telemeeting Paul Ward and Charles Gutierrez participated.
M. Sep 15 - YMPO LRTP telemeeting with Kittelson Paul Ward, Charles Gutierrez and De'Laurien McKenzie participated.
N. Sep 16 - ASCE Infrastructure Report Card telemeeting.
O. Sep 18 - AZSTB telemeeting.
P. Sep 21 - FHWA EDC 5 STEP Initiative (Skype meeting).
Q. Sep 23-25 - Roads and Streets teleconference YMPO staff participated.
R. Sep 23 - YCIPTA/YMPO SRTP telemeeting Paul Ward participated and Melissa Ramos.
S. Sep 24 - YMPO Executive Board telemeeting YMPO staff participated.

17. <u>Adjournment</u>

YMPO TAC Vice-Chair Samuel Palacios adjourned the TAC Meeting.

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

Aviso: De acuerdo con la Ley de Estadounidenses con Discapacidades (ADA) y la Sección 504 de la Ley de Rehabilitación de 1973, YMPO no discrimina por motivos de discapacidad en la admisión, el acceso, el tratamiento, o el empleo en sus programas, actividades, o servicios. Para obtener información sobre los derechos y las disposiciones de la ADA o la Sección 504, o para solicitar adaptaciones razonables para participar en programas, actividades o servicios de YMPO, comuníquese con Paul Ward o Charles Gutierrez al 928-783-8911.

Minutes Prepared By:	Minutes Submitted by:	Minutes approved by:
Melissa Ramos, YMPO Administrative Assistant	Charles Gutierrez, YMPO Senior Planning Manager	Samuel Palacios, YMPO Vice-Chair

YMPO INFORMATION SUMMARY for Agenda Item 5
YMPO Office Options

DATE: November 5, 2020

SUBJECT: YMPO Office Options

SUMMARY:
YMPO has leased the current office at 502 Orange Avenue, Yuma, for approximately 20 years. The current five-year lease expires at the end of the calendar year and the possibility of renewing the lease is in doubt based on information from the management company that has been handling the lease for the property owners in New York. YMPO staff has been looking for property for quite some time. The limited parking situation at the current location makes it difficult in holding Executive Board or Technical Advisory Committee meetings on a consistent basis and office space is getting limited with staffing required that staff seek out a new office or property to build. The options are furthermore listed below.

As part of ongoing budget discussions, YMPO senior staff (Mr. Ward, Mr. Gutierrez, and Mrs. Figueroa) have been reviewing the options available for securing premises for YMPO premises (preferably long-term) and have settled on the following possibilities:

(1) Requesting to extend the lease on the current property for a longer-term basis (five to ten years) at the same lease payment
(2) Requesting to extend the lease on an annual short-term basis (one year at a time) at a higher lease payment than we are currently paying
(3) Offering to purchase the current property if the owner is willing to sell
(4) Looking to lease a totally different location which has the parking facilities wanted
(5) Looking to buy a totally different location which has the parking facilities wanted
(6) Looking to build/share some property with a YMPO member agency
(7) Looking to buy some land and build a new building to suit current and future needs

YMPO staff has found a suitable property that will take the YMPO into the future with a building that will suit the current needs and future needs that will drive the YMPO Planning force. The property is at 230 West Morrison Street. It is the past office of Benesch & Davy P.C., the YMPO Legal Counsel.
Currently, Paul D. Ward P.E., has with the approval of the Executive Board has made an offer, offer was negotiated, and a final offer has been made. A $25,000 deposit has been made to the Title Company and closing is expected to be November 2, 2020 contingent upon a successful property inspection and title reports. Future YMPO Executive Board Meetings will be made for the furtherment of obtaining the 230 W Morrison Street property.

PUBLIC INPUT:
No members of the public have addressed either YMPO staff members, the Technical Advisory Committee, or the Executive Board on these subjects.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: YMPO receives reimbursements from the Federal Highway Administration and Federal Transit Administration for the majority of costs through an annual contract with the Arizona Department of transportation.

POLICY: There are no policy implications at this stage, but even though the decision by the YMPO Executive Board is, ultimately, the most important step, FHWA/FTA/ADOT consent will be play a part in the process. Any decision regarding funding will be accomplished through the Unified Planning Work Program and Annual Budget process.

ACTION NEEDED:
This item is on the agenda for information and discussion only at this stage.

PRIOR BOARD/COMMITEE ACTIONS:
This subject has been raised in prior Executive Board meetings, and a Resolution has been adopted and approval by the Board to allow the Executive Director to pay the $25,000 Deposit for the Acquisition of the property.

CONTACT PERSON:
Charles Gutierrez, Senior Planning/Mobility Manager, 928-783-8911

YMPO INFORMATION SUMMARY AGENDA ITEM 6
Pavement Management System Study Update

DATE: November 5, 2020

SUBJECT: YMPO Pavement Management System Study Update

SUMMARY:
Kimley-Horn is developing and beginning to implement Phase 2 of their data collection plan. The members of Kimley Horn are working with the YMPO Agencies to finalize Maintenance & Rehabilitation (M & R) recommendations and costs; also awaiting the City of Yuma and County to provide a map of approximately 10 Center Line miles of roadway for phase 2 data collection. Member agencies have been requested to respond to a PMS Survey. Members will also be asked to decide on what level of access each agency will have to the Roadbotics Data Collection Platform.

PUBLIC INPUT:
No members of the public have commented on this request, to date.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: Tim Miller, Kimley Horn, will request members of the Technical Advisory Committee to decide on how access as full/partial to the data received by the Roadbotics Data System (i.e., does Yuma County want all access or does san Luis Really need Wellton's data).

POLICY: There is no official policy or recommendation.

ACTION NEEDED:
Motion to gain what level of access to data for each agency and adjacent agencies data

This item is on the agenda for information and discussion and possible action

CONTACT PERSON:
De'Laurien McKenzie Associate Planner/GIS Representative, 928-783-8911

YMPO INFORMATION SUMMARY AGENDA ITEM 8
Highway Safety Improvement Program (HSIP)

DATE: November 5, 2020

SUBJECT: YMPO Rail/Heavy Freight Corridor Alignment Study

SUMMARY:
YMPO in the last round of "Call for Projects" applications for the HSIP program resulted in 10 millions dollars of projects. Greenlight TE during the process of updating the Regional Safety Plan simultaneously used the Crash Data to successfully create 10 applications in collaboration wit the TAC and through the competitive ADOT Process the YMPO region received 9 projects.
The ADOT TSS have not yet put out the call for projects; however, YMPO must begin the process of evaluating the Crash Data and create a list of projects based on data only for Fatal and Serious (Incapacitating) injuries.
The years for the next round will be FY 2025/26 and approximately 35 million in each year. This amount could change based upon the current needs of the State of Arizona Budgetary issues.
YMPO will be addressing the Consulting firm and the process to acquire a firm to write the applications.
ADOT has not made the call as of yet but last word was around July 2021 could potentially be the earliest.

PUBLIC INPUT:
There have been no public comments on this process to date.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: TAC members will have the opportunity to weigh in on the projects and have the recommended projects that will be approved at the Executive Board based solely on CRASH DATA ONLY. If the YMPO does not do applications, the region could potentially lose out on a piece of the approximate 35/35 million dollars for safety issues in the region.

POLICY: There are no known policy implications for YMPO regarding this study.

ACTION NEEDED:
This item is on the agenda for information and discussion only at this stage.

CONTACT PERSON:
Charles Gutierrez, Senior Planning Manager, 928-783-8911

YMPO INFORMATION SUMMARY for Agenda Item #9

Transportation Improvement Program (TIP) FY 2022-2026

DATE: November 5, 2020

SUBJECT: Transportation Improvement Program (TIP) FY 2022-2026

SUMMARY:

STATUTORY CITATION
FAST Act § 1109; 23 U.S.C. 133
The YMPO is evolving to be doing a Transportation Improvement Program with a 2-year cycle year and will be going out to the TAC and finally approval to the Executive Board. Each year the YMPO receives approximately $1,080,229 of Apportionment and with Obligation Authority (OA) Rate at 94.9% in the amount of $1,025,137 or a HURF Exchange rate of 90/10% Split which equates to $922,623.

YMPO currently has programmed out to FY 2024 in the YMPO 2018-2022 TIP. YMPO would like to begin the process of programming out for 2025 and 2026. We currently have to program $1,025,137 (OA Rate) for FY 2025 and FY 2025. October 8, 2020, YMPO will make a call projects that are currently in the Long-Range Transportation Plan (LRTP) and being programmed in the LRTP and have the Air Quality (AQ) Conformity Analysis completed and/or being programmed in the LRTP and going through the AQ process. The Project can also not be included in the LRTP and AQ portion, but it will need to be included in the LRTP and AQ process to accept any Federal funds.

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

Tentative Schedule:

- October 2020: Call for Projects
- November 2020: Submission of New TIP Projects to YMPO – Mini DCR, other pertinent data
- December 2020: TAC Meeting to recommend Project(s) for TIP Project Presentations if needed
- January 2021: TIP Approval and 30-day Start of Public Comment
- January 2021: AQ Process
- March 2021: Submission of TIP to Executive Board for Approval
- May 2021: Submit to ADOT with AQ

We have programmed years on the current TIP

- FY 2021
- FY 2022
- FY 2023
- FY 2024
- FY 2025 –
- FY 2026 - $1,025,137 (OA) or $922,623 Highway User Revenue Fund (HURF)

PUBLIC INPUT:
There have been no public comments on this process, to date. Although a Public Comment Phase will take place in January 2021

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: N/A at this time until further technical issues are explored, and the process agreed upon by all members.

ACTION NEEDED:
This item is on the agenda for information, discussion, and action

PRIOR BOARD/COMMITEE ACTIONS:

- TIP Approval: June 27 2019
  Members Attended:

Sam Palacios – Somerton	Frank Sanchez – Yuma County
Jennifer Albers – Yuma	Eulogio Vera – San Luis
Maggie Castro – Yuma County	Andrew McGarvie - Yuma
Mark Hoffman – ADOT	Omar Heredia – Cocopah Absent
Czarina Gallegos – Yuma	Joe Grant – Wellton Absent

- 1st Amendment: March 26, 2020 – Board Approved, TAC Approved March 12, 2020

Joe Grant – Wellton	Omar Heredia - Cocopah
Sam Palacios – Somerton	Mark Hoffman – ADOT
Susan Cowey – Yuma	Jeff Kramer – Yuma
Joshua Scott – Yuma County	James Einwaechter - San Luis
Chris Young – Yuma County Absent	Jennifer Albers – Yuma Absent

- 2nd Amendment: September 24, 2020 Board Approved, TAC Approved September 10, 2020

Joe Grant – Wellton	Sam Palacios – Somerton
Fernando Mezquita – Cocopah	Mark Hoffman – ADOT
Susan Cowey – Yuma	Frank Sanchez – Yuma County
Jennifer Albers – Yuma	Joshua Scott – Yuma County
Eulogio Vera – San Luis	Jeff Kramer – Yuma Absent

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

YMPO INFORMATION SUMMARY AGENDA ITEM 10
YMPO Rail, Heavy Freight Corridor Alignment Study

DATE: September 30, 2020

SUBJECT: YMPO Rail/Heavy Freight Corridor Alignment Study

SUMMARY:
In 2013, YMPO carried out the Yuma County Rail Corridor Study. In 2019, YMPO included a possible Rail Study Outline in the Unified Planning Work Program (UPWP) to update the original rail study and take it a step further, to define a preferred alignment corridor for planning purposes. Since that time, based on interviews with three different consultant groups and input from member agencies, the intent of the Scope of Work has increased the potential cost of the project from $120,000 to $270,000 and the study has been delayed to accommodate this potential cost increase. At their August 13, 2020, meeting, TAC members were asked whether they wanted to set up a subcommittee to assist with refining the Scope of Work. To date, no member agencies have come forward to set up this subcommittee.

Currently, the proposed schedule for carrying out the Study is shown in the table below:

Table One: Anticipated Time Frame for YMPO Rail/Heavy Freight Study	
Proposed Activity	Probable Date
Finish review by Member Agencies of the Scope of Work	Nov 10, 2020
Advertise the RFP	Jan 20, 2021
Submittals Due By	Feb 24, 2021
TAC Recommendation of Preferred Consultant	Mar 11, 2021
Executive Board Approval of Contract/Notice To Proceed	Mar 25, 2021
Final Report Due	Mar 2, 2022

This schedule allows for the Study to be started during the final few months of the current UPWP, but will be completed during the next UPWP, which is under development. The Draft Scope of Work is being released to members of the TAC for a final review. Members are requested to provide any changes to the Scope of Work by the November 10, 2020 TAC meeting.
At the last TAC meeting, the Scope of Work was discussed and subsequently the Scope was sent out to all TAC members for final comments. At theis TAC meeting the final review for them will occur and all discussions and recommendations will be discussed and possibly inserted, replaced, and/or removed.

PUBLIC INPUT:
There have been no public comments on this process to date.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: TAC members are being given a final opportunity to review, and possibly make changes to the Scope of Work for the project, prior to YMPO starting the procurement process. Although changes to the Scope may occur after this point, the opportunities for doing so are severely limited.

POLICY: There are no known policy implications for YMPO regarding this study.

ACTION NEEDED:
This item is on the agenda for information and discussion only at this stage.

PRIOR BOARD/COMMITEE ACTIONS:
The Study is partially included in the current FY 2019-21 UPWP, which was originally approved by the YMPO Executive Board on May 16, 2019, but has been deferred as the Scope of Work has 'evolved' and as the cost has increased.

CONTACT PERSON:
Paul D. Ward, Executive Director, 928-783-8911

APPENDIX A
SCOPE OF WORK

Background

The Yuma region's Cooperative, Comprehensive, and Continuing (3C) Transportation Planning Program is conducted by the Yuma Metropolitan Planning Organization (YMPO). YMPO supports the cities of Yuma, San Luis, Somerton, Yuma County, the Town of Wellton, the Cocopah Indian Tribe, and the Arizona Department of Transportation (ADOT). In addition, YMPO also cooperates with Winterhaven, California, the Quechan Indian Tribe, the Arizona Department of Environmental Quality (ADEQ), California Department of Transportation (Caltrans), the Imperial County Transportation Commission (ICTC), and federal agencies including, but not limited to, the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the U.S. Environmental Protection Agency (EPA).

The purpose of the YMPO's Transportation Planning Program is to assure that multimodal transportation, air quality planning, and implementation of projects are effectively identified and coordinated by local, state, federal agencies, other stakeholders, and the general public.

YMPO is requesting proposals from qualified freight and logistics transportation consultants for a Rail/Heavy Freight Corridor Study that will, in general, examine freight and multimodal logistic opportunities for the Yuma Region and will identify a likely corridor for a rail line between the current east-west Union Pacific rail line and the US/Mexico Border roughly along the eastern edge of the (north-south) State Route 195 alignment within the City of Yuma, Yuma County, the Barry Goldwater Bombing Range and, at the southern range, the City of San Luis. The project will be completed in a maximum of twelve months from the date of notice to proceed at a cost to be negotiated.

This project's overall goal is to increase intermodal options within the designated corridor. Within this overall goal are the following objectives:

1. Identify a multimodal corridor to create an efficient and safe freight transportation network that will provide regional connections between Sonora Mexico and Yuma County creating a seamless freight network that will promote and support economic development throughout the region and maximize the use of, and connections to, the existing infrastructure.

2. Review and analyze data, findings and conclusions from the 2013 Yuma County Rail Corridor Study; the 2010 MAG Freight Transportation Framework Study and the Arizona Multimodal Logistics Complex Analysis to provide a commodity flow summary that will identify existing and future freight movements by commodity, origin and destination, mode, volume and value, including, but not limited to, freight flows from the Ports of Los Angeles and Long Beach, California; Port of Guaymas, Sonora; and the proposed deep sea port of Punta Colonet, Baja California. The summary will also identify economic trends and forecasts that would affect the study area.

3. Identify border rail crossing opportunities that will accommodate anticipated freight flows from the proposed Punta Colonet Port region and/or other US/Mexico freight interests to the YMPO region.

4. Describe the range of funding sources and opportunities that may be available, both today and in the future, to help implement the recommended corridor. Then summarize the project-level funding analysis and financing plan for the corridor using those funding sources deemed most viable by the project's stakeholders.

5. Consult and work with the project stakeholders. The YMPO Technical Advisory Committee (TAC) will be the body that will oversee the Study and which will guide the alignment of the rail corridor. Agency and stakeholder consultation will be a critical, continuous, element of the study. A comprehensive consultation/public involvement outreach plan will be required.

Scope of Services

YMPO has developed the following preliminary scope of services for developing the rail corridor study. Interested consultants are requested to submit a work program using this preliminary scope of services as a basis for their proposals. Consultants are encouraged to modify the work program tasks, as appropriate, to facilitate delivery of the study. If the work program tasks are modified from the following preliminary scope, the Consultant is asked to provide a task correlation table for reference purposes by YMPO.

During the course of this study, YMPO will coordinate with the Consultant on project meetings with stakeholders and affected interest groups. A meeting log will be a project deliverable by the Consultant. The Consultant will provide summaries for all meetings they attend and receive, from YMPO staff, summaries for other project meetings.

Task 1 - Agree and/or Revise the Scope of Work

Upon award of the contract, and in cooperation with the YMPO Executive Director, Project Manager (PM) and, if appropriate, the TAC, the Consultant will Agree and/or Revise the Scope of Work to reflect any possible improvements suggested by the Consultant based on prior work. These revisions may necessitate a change in costs and/or schedule and, if so, a revised cost and/or schedule will need to be negotiated. Substantial changes to the Scope of Work and/or the project cost will NOT be considered.

Task 1 Deliverable: Working Paper #1 - Agreed Scope of Work

Task 2 - Work Plan

Following the agreement and/or revision of the Scope of Work, and in cooperation with the TAC, the Consultant will develop a detailed study work plan. The work plan will include:

1. Based on the previous 2013 Yuma County Rail Corridor Study, develop a detailed scope of services to conduct an alternatives analysis for a rail line corridor study.

2. Identify feasible geographic locations for inter-modal logistic facilities.

3. Identify short line rail opportunities.

4. Schedule with milestone dates for both the technical study efforts and the TAC and stakeholder involvement activities - the overall schedule for this study is twelve months. If proposers are able to accelerate the delivery of the final report, they should indicate how they would achieve this, as part of their submittal.

5. Strategies to ensure public involvement, coordination among study partners and other key stakeholders, as well as participation of these parties with the work plan and with the implementation of the study's recommendations.

6. Opportunities for Other Uses of the Corridor (possible High-Pressure Gas Line)

Kickoff Meeting

Immediately upon receiving notice to proceed, the Consultant shall coordinate with the YMPO PM to schedule and conduct a project kickoff meeting that will involve the TAC. The purpose of the kickoff meeting is to present the draft study work plan and receive input and direction from the TAC members on the plan and its various tasks and elements. A summary of data collection and a responsibility matrix should be presented at the meeting. Following the study kickoff meeting, the Consultant will finalize and submit the final version of the study work plan, based on the comments and direction received. Upon

approval of the study work plan by the YMPO PM and, possibly, TAC, the Consultant will immediately commence the overall study effort.

Task 2 Deliverable: Working Paper #2 - Study Work Plan

Task 3 - Establish Public Involvement Plan

Stakeholder involvement in the study is essential for its development and success. Consensus is needed from the stakeholders on the rail line corridor location that is determined and also on the process used to make this determination. The stakeholder involvement process must be started upon the notice to proceed and continue throughout the full duration of the study. The purpose of stakeholder involvement activities is to keep the stakeholders informed on the current status of the study, its ongoing activities, pertinent findings, responding to inquiries and questions, securing concurrence in the process used to conduct the study, to gain consensus for the rail line corridor location, and to be overall transparent.

1. The Consultant is to develop a comprehensive stakeholder involvement plan that will accomplish the stated purpose. The Consultant is to provide details on a recommended stakeholder involvement plan in the work plan proposal. The use of traditional/nontraditional outreach and current technologies is needed to facilitate the dialogue and consensus building process. The Consultant team is also expected to be able to effectively employ conflict resolution techniques to arrive at consensus. The use of experienced and qualified facilitators is a key element of this task.

2. The implementation plan for public involvement that will foster the participation of key stakeholders and citizens. Public involvement outreach activities may include, but are not limited to, the following:
    a. Consultation with elected officials.
    b. Consultation with tribal officials.
    c. Meetings with the public.
    d. Meetings with agency staff representing jurisdictions within the study area.
    e. Meetings with developers, freight carriers, or other focus groups.
    f. Meetings with Mexico SCT, San Luis Rio Colorado, and SUDIR officials.

3. For each of the study's work tasks, identify appropriate all:
    a. outreach activities and a detailed strategy for their implementation.
    b. Identify the roles and responsibilities of the Consultant, lead agency, and study partners, and indicate how the information acquired during each activity will be applied to the study.

c. Four public meetings shall be conducted to present information to the stakeholders/public.
d. The Consultant will be responsible for documenting the findings that result from public involvement events in one or more public involvement summaries.

4. The Consultant will also be responsible for the following:
   a. Preparation of all presentation boards and handouts for public involvement meetings.
   b. Preparing a newsletter for distribution by mail before the public meetings, as well as for distribution at the meetings; review and approval by the YMPO PM is required before mailing.
   c. Preparing and issuing a press releases; the YMPO PM will coordinate the press releases.
   d. Documenting the public involvement process in a summary report. This will include the press releases distributed prior to the meetings, mailing lists, comments received at the meeting, and associated responses to each comment.
   e. Providing public involvement meetings summary reports to the TAC.

Task 3 Deliverable: Working Paper #3 - Public Involvement Plan and Public Involvement Summaries.

Task 4 - Current and Future Conditions:

Current conditions that have any affect or impact on potential rail corridors and alignments within the study area are to be researched, evaluated and presented. Forecasts need to be made for future rail and freight traffic and other related activities. Future conditions that have any affect or impact on potential rail corridors will need to be evaluated and presented.

Data Collection and Compilation
All relevant background information, documents, data, and previous studies shall be gathered compiled, reviewed, analyzed, and pertinent findings presented in the current conditions section. Documents and information should include any rail alignments previously identified, area transportation plans, environmental reports, current study area data, aerial photography, and GIS mapping and database information. Stakeholders shall be contacted to request them to provide any relevant information, data, and documents to assist in this effort. The most current/recent data shall be used for this study.

1. Current Conditions

The current conditions section is to present the information, features, factors, limitations and issues within the study area that would have any affect or impact on the location of potential rail corridors. This review will include, but not be limited to:

a. Land ownership.
b. Local agency land use plans.
c. Agricultural.
d. Geographical features.
e. Environmental assets/concerns.
f. Developments.
g. Multimodal Transportation Improvements.
h. Utilities.
i. Structures.
j. Applicable rail standards.
k. Border POE requirements.
l. Freight volumes and commodity mix.
m. Review federal, state, regional and local policies as they relate to freight transportation.
n. Analysis of commodity flow from other existing ports.
o. Analysis of alternate rail routes from Mexico or existing ports and potential Punta Colonet opportunities.
p. Analysis of existing rail (roadway network and connections) for north and south of the border.

2. Rail and Freight Forecasts

The Consultant is to coordinate closely with the Union Pacific Railroad, Ferromex, and project stakeholders to examine or identify current rail use/activity, and the anticipated future rail use activities affecting the study area. The Consultant needs to research, obtain and report on available freight and commodity mix forecasts for the planning period.

Using data findings from the 2010 MAG Freight Transportation Framework Study, provide a commodity flow summary that will document existing freight movements by commodity, mode, volume, and value. The summary will also include, but not limited to, freight flows from the Port of Guaymas, Mexico, and develop and evaluate the anticipated freight forecast for the proposed port of Punta Colonet. This task will also summarize economic trends and forecasts that would impact the study area and recommend in detail opportunities that could enhance freight related economic development opportunities in the study area. This information will be critical for the sizing of the rail facilities needed which will in turn influence the right of way needs and possibly the location of the rail line corridor and multimodal logistic opportunities.

3. Future Conditions

Using the rail and freight forecasts, and considering the conditions present, the Consultant is to assess and report on the expected future conditions that will exist in the study area that will influence, impact and affect the potential rail line corridors. In addition to the same criteria reported on for current conditions, it is anticipated that the following will also be addressed in the future conditions section:

a. Future commercial/industrial development.
b. Change in future land use with the proposed rail line in place.
c. Opportunities for economic development.
d. Opportunities for short rail line for import/export.
e. Potential changes in homeland security.
f. Potential builders, owners, and operators of the rail line.
g. Facilities and infrastructure needed to meet demand.

4. With the knowledge of both current and future conditions affecting and impacting the proposed rail line, identify infrastructure requirements for both the initial construction and for a 30-year planning horizon. Determine the general right of way needs for the YMPO Long-Range Transportation Plan. Facilities and infrastructure needs will include, at a minimum, the following:

a. Rail line(s).
b. Rail connection areas.
c. Required sidings (for inspection and other purposes).
d. Port of Entry facilities.
e. Supporting utilities and other infrastructure

Task 4 Deliverable: Working Paper #4 - Current and Future Conditions

Task 5 - Alternatives Analysis

1. Alternative Route Location Identification.
   Review any rail alignments that may have been identified in previous studies and develop any new rail alignments that may be required.

2. Reconnaissance level field inspection.
   A field inspection is to be conducted for all alignments proposed for analysis. Photographic and/or video documentation of the alignments shall be made during the field inspection and given to YMPO. The YMPO PM is to be invited to accompany the Consultant team for the field inspection.

3. Alternative Route Definition.
   For each rail alignment proposed for further study, provide a specific summary definition of the route featuring a location map, length, and commentary on features encountered such as number of road crossings by type, terrain, major waterways/washes crossed, including an environmental overview. The TAC shall approve each alternative rail alignment proposed before the Consultant is to proceed with the evaluation.

4. Evaluation Criteria.
   Identify the evaluation criteria to be used for the alternatives analysis. Provide a specific definition and measurement technique for each criterion proposed. In addition, the weighting of each criterion should also be proposed and justified. The TAC shall approve the set of evaluation criteria, and weighting, to be used for the alternatives analysis before the Consultant is to proceed with the evaluation.

5. Alternatives Analysis.
   Analyze each alternative rail alignment using the approved evaluation criteria and weight. The analysis should also include the following:
   a. Environmental Overview – The identified corridors should be assessed to determine environmental concerns such as existing development, protected species, cultural resources, roadways, etc. This effort is to be coordinated with local, tribal, state, and federal agencies as necessary, and Mexico SCT, SLRC, and SUDIR officials.
   b. Corridor evaluation - The corridors should be examined for any physical characteristics that may present challenges for vertical and horizontal alignments, excessive structure needs, at-grade and grade separated roadway crossings, etc.
   c. Rail operations overview - Existing and projected rail operations should be considered in the assessment to determine requirements for capacity along the rail line and for support facilities needed for maintenance access, staging, storage, switching, and interchange.
   d. Port of Entry needs - Each alternative should have an assessment and overview of the required facilities and associated infrastructure for the security, safety, inspections, gate structure, and related processing needs for the international border crossing.
   e. Multimodal Logistics Center - Identify a geographic location and or locations of such a facility using recommendations from the Arizona Multimodal Logistics Complex Analysis and identify any new logistic opportunities that the corridor alternative analysis may recommend.

6. Preferred Corridor.
   One of the results of the alternatives analysis will be a ranking of the alternative rail line corridors based on the evaluation criteria. Based on the detailed analysis conducted, the Consultant shall recommend the preferred rail alignment or the no build scenario with the rationale for the recommendation. The alternative analysis recommendations are to be reviewed in detail with the TAC for their approval and presented to the stakeholders

Task 5 Deliverable: Working Paper #5 - Alternatives Analysis

Task 6 - Economic Impact Analysis

Perform a conceptual level impact analysis to determine economic benefits. Economic impacts can be defined as the effects on the level of economic activity in a given area. Typically, economic impact analysis involves the estimation of three types of spending/production activity:

1. Direct effects - the changes in local business activity occurring as a direct consequence of companies located in the logistics parks, including all construction activities.

2. Indirect effects - the result of purchases by local firms that are the direct suppliers to the directly affected companies.

3. Induced effects - changes in the local business activity resulting from personal household spending for goods and services, including employees of directly and indirectly affected businesses.

Task 6 Deliverable: Report covering summary of findings.

Task 7 - Final Report and Executive Summary.

Based on the technically sound methodologies used in the tasks and with the consideration of the TAC, stakeholders, and public input, develop rail corridor recommendations and multimodal logistics opportunities for the study area.

The Consultant will address the review comments made and directions given by the TAC members and will finalize the report and recommendations. A final version of the document will be submitted to the YMPO PM for final review/approval and presented to the YMPO Executive Board.

Document the study and its final recommendations in a final report and in an executive summary.

An executive summary in the form of a refined rail corridor concept brochure is to be prepared and provided that can be used to explain the concept, promote its need and purpose, and possibly for marketing and economic development purposes. The Consultant will provide the YMPO PM with 20 bound copies of the full report with Executive Summary, plus 20 additional copies of the Executive Summary, 200 printed copies of the brochure (brochures will not be required for the no-build), 20 copies on a Flash Drive storage media format containing the final report, executive summary, and the brochures suitable for additional printing by YMPO.

Public involvement summaries, GIS maps and related data used throughout the study process will be supplied to YMPO.

Task 7 Deliverable: Final Report & Executive Summary.

Deliverable Requirements
All materials submitted to YMPO and/or member agencies shall be reviewed for quality and conform to the following:

a. Documents shall be organized, worded, and illustrated so that they can be easily understood.

b. All submittals shall include cover sheets that accurately describe the purpose of the submittal, sender, date, type, quantity, and electronic file name of the enclosed documents. Submittals requesting city staff action shall note the due date.

c. Documents shall be organized so they can be easily revised as requested.

d. Graphics should be color.

e. The Consultant shall provide at least two (2) hard copies of all drafts and at least three (3) hard copies of all final reports. All documents shall also be submitted electronically as MS Office 2016 (or more recent) compatible formatted documents.

f. Final documents shall also be provided electronically as Adobe Acrobat compatible Portable Document Format (PDF) with object recognition and chapters for written documents and bookmarks, if applicable.

YMPO INFORMATION SUMMARY for Agenda Item 11
Performance Measures Update

DATE: November 5, 2020

SUBJECT: Performance Measures Update

SUMMARY:
FHWA defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The Fixing America's Surface Transportation (FAST) Act of 2015 is the current Federal legislation that guides surface transportation infrastructure planning and investments. The previous Act was the Moving Ahead for Progress in the 21st Century (MAP-21), from 2012.

MAP-21 included several provisions that collectively are being used to guide the Federal surface transportation program to focus on the achievement of performance outcomes. The performance outcomes provisions, administered by different agencies within the U.S. Department of Transportation (USDOT), are being implemented by rulemakings, including several under FHWA's purview. The provisions are organized by six performance management elements.

The FAST Act built on the MAP-21 changes and provided long-term funding certainty for surface transportation infrastructure planning and investment. TPM performance management outcomes are grouped into six elements to more effectively communicate the efforts under way to implement the statutory requirements as follows: National Goals; Measures; Targets; Plans; Reports; and Accountability and Transparency. The National Goals are listed as: Safety; Infrastructure Condition; Congestion Reduction; System Reliability; Freight Movement and Economic Vitality; Environmental Sustainability; and Reduced Project Delivery Delays.
Each State has developed and submitted to the federal surface transportation agencies a series of performance measures and Metropolitan Planning Organizations (MPOs) have the opportunity to do the same. Most Arizona MPOs have decided to accept the same performance measures. YMPO has reviewed the performance measures prepared by ADOT and the Technical Advisory Committee has recommended that we should adopt these performance measures as our own unless, and until, we are able to prepare our own regional performance measures. A letter is attached that agrees that the YMPO adopts the same performance measures that the State of Arizona is using.
Currently, ADOT has requested that the YMPO update performance measures that were adopted in October 2018 by the TAC and approved November 2018 Executive Board Meeting. There are a few changes to realign to the ADOT measures that the YMPO has adopted.

Changes for this update are in the following categories.

2018-old	2020-updated
Percent of Interstate Pavements in Good Condition: 4-year Target 48%	Percent of Interstate Pavements in Good Condition: 4-year Target 44%
Percent of Non-Interstate NHS Pavements in Good Condition: 2 and 4-year targets – 31%	Percent of non-Interstate National Highway System (NHS) Pavements in Good Condition: 28% (changed from 31%)

Freight Reliability on the Interstate (Truck Travel Time Reliability Index): 2-year target – 1.21%; 4-year target 1.23%	Freight Reliability on the Interstate (Truck Travel Time Reliability Index): 1.35 (changed from 1.23)

The remaining 4-year performance targets are unchanged:

- Percent of NHS Bridges classified in good condition based on deck area: 52%
- Percent of NHS Bridges classified in poor condition based on deck area: 4%
- Percent of Interstate Pavements in Poor condition: 2%
- Percent of non-Interstate NHS pavements in Poor condition: 6%
- Percent of person-miles that have reliable travel times on the Interstate: 85.8%
- Percent of person-miles that have reliable travel times on the non-Interstate NHS: 74.9%
- Congestion Mitigation & Air Quality (CMAQ) Emissions Reductions (Kilograms per day):
  - Volatile Organic Compounds – 385
  - Carbon Monoxide – 6,985
  - Nitrogen Oxides – 761
  - Particulate Matter (< 10 microns) – 1,399
  - Particulate Matter (< 2.5 microns) – 112

PUBLIC INPUT:
No public comments were made for this process.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: The process requires that MPOs either develop and adopt their own performance measures or adopt the State's. This requirement could affect the federal funds being allocated to the YMPO region if not enacted correctly.

POLICY: Federal guidelines require the MPO's adherence to federal laws, rules and regulations regarding the development of regional transportation policies, as part of our annual agreement with ADOT.

PRIOR BOARD/COMMITEE ACTIONS:
TAC recommendation October 2018 and Executive Board approval November 1, 2018

ACTION NEEDED:
Adoption of the Arizona MAP-21 UPDATED Performance Targets developed by ADOT, as outlined in the attached letter.

CONTACT PERSON:
Charles Gutierrez, Senior Planning Manager, 928-783-8911

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

October 1, 2020

Paul Ward
Executive Director
Yuma Metropolitan Planning Organization
502 South Orange Avenue
Yuma, Arizona 85364

Dear Mr. Ward:

Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) identified the following national transportation system goals:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability

Performance measures were established by the U.S. Department of Transportation (DOT) for each of these goals. In 2017 and 2018, State Departments of Transportation (DOT), in coordination with Metropolitan Planning Organizations (MPO), were required to establish performance targets for each measure for the first performance period (2018-2022). MPOs had the option of supporting the State targets or of establishing their own targets within 180 days of State target establishment. In 2017, Arizona's MPOs adopted ADOT's safety targets and in 2018 they adopted or established the remaining targets. Safety targets are assessed and adjusted annually in ADOT's Highway Safety Implementation Plan. Progress toward the achievement of the remaining targets is reported at 2- and 4-year intervals. State DOT's and the MPOs have an opportunity to adjust the 4-year targets at the 2-year mid-period performance report. ADOT has elected to update three of the 4-year performance targets at the mid-period performance report:

- Percent of Interstate Pavements in Good Condition: 44% (changed from 48%)
- Percent of non-Interstate National Highway System (NHS) Pavements in Good Condition: 28% (changed from 31%)
- Freight Reliability on the Interstate (Truck Travel Time Reliability Index): 1.35 (changed from 1.23)

The remaining 4-year performance targets are unchanged:

- Percent of NHS Bridges classified in good condition based on deck area: 52%
- Percent of NHS Bridges classified in poor condition based on deck area: 4%
- Percent of Interstate Pavements in Poor condition: 2%

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- Percent of non-Interstate NHS pavements in Poor condition: 6%
- Percent of person-miles that have reliable travel times on the Interstate: 85.8%
- Percent of person-miles that have reliable travel times on the non-Interstate NHS: 74.9%
- Congestion Mitigation & Air Quality (CMAQ) Emissions Reductions (Kilograms per day):
    - Volatile Organic Compounds – 385
    - Carbon Monoxide – 6,985
    - Nitrogen Oxides – 761
    - Particulate Matter (≤ 10 microns) – 1,399
    - Particulate Matter (≤ 2.5 microns) – 112

The three amended ADOT performance targets are effective on October 1, 2020. ADOT requests a letter from YMPO within 180 days of the effective date indicating whether YMPO supports ADOT's amended targets or identifying YMPO targets for the applicable measures.

Please email or post the letter to:

Thor Anderson
206 South 17th Avenue
Mail Drop 310B
Phoenix, Arizona, 85007
tanderson@azdot.gov

Thank you for your assistance. If you have any questions, please call me at 602-712-4574.

Sincerely,

DocuSigned by:
Thor Anderson
829C15A3B898464...

Thor Anderson
Performance/Asset Manager
Arizona Department of Transportation

Cc: Ed Stillings, FHWA

Yuma Metropolitan Planning Organization

502 South Orange Avenue
Yuma, Arizona 85364
www.ympo.org

Phone: (928) 783-8911
Fax: (928) 329-1674

Local Governments and Citizens Working Together

November 5, 2020

Mr. Thor Anderson
Performance/Asset Manager
Arizona Department of Transportation
2063 South 17th Avenue, Mail Drop 310B
Phoenix, Arizona 85007

Dear Mr. Anderson:

Subject: Adoption of Arizona's MAP-21 Performance Targets.

On May 20, 2018, the Arizona Department of Transportation (ADOT) formally established Performance Targets for the State of Arizona for 2018. These Performance Targets are based on the Performance Measures established by the Federal Highway Administration's (FHWA) Performance Management (PM) final ruling. The Yuma Metropolitan Planning Organization (YMPO) has adopted the Updated Performance Measures/Targets established for the region, at the YMPO Executive Board Meeting on November 26, 2020.

The Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21), identified the following national transportation system goal areas:

- Safety
- Infrastructure Conditions
- System Reliability
- Freight Movement & Economic Vitality
- Environmental Sustainability

Performance measures were established for each of these goals. State Departments of Transportation (DOTs) were required to establish performance targets for each measure. Metropolitan Planning Organizations (MPOs) must either support the State target for the performance measures that are applicable to their region or establish their own targets within 180 days of State target establishment. ADOT established safety performance targets in the Summer of 2017 and Arizona's MPOs supported these targets. ADOT has established targets for the remaining performance measures as shown below:

- Percent of National Highway System (NHS) Bridges Classified as in Good Condition based on deck are: 2 and 4-year targets – 52%

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- Percent of NHS Bridges Classified in Poor Condition based on deck area: 2 and 4-year targets – 4%
- Percent of Interstate Pavements in Good Condition: 4-year target – 44%
- Percent of Interstate Pavements in Poor Condition: 4-year target – 2%
- Percent of Non-Interstate NHS Pavements in Good Condition: – 28%
- Percent of Non-Interstate NHS Pavement in Poor Condition: 2 and 4-year target – 6%
- Freight Reliability on the Interstate (Truck Travel Time Reliability Index): 1.35
- Interstate Travel Time Reliability (Percent of person-miles that have Reliable Travel Times on the Interstate): 2-year target 86%; 4-year target 85.8%
- Non-Interstate NHS Travel Time Reliability (Percent of person-miles that have Reliable Travel Times on the Non-Interstate NHS): 4-year target 74.9%
- Congestion Mitigation and Air Quality (CMAQ) Emissions Reductions (Kilograms per day)
    - Volatile Organic Compounds: 2-year target – 210; 4-year target – 385
    - Carbon Monoxide: 2-year target – 3,720; 4-year target – 6,985
    - Nitrogen Oxides: 2-year target – 418; 4-year target – 761
    - Particulate Matter (≤10 microns): 2-year target – 873; 4-year target – 1,399
    - Particulate Matter (≤2.5 microns): 2-year target – 69; 4-year target – 112

Yours Sincerely,

Paul D. Ward, P.E., Executive Director,
Yuma Metropolitan Planning Organization.

YMPO INFORMATION SUMMARY AGENDA ITEM 12
Off-System Bridge Program

DATE: September 30, 2020

SUBJECT: Off-System Bridge Program

SUMMARY:
The Arizona Department of Transportation (ADOT) Local Public Agency (LPA) Section is issuing a formal call for projects for the Off-System Bridge (OSB) Program for State Fiscal Year (SFY) 2022.

The Purpose of the Off-System Bridge Program is to fund the Design and/or Construction for replacement or rehabilitation of roadway bridge structures over waterways, other topographical barriers, other roadways, railroads, canals, ferry landings, etc. on bridge structures that are not on the Federal-aid Highway System (local roads or rural minor collectors) when those bridge structures have been determined deficient because of structural deficiencies, physical deterioration, or functional obsolescence.

Eligible activities include, but are not limited to:

- Replacement (including replacement with fill material)
- Rehabilitation
- Preservation/Preventative Maintenance (As identified under FHWA's Bridge Preservation Guide)
- Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events)
- Real Property Interest Rights for required access and permits or other uses as needed as part of the Right of Way requirements needed for the project

Project Selection:

- The Selection Committee consists of ADOT Bridge Group Administration, Bridge Design, Bridge Hydraulics, Bridge Geotechnical Services and representatives from the ADOT Technical Groups and Districts as appropriate.
- Applications will require a description of work that includes scope of work, justification (system prioritization), schedule, and detailed cost estimates for Design and Construction phases. Entities submitting multiple applications will need to regionally prioritize projects and submit justification for the selected projects.

Funding:

- All eligible project costs will be paid for with federal Surface Transportation Block Grant Program (STBGP) funds and must follow the Federal-aid process.
- Eligible bridge project costs are funded at 94.3% federal share with a 5.7% local match, up to a maximum federal amount of $1,000,000 per project.

Timeline:

- OSB applications are due back to the ADOT LPA Section no later than **February 19, 2021.**
- ADOT Selection Committee will review and prioritize all projects based on submitted applications and established scoring criteria **March 2021.**
- Eligibility determination letters will be sent to applicants (with a copy to the Regional COG/MPO) **April 2021.**
- Project Sponsors with projects selected can start working with their Regional COG/MPO to program the project into the Regional TIP as soon as the program eligibility determination letter is received.
- Project Sponsors with selected projects may start working with ADOT LPA Section to initiate the project and start the IGA process as soon as the project has been programmed in the Regional TIP.
- Funding for Development Activities such as consultant selection, Environmental, ROW, and Utility and Railroad consultations will not be available until after **July 1, 2021**.

Attached are the Off-System Bridge Guidelines, application, and scoring criteria. Ensure that all OSB applications submitted to ADOT are on the attached application form.

All Off-System Bridge applications must be submitted through the Regional COG/MPO or the application will not be considered. This will ensure that each project will appropriately be considered for regional prioritization at the COG/MPO level before submission to ADOT.

More information about the OSB Program can be found on the ADOT LPA Section website at https://azdot.gov/node/15880.

If you have questions or need further information please contact Mark Henige, ADOT LPA Program Manager at (602) 712-7132.

PUBLIC INPUT:
There have been no public comments on this process to date.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: TAC members are being given a final opportunity to review, and possibly make changes to the Scope of Work for the project, prior to YMPO starting the procurement process. Although changes to the Scope may occur after this point, the opportunities for doing so are severely limited.

POLICY: There are no known policy implications for YMPO regarding this study.

ACTION NEEDED:
This item is on the agenda for information and discussion only at this stage.

PRIOR BOARD/COMMITEE ACTIONS:
No actions present at this time

CONTACT PERSON:
Charles Gutierrez, Senior Planning Manager 928-783-8911

OFF-SYSTEM BRIDGE (OSB) PROGRAM APPLICATION

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

GENERAL PROJECT INFORMATION

SPONSORING AGENCY: (AGENCY NAME & ADDRESS)		**DATE SUBMITTED:**	
CONTACT NAME:		**TITLE:**	
EMAIL ADDRESS:		**PHONE #:**	

PROJECT LOCATION	Bridge Name:				
	Bridge Structure #:				
	Road Name:				
	County:				
	COG/MPO/TMA:				
	ADOT District:				
	Starting Location:				
	Ending Location:				
	Length (to the 0.1 of a mile):				
	# of Lanes (Before & After):	Before:		After:	
BRIDGE IMPROVEMENT	☐ Rehabilitation	Bridge Sufficiency Rating			
	☐ Replacement	Structurally Deficient?	☐ Yes	☐ No	
		Functionally Obsolete?	☐ Yes	☐ No	

PROJECT INCLUDED IN LOCAL CAPITAL IMPROVEMENT PLAN (CIP)	☐ Yes	☐ No
FEDERAL FUNCTIONAL CLASSIFICATION – (LINK: FEDERAL FUNCTIONAL CLASSIFICATION MAPS):		

AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNT (LINK: AADT COUNTS):		**DATE OF AADT COUNT:**	
Crash Data (5 Years):			

PROJECT WORK DESCRIPTION

Provide a brief work description that describes the work to be performed, existing and/or proposed conditions, its benefits and overall cost estimate.

PROJECT WORK DESCRIPTION:

COST ESTIMATE & PROJECT PROGRAMMING

		Total Project Estimated Cost (Include ADOT PDA Fee, Design, ROW, & Construction):	**$**
☐	**ADOT PROJECT DELIVERY ADMINISTRATION (PDA) FEE**	**Total ADOT Project Delivery Administration (PDA) Fee** ($30,000 Non-CA/$10,000 CA):	**$**
		Federal Share (**94.3%**) (Complete if using federal funds for PDA Fee)	$
		Local Match (**5.7%**): (Complete if using federal funds for PDA Fee)	$
		Local 100% Local Funding: (Complete if using only local funds):	$
☐	**DESIGN**	FY Program Year:	
		Estimated Total Cost for Project Development	**$**
		Federal Share (**94.3%**)	$
		Local Match (**5.7%**):	$
		Additional/100% Local Funding:	$
☐	**ROW**	FY Program Year:	$
		Estimated Total Cost for Project ROW Acquisition:	**$**
		Federal Share (**94.3%**)	$
		Local Match (**5.7%**):	$
		Additional/100% Local Funding:	$
☐	**CONSTRUCTION**	FY Program Year:	$
		Estimated Total Cost for Project Construction (CE, CC, PDS, ICAP):	**$**
		Federal Share (**94.3%**)	$
		Local Match (**5.7%**):	$
		Additional/100% Local Funding:	$

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

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

BRIDGE PARAMETERS

Provide the following bridge information:

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

AGENCY PRIORITIZATION

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

OPERATIONAL IMPROVEMENT

How will this bridge project improve the agency's operations?
Are there other operational improvements? If so, what are they and how will this project improve them?
Topics to consider addressing in application:

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

COMMUNITY IMPACTS

How important is this bridge crossing and access to the community?
Topics to consider addressing in this application:

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

OTHER

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

DEVELOPMENT CONSIDERATIONS

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

CHALLENGES/RISKS TO DELIVERY AND CONSTRUCTION OF PROJECT	Please describe any challenges that may impact the scope, schedule, budget and/or delivery of this project.	
ENVIRONMENTAL	Are there any potential environmental impacts or challenges of the project that you can foresee? *(e.g. endangered species, cultural resources, hazardous materials sites, Section 4(f) properties, Title VI populations, significant community opposition, wetlands that would be affected, etc.)*	
RIGHT-OF-WAY (ROW)	Please describe any ROW items associated with this project. *(e.g. Will ROW be required? How much ROW? Is the State Land Department involved? Consider Right of Way requirements associated with Traffic Control/Detour Requirements; Access, Construction Area Needs and on-going Maintenance Requirements.*	
UTILITIES & RAILROAD	Please describe any Utilities and/or Railroad items associated with this project. *(e.g. Will the project include/require any utility relocation(s) by the project sponsor? What utilities may be impacted? Are there prior rights? If Yes, please explain.)*	

OSB RANKING CRITERIA

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

OSB RANKING CRITERIA (CONT)

CATEGORY	CRITERIA	DEFINITIONS	POSSIBLE POINTS	SCORE
DEVELOPMENT CONSIDERATIONS	**Delivery Risks**	Projects that have identified challenges and risks to delivery will encounter fewer hurdles and allow for a project to have fewer complications and provide the best opportunity for a project to be delivered on time and within budget. Identifies requirements and impacts for the following: • Environmental (5pts) • Right of Way (5pts) • Utilities & Railroad (5pts)	**15**	
COST ESTIMATE	**Cost Considerations**	**Design complete/ready for construction** (5pts) **Local contributions over local match** (5pts) **Cost Estimates appear to be reasonable based on all provided information for the project.** (5pts)	**15**	
		TOTAL SCORE:	**180**	

YMPO INFORMATION SUMMARY AGENDA ITEM 13
Special Overweight Vehicles

DATE: November 5, 2020

SUBJECT: Special Overweight Vehicles

SUMMARY:
YMPO staff at the request of ADOT in 2010 this subject matter was brought to the YMPO TAC. Over the next few years and adopted resolutions from Yuma County, City of Yuma, and the City of San Luis have adopted a road network which allows Agriculture Trucks (Freight Haulers) of produce generally can obtain a special permit for Overweight Trucks from 80,000 Lbs., to 90,800 lbs.
The TAC had many options and agreed on a specific route for travel from The Port of Entry Commercial Port. The routes are included in this summary sheet as an attachment. The City of San Luis, GYEDC, and GYPA have requested that we bring this back to the TAC due to requests from the private sector. The route from Long Beach through California to Arizona was the first option; however, said company has made another option that could potentially bring the shipper to Ensenada, Mexico through Mexico trade routes to the San Luis Commercial Port of Entry and bring additional trucks to the region for this Special Permit of Overweight Trucks. A meeting has occurred already that made the YMPO aware of this issue. None of the current staff at GYEDC, GYPA, or ADOT knew that these resolutions were being made with the municipalities. YMPO staff during the meeting updated all parties with the current Resolutions and Routes approved by all. A letter was sent to ADOT with the YMPO Executive Board Approval and all parties Resolutions submitted. This Special Permit has been an option at the Commercial Port of Entry since 2013. Data has not been obtained from ADOT Commercial Processing. A request has been made but nothing has been submitted to YMPO as of yet. We will keep the process alive attempting to retrieve data as such. The City of San Luis might have additional information to help with the beginning of this process for Routes. Then the updated data request will be given to each municipality to update or amend the Resolutions

PUBLIC INPUT:
There have been no public comments on this process to date.

TECHNICAL & POLICY IMPLICATIONS:
TECHNICAL: YMPO Executive Board with the recommended approval of the YMPO TAC approved the Routes and letter to be submitted to ADOT

POLICY: There are no known policy implications for YMPO regarding this currently.

ACTION NEEDED:
This item is on the agenda for information and discussion only at this stage.

CONTACT PERSON: Charles Gutierrez, Senior Planning Manager, 928-783-8911

Yuma Metropolitan Planning Organization

502 S. Orange Ave.
Yuma, Arizona 85364
www.ympo.org

Phone: (928) 783-8911
Fax: (928) 329-1674

June 13, 2013

Gail Lewis, ADOT
206 S 17th Ave
Phoenix, AZ 85007

Dear Mrs. Gail Lewis,

The Yuma Metropolitan Planning Organization (YMPO) held several meetings with the Technical Advisory Committee and the Executive Board considering the Overweight Truck Permit. The YMPO Executive Board approved the routes that have been considered by the City of San Luis and Yuma County.

Please find attached the approved minutes of the Executive board meeting held Thursday April 25th, 2013. Included is the map that indicates the blue routes that were approved in San Luis and SR195 or the ASH Highway by the City and Yuma County. Those resolutions are attached.

Thank you for all of your help in this effort and providing the information to the region in several presentations. YMPO and the regional areas are supportive of looking at the need for additional routes in the future.

Sincerely,

Charlene FitzGerald

Charlene FitzGerald,
Executive Director, YMPO

Attachments: map, minutes, resolutions

CC: Paul Patane
Joe Harper
Frank Rascon
Greg Ferguson
Charles Gutierrez

2012-17796 RESOLUTION
07/16/2012 09:02:16 AM Pages: 2 Fees: $0.00
Requested By: YUMA COUNTY BOARD OF SUPERVISORS
Recorded By: jmunoz
Robyn Stallworth Pouquette County Recorder, Yuma County AZ

PLEASE RETURN ORIGINAL DOCUMENT TO
THE BOARD OF SUPERVISORS OFFICE
ATTENTION: Yolanda Duran
928-373-1133

REQUEST FOR RECORDATION

TYPE OF DOCUMENT:

RESOLUTION NO. 2012-34

A RESOLUTION IN SUPPORT OF THE DESIGNATION OF OVERWEIGHT/EXCESS TRUCK ROUTES WITHIN YUMA COUNTY BY THE ARIZONA DEPARTMENT OF TRANSPORTATION

DOCUMENT APPROVAL:

Adopted: July 02, 2012, Item No. D2

YUMA COUNTY BOARD OF SUPERVISORS

RESOLUTION NO. 2012-34

A RESOLUTION IN SUPPORT OF THE DESIGNATION OF OVERWEIGHT/EXCESS TRUCK ROUTES WITHIN YUMA COUNTY BY THE ARIZONA DEPARTMENT OF TRANSPORTATION

WHEREAS: Arizona Revised Statutes (ARS) §28-1103 provides for issuance of permits for excess weight commercial vehicles traveling through an international port of entry on designated routes; and

WHEREAS: The City of San Luis is located in the twenty-five mile commercial border zone from the San Luis II Commercial Port of Entry; and

WHEREAS: The City of San Luis supports the designation of overweight truck routes within Yuma County by the Arizona Department of Transportation to expand opportunities for good transportation through San Luis II Port of Entry; and

WHEREAS: The Greater Yuma Port Authority has proposed overweight truck routes within Yuma County as follows:

(Note: All route descriptions begin at the Avenue E and State Highway 195 intersection.)

San Luis, Arizona Route: West onto South Highway 195 (Juan Sanchez Boulevard) to North 10th Avenue; South onto 10th Avenue to Urtuzuasegui Street; West onto Urtuzuastegui Street into the San Luis Industrial Park at N. Cesar Chavez Street.

Northern Route on Highway 195: East onto North Highway 195 (Robert A. Vaughn Expressway) to 32nd Street, Yuma; West onto 32nd Street to Arizona Avenue; then South on Arizona Avenue to East 40th Street.

NOW, THEREFORE, BE IT RESOLVED that Yuma County joins with the Greater Yuma Port Authority to seek designation by the Arizona Department of Transportation of the overweight truck routes within Yuma County as presented herein.

Adopted this 2nd day of July 2012.

GREGORY S. FERGUSON, Chairman

ATTEST:

ROBERT L. PICKELS, JR.
County Administrator/Clerk of Board

APPROVED AS TO FORM AND DETERMINED TO BE WITHIN THE SCOPE OF PERFORMANCE OF DUTY OF THE YUMA COUNTY BOARD OF SUPERVISORS:

JON R. SMITH, County Attorney
ED FEHELEY, Deputy County Attorney

P:\Resolutions\2012\Res 2012-34.doc

RESOLUTION NO. R2012-45

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUMA, ARIZONA, SUPPORTING THE DESIGNATION OF OVERWEIGHT/EXCESS TRUCK ROUTES WITHIN YUMA COUNTY BY THE ARIZONA DEPARTMENT OF TRANSPORTATION

WHEREAS, Arizona Revised Statutes §28-1103 provides for issuance of permits for excess weight commercial vehicles traveling through an international port of entry on designated routes; and,

WHEREAS, the City of Yuma is located in the twenty-five mile commercial border zone from the San Luis II Commercial Port of Entry; and,

WHEREAS, the City of Yuma supports the designation of overweight truck routes within Yuma County by the Arizona Department of Transportation, to expand opportunities for goods transportation through San Luis II Port of Entry; and

WHEREAS, the Greater Yuma Port Authority has proposed overweight truck routes within Yuma County as follows, with all proposed routes initiating at the Avenue E and State Highway 195 intersection:

San Luis, Arizona Route: West onto South Highway 195 (Juan Sanchez Boulevard) to North 10th Street; South onto 10th Avenue to Urtuzuasegui Street; West onto Urtuzuasegui Street into the San Luis Industrial Park at N. Cesar Chavez Street.

Northern Route to Highway 195: East onto North Highway 195 (Robert A. Vaughn Expressway) to 32nd Street, Yuma; West onto 32nd Street to Arizona Avenue; then South on Arizona Avenue to East 40th Street.

NOW, THEREFORE, BE IT RESOLVED that the City of Yuma Arizona hereby joins with the Greater Yuma Port Authority to seek designation by the Arizona Department of Transportation of the overweight truck routes within Yuma County as presented herein.

Adopted this 5th day of September 2012.

APPROVED:

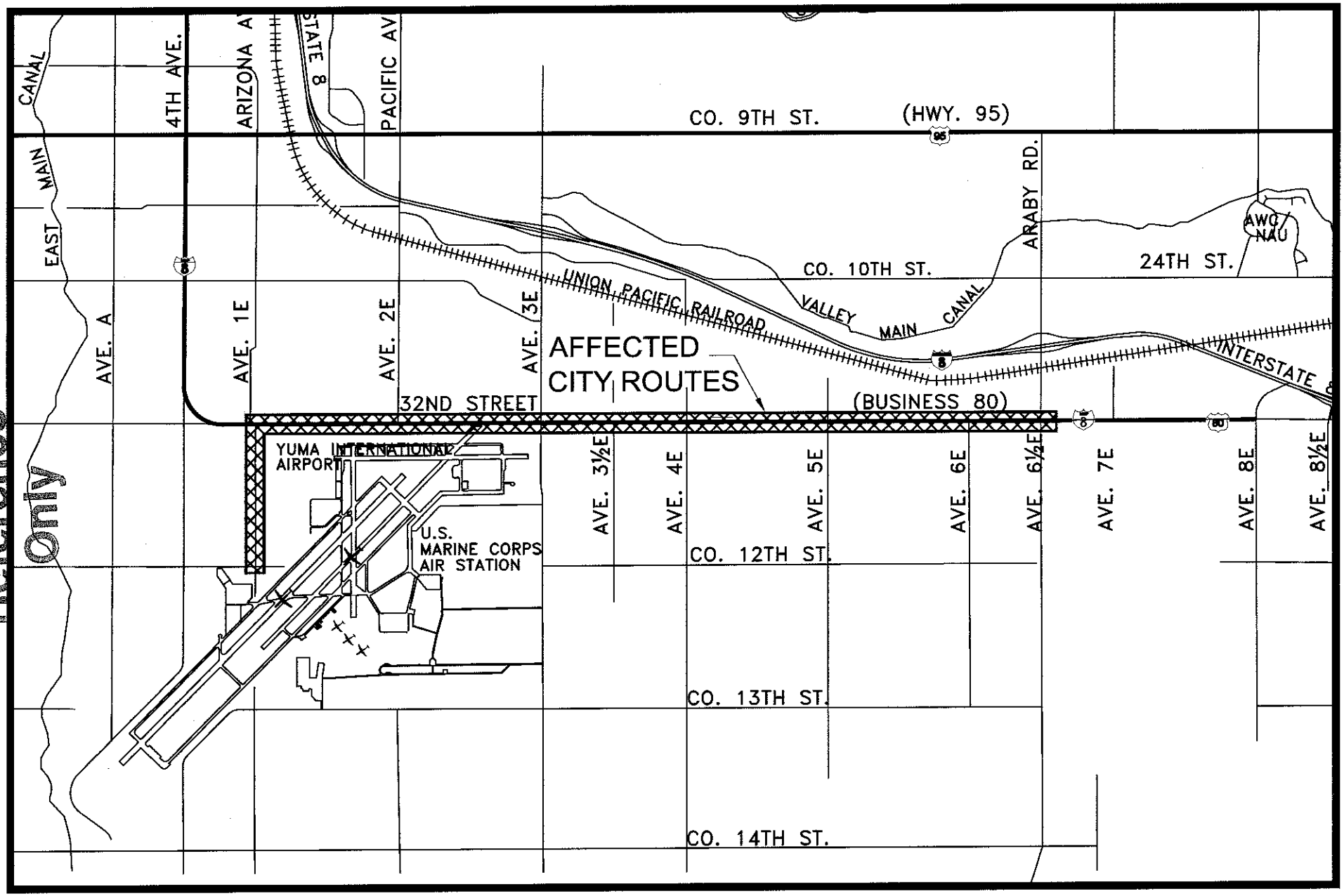
Alan L. Krieger
Mayor

ATTESTED:

Lynda L. Bushong
City Clerk

APPROVED AS TO FORM:

Richard W. Files (for)
Steven W. Moore
City Attorney



NOTE: THIS MAP IS PREPARED TO SHOW GENERAL SITE LOCATION ONLY AND REPRESENTS NO SPECIFIC DIMENSIONS RELATED TO THE SITE.

LOCATION MAP

Affected City Routes =

N	Checked by: PAUL BROOBERG	CITY OF YUMA	DATE: 8-28-12	CIP NO.
	Prepared by: SERGIO PEÑUÑURI	CITY ENGINEERING DEPARTMENT	SCALE: N.T.S	
			REVISED:	

OFFICE OF THE
MAYOR
CITY OF SAN LUIS

Resolution

NO. 982

A RESOLUTION IN SUPPORT OF THE DESIGNATION OF OVERWEIGHT/EXCESS TRUCK ROUTES WITHIN YUMA COUNTY BY THE ARIZONA DEPARTMENT OF TRANSPORTATION

WHEREAS: Arizona Revised Statutes (ARS) §28-1103 provides for issuance of permits for excess weight commercial vehicles traveling through an international port of entry on designated routes; and

WHEREAS: The City of San Luis is located in the twenty-five mile commercial border zone from the San Luis II Commercial Port of Entry; and

WHEREAS: The City of San Luis supports the designation of overweight truck routes within Yuma County by the Arizona Department of Transportation to expand opportunities for goods transportation through the San Luis II Port of Entry; and

WHEREAS: The Greater Yuma Port Authority has proposed overweight truck routes within Yuma County as follows:

> San Luis, Arizona Route: West onto South Highway 195 (Juan Sanchez Boulevard) to North 10th Avenue; South onto 10th Avenue to Urtuzuastegui Street; West onto Urtuzuastegui Street into the San Luis Industrial Park at N. Cesar Chavez Street.
>
> Northern Route on Highway 195: East onto North Highway 195 (Robert A. Vaughan Expressway) to 32nd Street, Yuma; West onto 32nd Street to Arizona Avenue; then South on Arizona Avenue to East 40th Street.

NOW THEREFORE BE IT RESOLVE that the City of San Luis joins with the Greater Yuma Port Authority to seek designation by the Arizona Department of Transportation of the overweight truck routes within Yuma County as presented herein.

Adopted this 11th day of July, 2012.

Gerardo Sanchez, Mayor

ATTEST:

Sonia Cuello, City Clerk

APPROVED AS TO FORM:

Glenn Gimbut, City Attorney

EXECUTIVE BOARD
REGULAR MEETING MINUTES

EXECUTIVE BOARD
Regular Meeting & Executive Session
Thursday April 25, 2013
1:30 PM

Heritage Library
350 Third Avenue
Yuma AZ 85364

I. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chairman Greg Ferguson called the meeting to order at 1:30pm and led the Pledge of Allegiance

II. ROLL CALL ATTENDANCE

YMPO EXECUTIVE BOARD PRESENT

Chairman	Greg Ferguson, Board of Supervisors, Yuma County
Vice-Chairman	Paul Soto, Cocopah Indian Tribe
Secretary-Treasurer	Paul Johnson, Councilmember, City of Yuma
Member	James Deermer, Mayor, Town of Wellton
Member	Edward Thomas, Councilmember, City of Yuma
Member	Scott Omer, Director of MPD, ADOT
Member	Martin Porchas, Mayor, City of Somerton – Left board meeting at 2:45pm
Member	Russell McCloud, Board of Supervisors, Yuma County
Member	Maria Ramos, Councilmember, City of San Luis

YMPO EXECUTIVE BOARD ABSENT

Member	Cody Beeson, Councilmember, City of Yuma

YMPO STAFF PRESENT

Executive Director	Charlene FitzGerald
Senior Transportation Planner	Mark Teuscher
Transportation Planner II	Charles Gutierrez
Mobility Manger/Transit Coordinator	Anne MacCracken
Accountant II	Chona Medel
Data Technician	Robert Aguilar

ADDITONAL ATTENDEES

GYPA	Frank Rascon
ADOT	Paul Patane
ADOT	Bruce Fenske
ADOT	Michael Jones
YCIPTA	John Andoh
Yuma Sun	Mara Knaub
MCAS	Paula Backs
YCAA	Gen Grosse

III. CALL TO THE PUBLIC

No items presented.

IV. CONSENT AGENDA

A. RECEIPT OF MARCH DRAFT EXPENDITURE REPORT

MOTION:

Supervisor Russell McCloud moved to accept the March 2013 Draft Expenditure Report as presented.
Mayor James Deermer seconded the motion

VOTE ON MOTION:

The vote on the motion was unanimous.

B. EXECUTIVE BOARD MINUTES FOR MARCH 28, 2013

MOTION:

Mayor James Deermer moved to accept the March 28, 2013 minutes as presented
Russell McCloud seconded the motion.

VOTE ON MOTION

The vote on the motion was unanimous.

V. ADOT-STIP SCENARIOS RESOLUTION

1. Executive Director Charlene FitzGerald informed the Board of staff recommendation to support and adopt Scenario C as presented
2. Board recommended highlighting Scenario C in the Resolution and making minor grammatical changes.

MOTION:

Supervisor Russell McCloud moved to support Scenario C and to approve Resolution 130 with corrections.
Mayor James Deermer seconded the motion.

VOTE ON MOTION:

The vote on the motion was unanimous.

VI. YMPO 2014 UPWP AND BUDGET

1. UPWP 2014-Executive Director Charlene FitzGerald reviewed changes for the UPWP 2014. Board recommended minor changes on language.

MOTION:

Mayor James Deermer moved to accept and approve the UPWP 2014 with changes.
Mayor Martin Porchas seconded the motion.

VOTE ON MOTION:

The vote on the motion was unanimous.

2. YMPO BUDGET-Executive Director Charlene FitzGerald presented options to change entity contributions. She informed the Board of the staff recommendation of Item C for the new entity contributions.

MOTION:

Supervisor Russell McCloud moved to accept and approve Item C for the new member contributions.
Mayor James Deermer seconded the motion.

VOTE ON MOTION:

The vote on the motion was unanimous.

VII. TIP AMENDMENT #9

1. Transportation Planner II, Charles Gutierrez recapped the changes for each item on the TIP amendment #9
2. ADOT Engineer Paul Patane informed the Board that item #6 on the TIP Amendment would be funded by FY 13 and FY 14 Bridge Funds.

MOTION:

Mayor James Deermer moved to approve the TIP Amendment #9 as presented.
Mayor Martin Prochas second the motion

VOTE ON MOTION:

The vote on the motion was unanimous.

VIII. FUNCTIONAL CLASSIFICATION

1. Executive Director Charlene FitzGerald recapped the previous discussions of the Board regarding functional classifications
2. ADOT MPD Director Scott Omer recapped the FHWA guidelines and requirements needed for the roadways and explained to the Board why the change needed to be implemented.
3. Transportation Planner II, Charles Gutierrez, recapped the TAC discussion on which roadways needed to change to minor arterial. He also advised the Board that the recommendation of the TAC was to reclassify the roadways presented in the chart.

MOTION:

Supervisor Russell McCloud moved to approve to reclassify the non-colored segments on the chart, page 17 of 18 of the board packet, to principle arterials.
Councilman Edward Thomas seconded the motion.

VOTE ON MOTION:

The vote was 7-1 motion carried.

IX. OVERWEIGHT TRUCK ROUTES

1. Chairman Greg Ferguson informed the Board of what the past discussion had been on the Overweight Truck Routes. He stated YMPO staff had presented the TAC the alternatives that were discussed at the last board meeting.
2. Executive Director Charlene FitzGerald recapped the discussions from last month's board meeting and informed the Board of what the YMPO staff did in order to come up with a new route.
3. Chairperson of GYPA, Frank Rascon informed the Board of the GYPA's approval of the original Blue Route and recapped why this decision was made.

MOTION:

Councilman Paul Johnson moved no route to be presented to ADOT.
Councilman Edward Thomas seconded the motion.

VOTE ON MOTION:

Roll Call Vote- Motion failed 6-4 vote.

MOTION:

Supervisor Russell McCloud moved to accept and present the Blue Route to ADOT.
Chairman Greg Ferguson seconded the motion.

VOTE ON MOTION:

Roll Call Vote-Motion passed 6-4 vote.

X. CONSULTANT SELECTION FOR SHORT RANGE TRANSIT PLAN

1. Executive Director Charlene FitzGerald and Mobility Manager Anne MacCracken informed the Board that YMPO received two proposals for the Short Range Transit Plan. They indicated there were six evaluation sheets sent out for the two proposals and YMPO staff received five of the six. ADOT did not submit their evaluation sheets due to staff training. Anne MacCracken recapped the selection process, the rating sheet and commented on the highest-ranking company, Public Transit US. Charlene FitzGerald requested an approval from the Board to proceed with negotiations with Public Transit US.
2. ADOT MPD Director Scott Omar informed the Board of the unavailability of his staff and recommended the Board move forward with the selection process.
3. YCIPTA Director John Andoh was allowed by the Board Chairman to make comment on the company that was being considered. He made the Board aware of his past dealing with the company. His concern with Public Transit US was working with financial constraints of the project.

MOVE:

Supervisor Russell McCloud moved to approve and proceed with the recommended selection of the YMPO Staff.
Mayor James Deemer seconded the motion.

VOTE ON MOTION:

The vote on the motion was unanimous.

XI. CONSULTANT SELECTION FOR O/D STUDY

1. Executive Director Charlene FitzGerald and Senior Transportation Planner Mark Teuscher informed the Board that YMPO received one bid for the Origin and Destination Study. Mark Teuscher recapped to the Board the review of the proposal and that it met all requirements requested in the RFP. Charlene FitzGerald requested an approval from the Board to proceed with negotiations with United Civil Group.

MOVE:

Mayor James Deermer moved to approve and proceed with the recommended selection of the YMPO Staff.
Councilman Paul Johnson seconded the motion.

VOTE ON MOTION:

The vote on the motion was unanimous.

XII. EXECUTIVE DIRECTOR'S REPORT / SUMMARY OF CURRENT EVENTS / BOARD MEMBER REPORT & COMMENTS

1. Chairman Greg Ferguson questioned the Executive Director Charlene FitzGerald on the expansion of MAG. Charlene FitzGerald recapped and updated the Board on what might occur with the expansion and what the discussion was on how the Federal Requirements for a MPO might change. Councilman Paul Johnson recapped the discussion at the RTAC meeting on the expansion.

2. ADOT MPD Director Scott Omar informed the Board that the Governor approved Lake Havasu MPO. He has submitted packets for Sierra Vista MPO and Casa Grande MPO to the Governor, which were pending approval. He also clarified which Counties were included in the MPO's.

XIII. FUTURE AGENDA ITEMS

A. 2014 – 2018 TIP - June
B. Final RTP - June
C. 2014 Air Quality Plan - June
D. 2013 Regional Coordination Plan
E. 5310 Grant Application Review
F. 2014 Public Participation Plan
G. Consultant selection – Staging Area Study – May
H. 2012 Audit – May

XIV. EXECUTIVE SESSION

No executive session items presented.

XV. RECONVENE TO PUBLIC MEETING

XVI. PROGRESS REPORTS

A. Ave E Widening Monthly Progress Meeting, April 1, Charles A. Gutierrez, participated
B. Every Day Counts II Meeting, April 2, Charles A. Gutierrez, attended
C. Regional Coordination Meeting, April 4, Anne McCracken, attended
D. RTAC, April 8, Charlene FitzGerald, participated
E. YMPO Interagency Consultation Meeting, April 10, Mark Teuscher, attended
F. Audit Subcommittee Training, Charlene FitzGerald and subcommittee.
G. YMPO TAC, April 11, Charlene FitzGerald, Charles A. Gutierrez, Mark Teuscher, attended
H. YMPO 30th Anniversary, April 16, YMPO Staff, attended
I. YMPO RTP Open House and Focus Groups, April 16, Charlene FitzGerald, Mark Teuscher, attended

XVII. ADJOURNMENT

MOTION:

Mayor James Deermer moved to adjourn.
Councilman Paul Johnson seconded the motion.

VOTE ON MOTION:

The vote on the motion was unanimous.

Adjourned 3:15pm

Minutes prepared by:

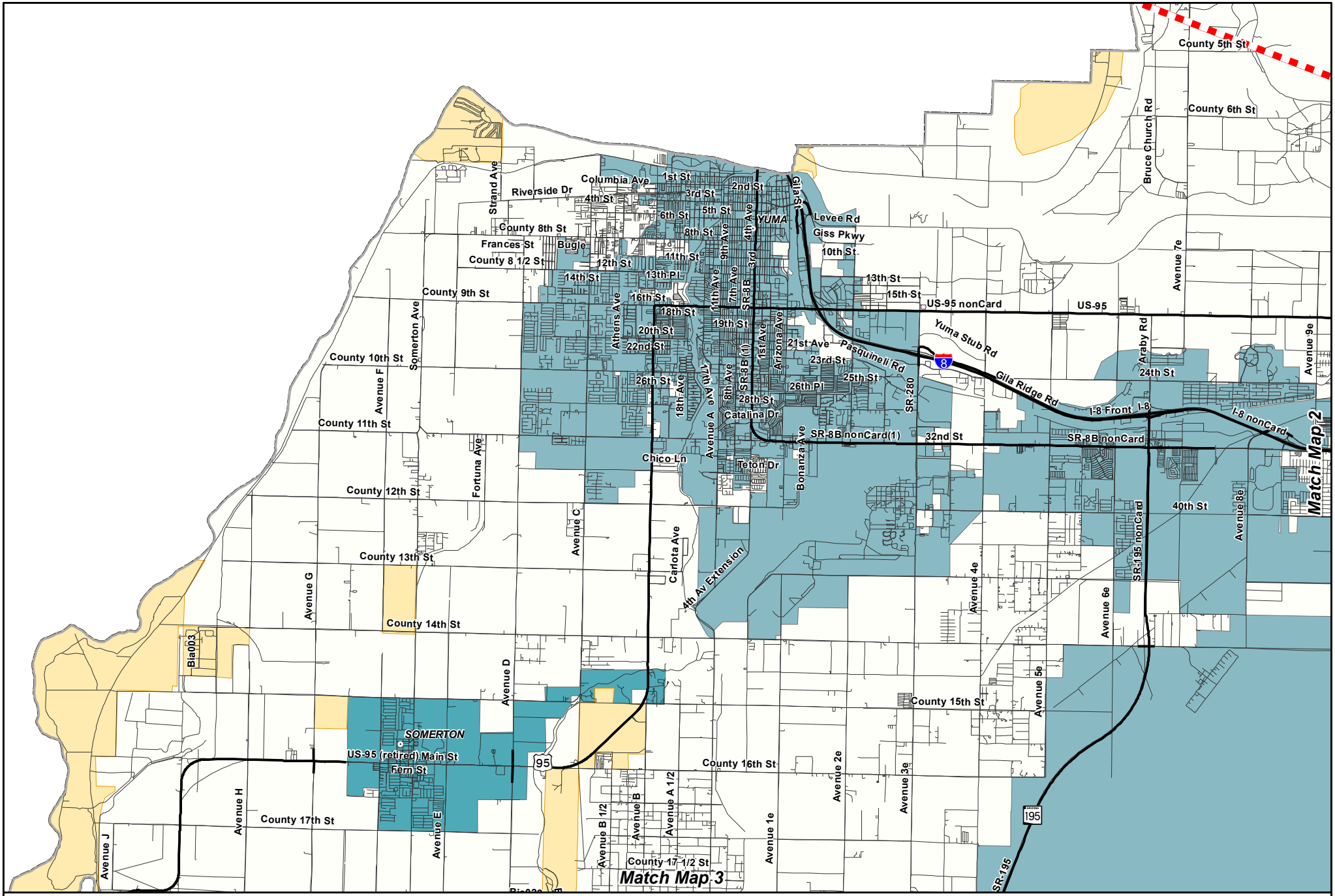
Chona Medel
Accountant II

Minutes reviewed to form by:

Charlene FitzGerald, Executive Director
Yuma Metropolitan Planning Organization

Minutes adopted in regular session
On the 30th of May, 2013

Greg Ferguson, Chairman
YMPO Executive Board



Map 1

Cities
State Highway System
Roads
25Mile Line
Native American Lands
Yuma County
San Luis
Somerton
Wellton
Yuma

Prepared By:
ADOT Multimodal Planning
GIS Section
Accuracy is limited to validity of data
(602)712-7333 September 2010

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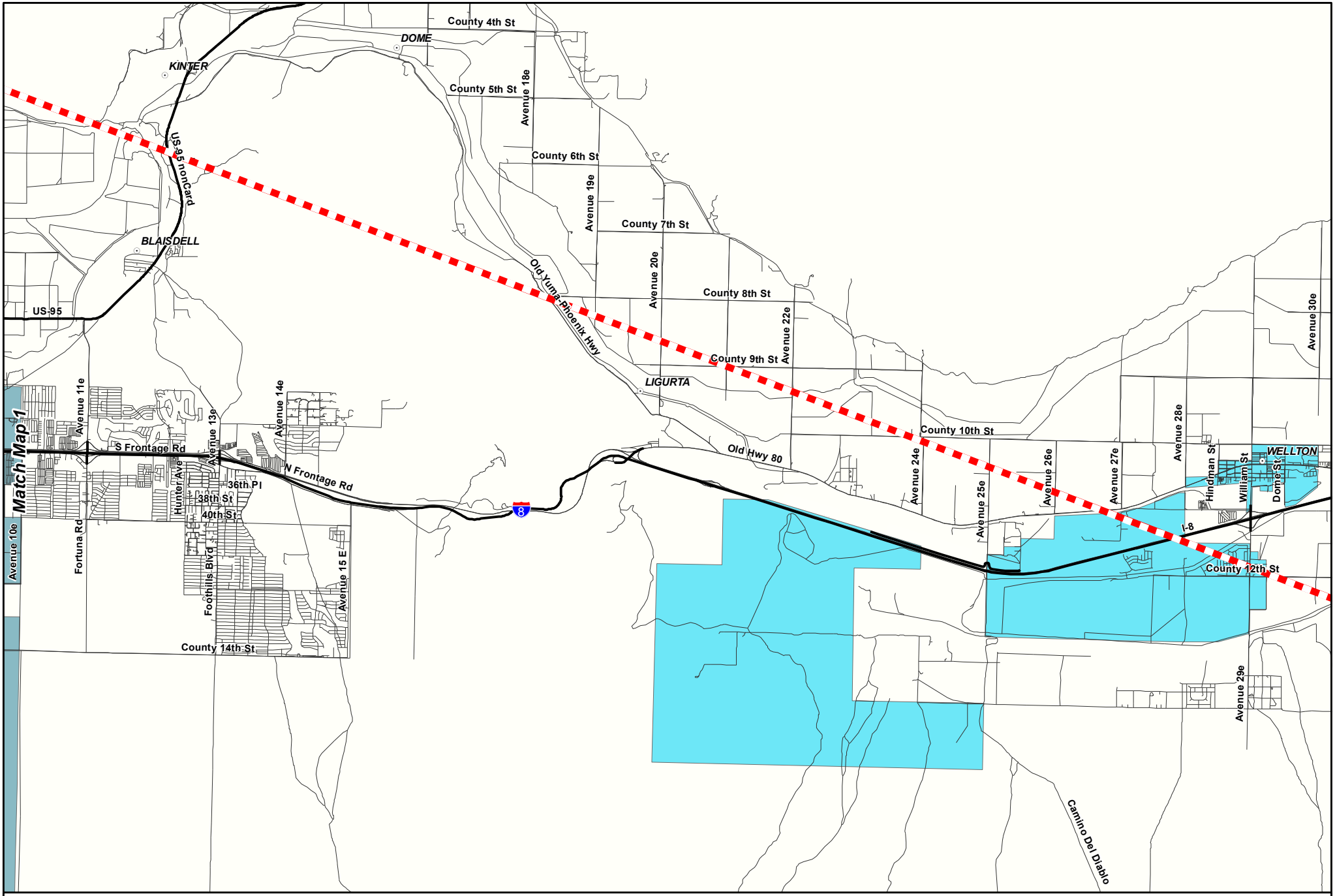

Map 2

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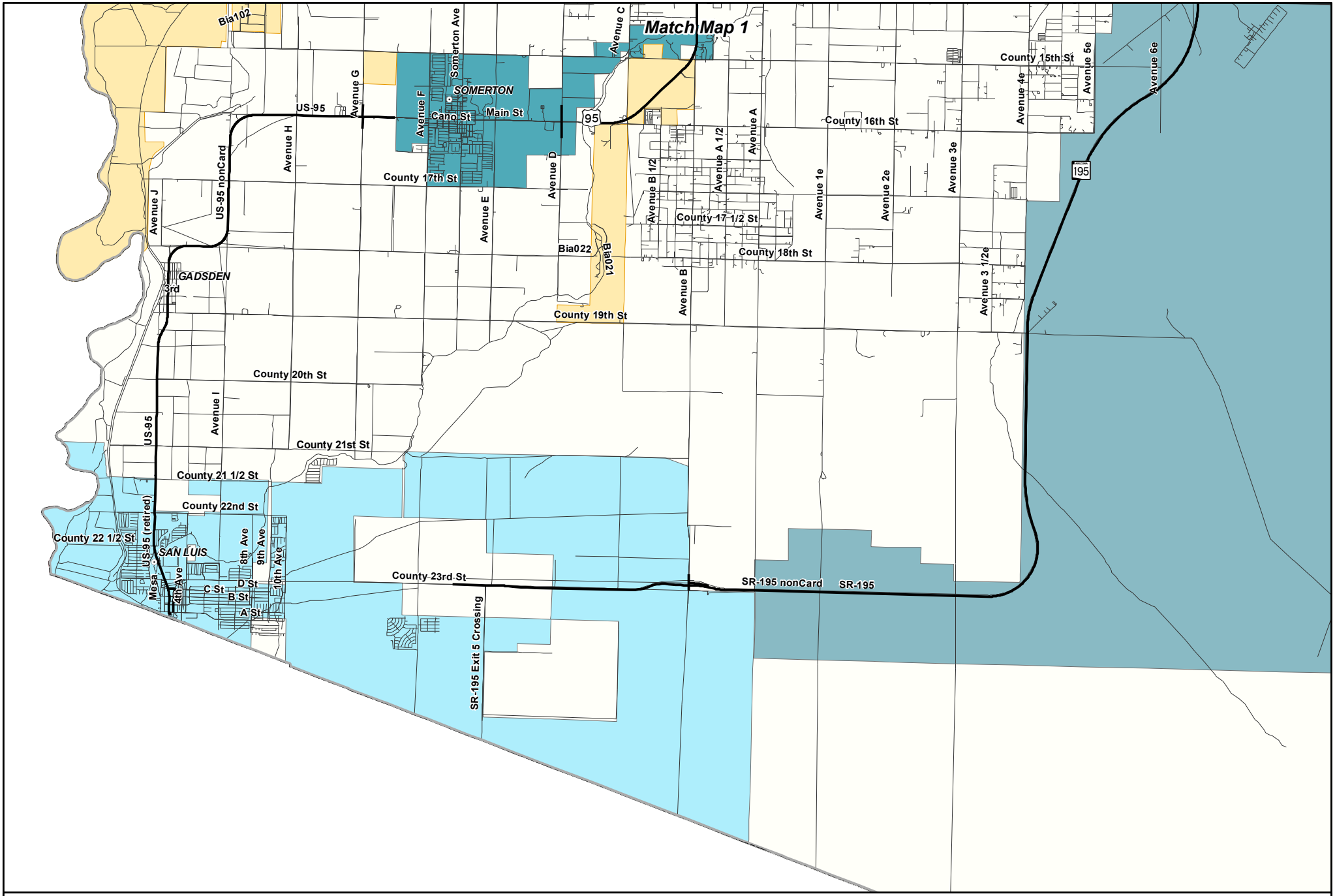

Map 3

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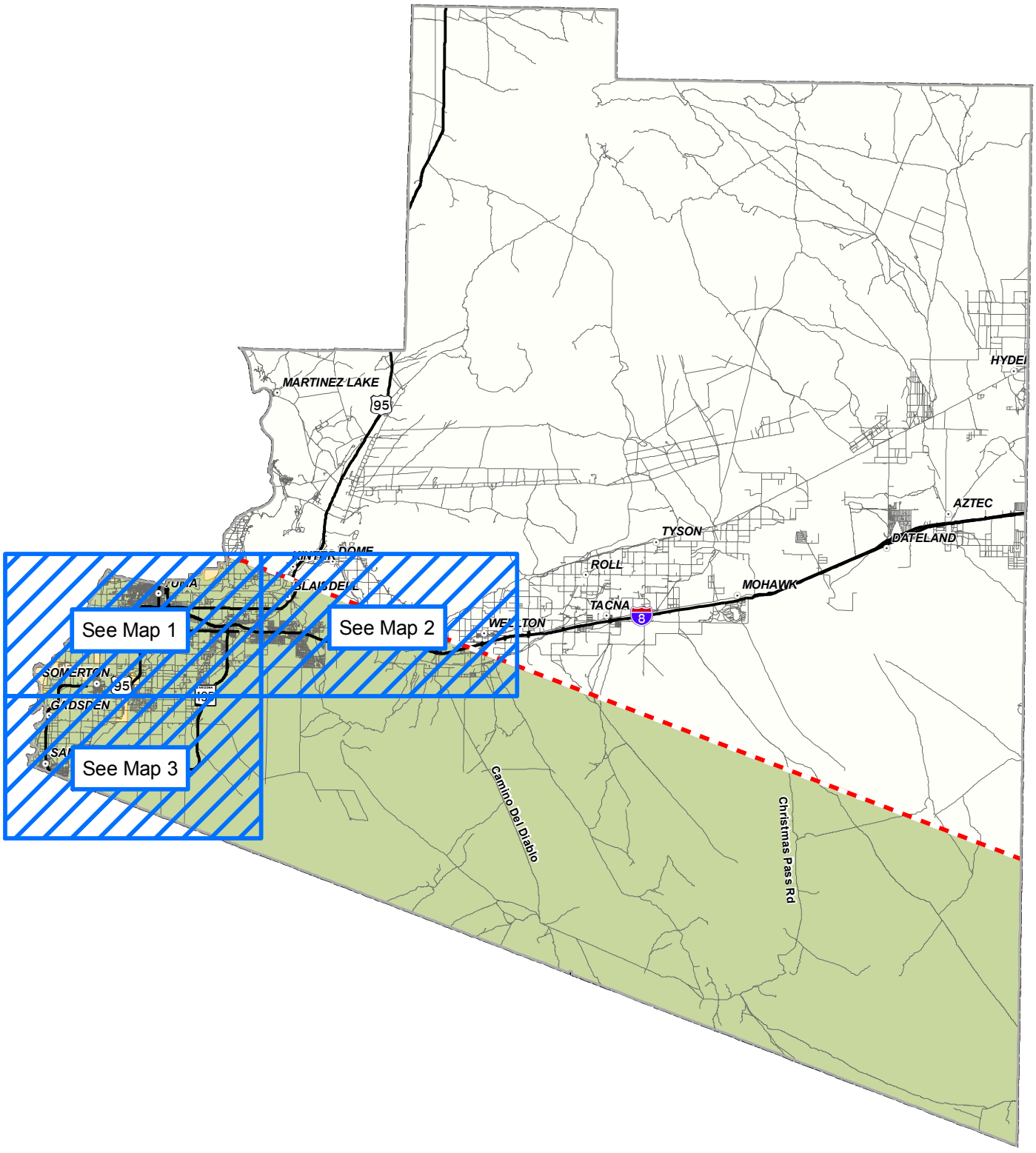

Cities
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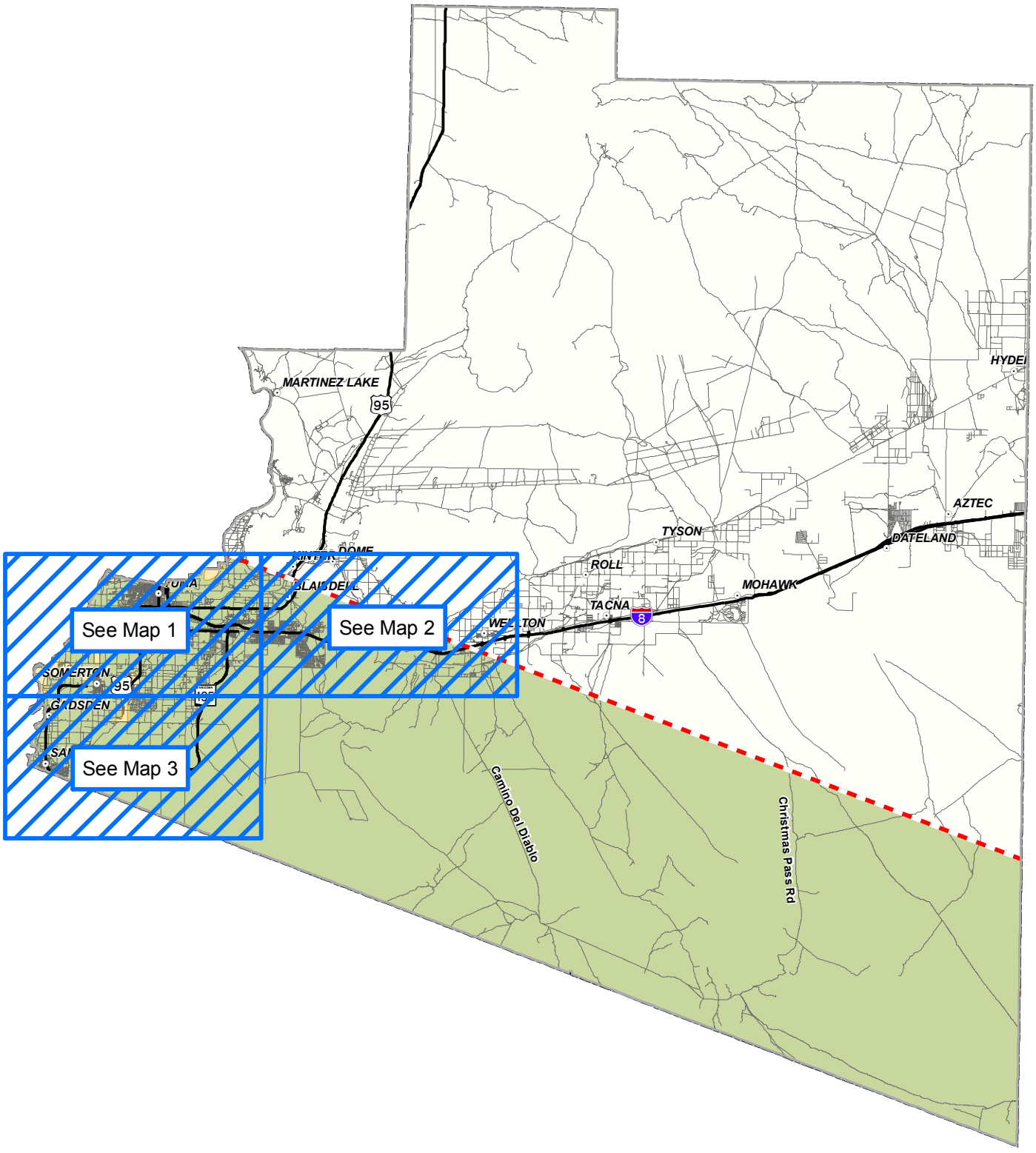

Cities
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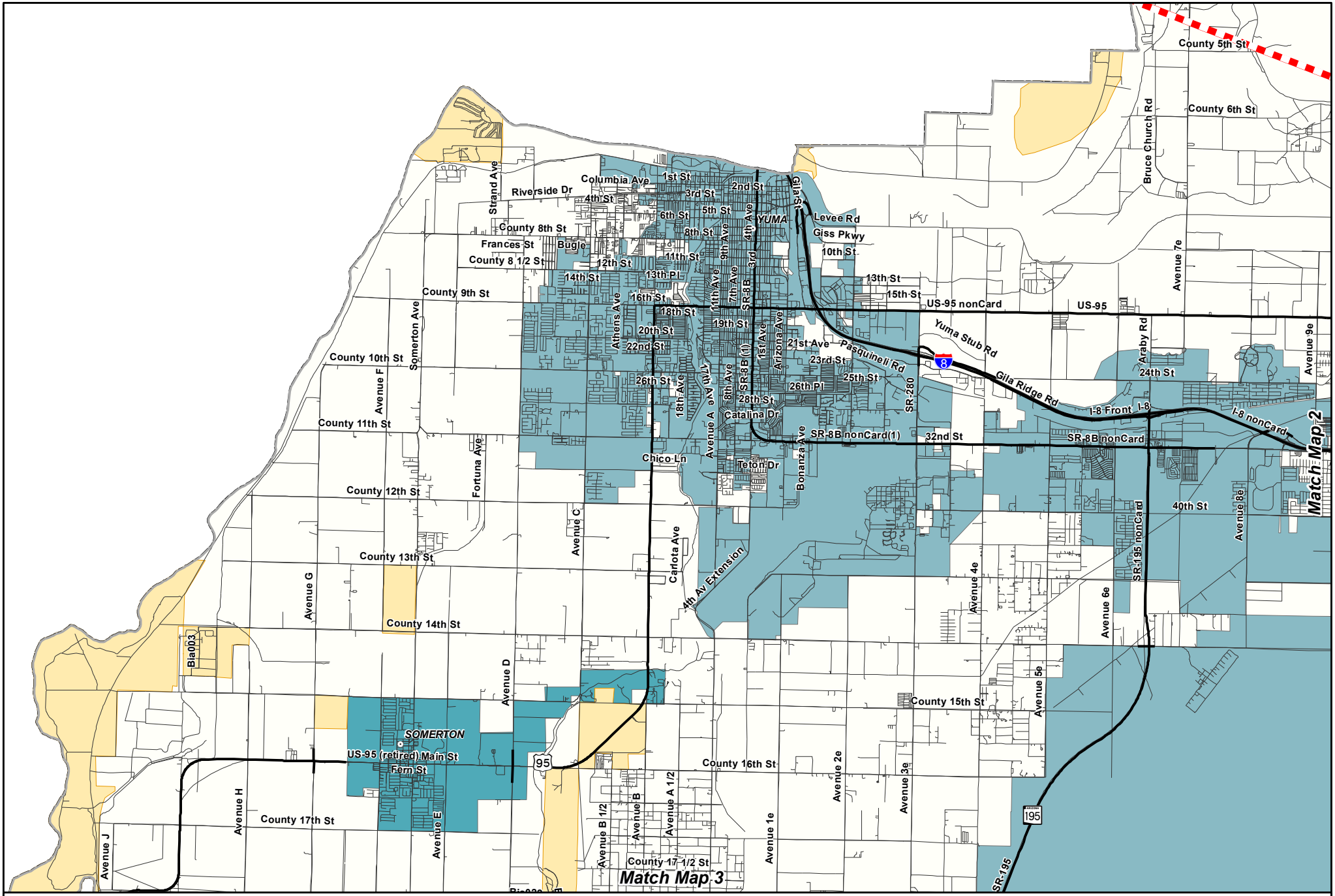

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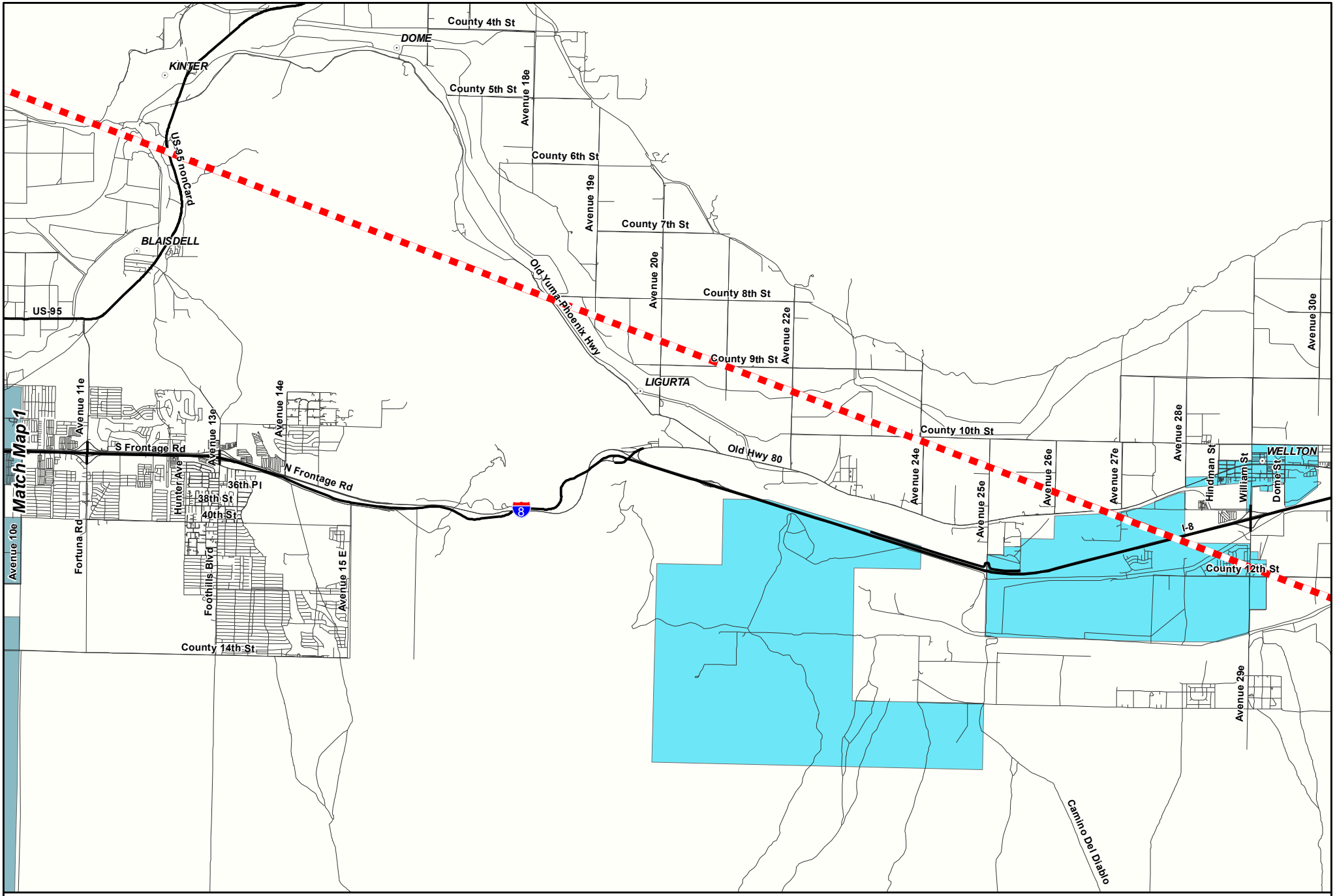

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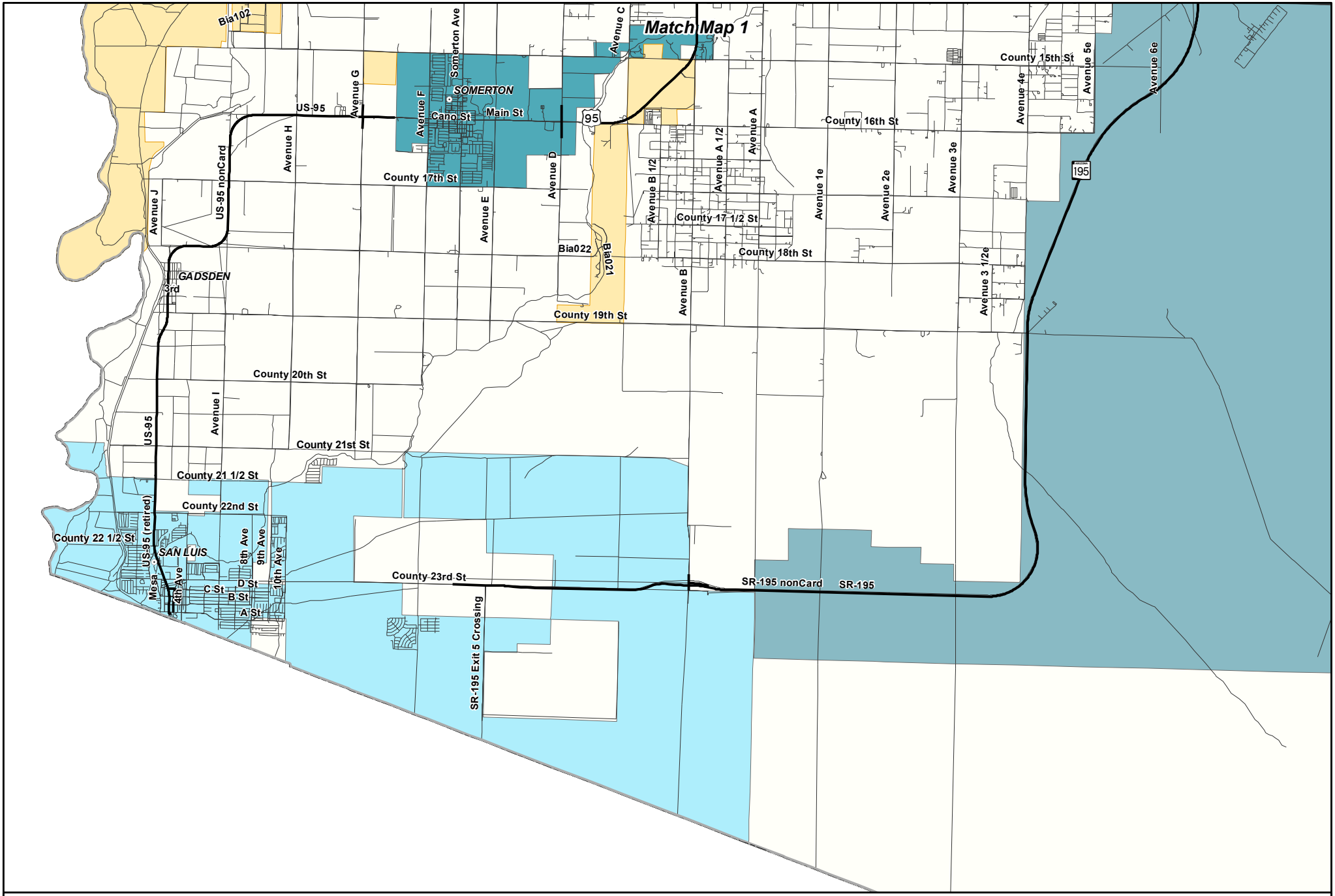

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0 0.5 1 2 Miles

Using the same Resolution routes that the Yuma County and City of Yuma have adopted:

South Route

Which is from the LPOE II North on Ave E to SR195 (Juan Sanchez)west to 10th ST—South on 10th St to U-Street—West on U St to San Luis Industrial Park.

North Route

East on the SR195 (ASH/RAVE) to 32nd St—West on 32nd St to AZ Ave—South on AZ Ave to 40th St

Additional Proposed Routes for Produce Warehouse Facilities:

- 32nd St to I-8 West Bound Ramp
- 3E to US 95
- US 95(@3E) to 7E
- 7E (@US95) North to Bruce Church Loop –West to Cattle Dr
- Gila Ridge Road to Pacific Ave
- Pacific Ave(@Gila Ridge) to 24th St—West bound to Engler Ave and North on Access Road and back to West to Pacific Ave
- Possible to continue on 24th St to 3E
- 2 ½ (@32) north for ¼ mile to cooler
- 30th St to3e and at end of roadway east
- 3 ½ E to 44th St
- 44th St: 3E to 3 ½ E
- 40th St: 3E to 3 ½ E
- 3E: 32nd St to 44th St
- Possible open the passage of 3E from I-8 West bound Off-Ramp South to 32nd St