



MEETING AGENDA

**Ecosystem Connectivity Mitigation
Advisory Committee
(EMAC)
10:00 AM**

**Monday, June 27, 2022
Training Room
Yavapai County Development Services
1120 Commerce Drive, Prescott**

****This meeting is being held in-person and via Zoom Webinar***

***Members of the Public may join the Zoom meeting as an “attendee” by accessing:
https://us02web.zoom.us/webinar/register/WN_4Axa_TncSC2hOURiSKuhgw,
Or by calling 1-602-753-0140, Webinar ID: 821 4395 2906, Passcode: 790867***

CYMPO Ecosystem Connectivity Mitigation Advisory Committee

Chair	Tammy DeWitt, City of Prescott
Vice-Chair	Elizabeth Johnston, Arizona Game and Fish
Member	Chuck Budinger, ADOT Northwest District
Member	Francisco Anaya, Prescott National Forest
Member	J. D. Greenberg, Private Citizen
Member	Deb Pastor, Private Citizen
Member	John Pratt
CYMPO Staff Liaison	Lindsay Post
TAC Liaison	Dan Cherry

Mission Statement:

The mission of the EMAC is to study and advocate for the preservation of interconnected eco-systems in the CYMPO Region that will integrate land use and mitigation for natural resource protection, and wildlife habitats into the regional transportation planning and design program.

1. CALL TO ORDER AND ROLL CALL

A reminder to those attending the meeting, please keep your line on mute until you wish to speak.

2. TITLE VI POLICY AND MEETING PROCEDURES

*Allison McCarthy, CYMPO Administrative Assistant
(Task #100)*

CYMPO complies with Title VI of the Civil Rights Act of 1964 and related Nondiscrimination statutes and regulations in all programs and activities. Members of the public may review the CYMPO Title VI Plan, and submit a Self-Identification survey by accessing the CYMPO website.

This meeting is available for public viewing on the CYMPO YouTube page.

3. CALL TO THE PUBLIC: This item is to provide an opportunity for presentation of comments by the public on subjects ***not on the agenda***. Individuals wishing to address the Board need not request permission in advance and are limited to three (3) minutes.

Instructions for virtual meeting: Those who wish to participate in the CYMPO Executive Board meeting can access the meeting by using the Zoom Webinar link at https://us02web.zoom.us/webinar/register/WN_4Axa_TncSC2hOURiSKuhgw. Since this is a virtual conference meeting everyone will be muted when they call into the meeting. Attendees may type comments in the “Q&A” feature or use the “Raise My Hand” feature to request to make a verbal comment.

4. ANNOUNCEMENTS AND UPDATES

5. CYMPO UPDATES

*Vincent Gallegos, CYMPO Executive Director
(Task #100)*

6. CONSIDERATION AND POSSIBLE ACTION TO APPROVE THE APRIL 25, 2022 MEETING MINUTES OF THE EMAC

7. REVIEW, DISCUSSION, AND POSSIBLE ACTION TO RECOMMEND APPROVAL OF RESOLUTION #2022-02 FOR PRESERVATION OF OPEN SPACE ON GLASSFORD HILL

*Lindsay Post, CYMPO Transportation Planner
(Task #100)*

8. REVIEW AND DISCUSSION OF THE SUNDGOG CONNECTOR DESIGN CONCEPT REPORT AND ENVIRONMENTAL OVERVIEW PROJECT

*Lindsay Post, CYMPO Transportation Planner
(Task #200)*

9. REVIEW AND DISCUSSION OF THE SR69 URBANIZED CORRIDOR MASTER PLAN

*Vincent Gallegos, CYMPO Executive Director
Lindsay Post, CYMPO Transportation Planner
(Task #200)*

10. REVIEW, DISCUSSION, AND POSSIBLE ACTION REGARDING THE PURSUIT OF FUNDING FOR THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

*Lindsay Post, CYMPO Transportation Planner
(Task #100)*

11. ADJOURNMENT

CYMPO endeavors to make all public meetings accessible to persons in need of language assistance or with disabilities. Please call (928)442-5730 or e-mail Allison.McCarthy@yavapaiaz.gov 72 hours prior to the meeting requesting reasonable accommodations.

CYMPO se esfuerza por hacer que todas las reuniones públicas sean accesibles para las personas que necesitan asistencia con el idioma o con discapacidades. Llame al (928) 442-5730 o envíe un correo electrónico a Allison.McCarthy@yavapaiaz.gov 72 horas antes de la reunión para solicitar adaptaciones razonables.

**CYMPO
REQUEST FOR ACTION
JUNE 27, 2022**

SUBJECT: CONSIDERATION AND POSSIBLE ACTION TO APPROVE THE April 25, 2022 MEETING MINUTES OF THE EMAC

SUBMITTED BY: Allison McCarthy, CYMPO Administrative Assistant

PREPARED BY: Allison McCarthy, CYMPO Administrative Assistant

AGENDA TYPE: CONSIDERATION/POSSIBLE ACTION

ATTACHMENTS:

April 25, 2022 Meeting Minutes

SUMMARY/BACKGROUND:

ACTION OPTION:

Motion to approve the April 25, 2022 Meeting Minutes of the EMAC.

OR

Motion to approve the April 25, 2022 Meeting Minutes of the EMAC with noted changes.

RECOMMENDATION:

Motion to approve the April 25, 2022 Meeting Minutes of the EMAC.



MEETING MINUTES

**Ecosystem Connectivity Mitigation
Advisory Committee
(EMAC)
10:00 AM**

**Monday, April 25, 2022
Training Room
Yavapai County Development Services
1120 Commerce Drive, Prescott**

****This meeting is being held in-person and via Zoom Webinar***

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or may view the live stream of the meeting on the CYMPO YouTube page at:

<https://www.youtube.com/playlist?list=PLUXH6D19fFNp9wnPVRNoMjPeW8hVlyqg-> or Google “CYMPO YouTube

CYMPO Ecosystem Connectivity Mitigation Advisory Committee

Chair	Tammy DeWitt, City of Prescott
Vice-Chair	Elizabeth Johnston, Arizona Game and Fish
Member	Chuck Budinger, ADOT Northwest District
Member	Francisco Anaya, Prescott National Forest
Member	J. D. Greenberg, Private Citizen
Member	Deb Pastor, Private Citizen
Member	John Pratt
CYMPO Staff Liaison	Lindsay Post
TAC Liaison	Dan Cherry

Mission Statement:

The mission of the EMAC is to study and advocate for the preservation of interconnected eco-systems in the CYMPO Region that will integrate land use and mitigation for natural resource protection, and wildlife habitats into the regional transportation planning and design program.

1. CALL TO ORDER AND ROLL CALL

Vice Chair Johnston and Member Budinger attended the meeting virtually through Zoom Webinar. Member Greenberg arrived at 10:05am. Member Pastor joined virtually at 11:45am. All other members were present.

A reminder to those attending the meeting, please keep your line on mute until you wish to speak.

2. TITLE VI POLICY AND MEETING PROCEDURES

*Allison McCarthy, CYMPO Administrative Assistant
(Task #100)*

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Ms. Post read a written comment received by a member of the public.

4. **ANNOUNCEMENTS AND UPDATES**

No updates were provided.

5. **CYMPO UPDATES**

*Vincent Gallegos, CYMPO Executive Director
(Task #100)*

- Introduction of Lindsay Post, CYMPO Transportation Planner (EMAC staff liaison)
- Introduction of new EMAC private citizen member, John Pratt
- YouTube Live Stream

Lindsay Post was introduced as the new Transportation Planner for CYMPO, and John Pratt was introduced as the newest private citizen member of the EMAC.

Mr. Gallegos announced that EMAC meetings will no longer be streamed live through YouTube, but may be accessed live through Zoom Webinar.

6. **CONSIDERATION AND POSSIBLE ACTION TO APPROVE THE OCTOBER 18, 2021 SPECIAL MEETING MINUTES OF THE EMAC**

MOTION

Vice-Chair Johnston motioned to approve the October 18, 2021 Special Meeting minutes of the EMAC. Member Greenberg seconded the motion.

VOTE

Member Pratt abstained. All other votes were unanimously in favor.

7. **REVIEW AND DISCUSSION OF THE SUNDG CONNECTOR DESIGN CONCEPT REPORT AND ENVIRONMENTAL OVERVIEW PROJECT**

*Vincent Gallegos, CYMPO Executive Director
Lindsay Post, CYMPO Transportation Planner
(Task #200)*

Mr. Gallegos announced that AECOM has been selected as the project consultant for the Sundog Connector Design Concept Report (DCR) and Environmental Overview (EO). Explained that this project is the next appropriate step in line after the already-completed 2013 Corridor Study, and that no funding for construction has yet been identified. Explained that the Sundog Connector has been included in general plans for the past 25 years,

and that the DCR & EO will evaluate the project in greater detail. Explained that development on the west-end of the proposed connector is in process.

Mr. Gallegos noted that the new federal infrastructure bill has made a significant financial commitment for wildlife mitigation and connectivity initiatives. Noted a collective effort is taking place among the City of Prescott, Yavapai County, and the Town of Prescott Valley to purchase a portion of state trust land on Glassford Hill to preserve the land as open space.

Mr. Gallegos explained that once the Sundog Connector DCR & EO is complete, it will be up to the involved agencies to initiate the project design, which could take up to a year to complete. Once project design is complete, the project would be ready to move into construction, pending available funding.

Member Greenberg suggested that the EMAC express support for the preservation of open space on Glassford Hill. Mr. Gallegos suggested the EMAC recommend a resolution to be considered by the Technical Advisory Committee (TAC) and Executive Board.

Mr. Bondy was introduced as the Project Manager with AECOM for the Sundog Connector Design Concept Report & Environmental Overview. Explained that AECOM will work with the EMAC to determine potential environmental and wildlife problems on the Sundog Connector, and will identify potential solutions in the proposed alternatives. Mr. Bondy explained that a project TAC will be identified and consulted throughout the project. Also noted that stakeholder meetings will be held to include interested parties in brainstorming activities related to the project.

Mr. Gallegos clarified that a “no build option” would refer to the full extension from the developed west end to the east end in Prescott Valley.

Mr. Montoya, City of Prescott Councilmember, inquired about future public meetings to collect public input. Mr. Gallegos and Mr. Bondy confirmed that there will be several opportunities for the public to be involved. Ms. Bondy explained that public comment will be collected through workshops, open houses, and online platforms.

Ms. Post requested input about various groups that may be interested in contributing to the development of the plan. Member Greenberg suggested reaching out to agencies included on the petition used to form the EMAC.

Joanne Oellers, member of the public and member of the Save the Dells organization, explained that Save the Dells will support CYMPO and the EMAC in providing information to the public.

Mr. Gallegos noted that a kickoff meeting is being planned for the first half of May, and a Stakeholder meeting is planned for late May.

Jeff Gagnon, with Arizona Game and Fish, provided a written comment in the chat function that read “Will the Sundog planning process help inform the first mile and a half that will be planned for the construction? This is one of the most important stretches because of the location of state trust land and it contains drainages that will be suitable for wildlife crossings”. Madam Chair DeWitt explained that the first phase of the west end of the project is already platted, and that the connectors to the portion of state land are already identified. Noted that the in-between sections that will require more focus.

8. REVIEW AND DISCUSSION OF THE DRAFT SCOPE OF WORK FOR THE SR69 URBANIZED CORRIDOR MASTER PLAN

Vincent Gallegos, CYMPO Executive Director

Lindsay Post, CYMPO Transportation Planner

(Task #200)

Mr. Gallegos explained that the SR69 Urbanized Corridor Master Plan is the next project in line after the Sundog DCR & EO in CYMPO's Transportation Improvement Program. Explained that the Sundog Connector DCR & EO and the SR69 Urbanized Corridor Master Plan are anticipated to be completed in 18 months, at which time CYMPO will present both projects to local decision makers to determine which corridor to invest the most focus in at that time.

Member Greenberg inquired if SR69 is considered a freight corridor, and if that opens additional funding opportunities. Mr. Gallegos confirmed, yes.

Ms. Post provided a presentation of the SR69 Urbanized Corridor Master Plan project. Mr. Gallegos noted that the project is the very beginning stages of planning.

9. REVIEW, DISCUSSION, AND POSSIBLE ACTION TO IDENTIFY AND PURSUE POTENTIAL FUNDING OPPORTUNITIES

Vincent Gallegos, CYMPO Executive Director

Lindsay Post, CYMPO Transportation Planner

(Task #100)

This item was taken as item #10.

Ms. Post proposed looking into unconventional methods for funding opportunities to address wildlife crossings and related mitigations. Noted the potential for sponsorships from local groups. Member Greenberg expressed support for thinking out of the box with regards to funding sources.

Member Budinger suggested that CYMPO explore funding opportunities made available through a new federal bill that has designated funding for wildlife connectivity.

Ms. Post read a comment provided by Mr. Gagnon that read, "A sportsman's group asked me about funding a wildlife crossing if they could put their logo on it. How receptive would ADOT be to that idea?" Ms. Post responded that Public-Private partnerships are a favored method for identifying funding.

Mr. Cherry suggested exploring possibilities for consultants to assist in the grant writing process. Mr. Gallegos explained that federal dollars may be spent on hiring consulting firms to produce project assessments.

Member Pratt inquired if grant writing training can be provided to the EMAC. Mr. Gallegos noted that CYMPO staff will follow up on such training.

Mr. Gallegos explained that staff will need assistance and support from the EMAC in exploring and pursuing available funding opportunities.

10. REVIEW, DISCUSSION, AND POSSIBLE ACTION REGARDING THE PURSUIT OF FUNDING FOR THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

*Vincent Gallegos, CYMPO Executive Director
Lindsay Post, CYMPO Transportation Planner
(Task #100)*

Ms. Post requested support from the EMAC for synthesizing information published regarding the IIJA as it relates to wildlife mitigation. Madam Chair DeWitt volunteered to assist in reviewing the Code of Federal Regulations (CFR).

Ms. McCarthy read a comment provided by Mr. Gagnon that read, “Also the non-federal match identified for most IIJA grant opportunities before applying”.

Member Budinger notified the EMAC that Arizona Game and Fish came to ADOT with a proposal for a wildlife crossing on SR89, south of Ashfork. Vice-Chair Johnston read a comment provided by Mr. Gagnon that read, “It’s a temporary solution at US89 and will need an overpass eventually when traffic volumes increase in the future. Pronghorns use overpasses and not underpasses.”

11. UPDATE OF STATEWIDE WILDLIFE-VEHICLE MITIGATION PLAN

Chuck Budinger, ADOT Northwest District

This item was taken as item #9.

Member Budinger explained that the Statewide Wildlife-Vehicle Mitigation Plan is complete, and provides ADOT’s recommended methods for evaluating points of conflict and identifying remedies related to wildlife and vehicle collisions.

Ms. Post read comment from Jeff Gagnon that read “Unless I am wrong, it looked like the SR69 Master Plan included the area planned for widening already near Lowes. Can the culvert that we were to late to the table on be revisited in the Master Plan for future efforts? It’s still one of the most important corridors in the area and SR69 is number 3 on the list of the report that Chuck references.”

Mr. Gallegos confirmed yes, evaluation of the culvert will be included in the SR69 Master Plan. Noted that it will be evaluated and prioritized based on the whole findings of the study.

Mr. Gallegos explained that the cost of construction projects has risen at least 20% in the last two years.

12. ADJOURNMENT 12:18PM

CYMPO endeavors to make all public meetings accessible to persons in need of foreign language assistance or with disabilities. However, during these trying times, the accommodations we can provide are limited. Please e-mail Allison.McCarthy@yavapaiaz.gov, 72 hours prior to the meeting to request a reasonable accommodation to participate in this meeting.

**CYMPO
REQUEST FOR ACTION
JUNE 27, 2022**

SUBJECT: REVIEW, DISCUSSION, AND POSSIBLE ACTION TO RECOMMEND APPROVAL OF RESOLUTION #2022-02 FOR PRESERVATION OF OPEN SPACE ON GLASSFORD HILL

SUBMITTED BY: Lindsay Post, CYMPO Transportation Planner

PREPARED BY: Lindsay Post, CYMPO Transportation Planner

AGENDA TYPE: REVIEW/DISCUSSION

ATTACHMENTS:

Draft Resolution #2022-02

SUMMARY/BACKGROUND:

The enclosed draft Resolution #2022-02 is being presented for the EMAC's review and input. The revised draft will then be presented to the TAC for consideration of recommended approval to the Executive Board.

ACTION OPTION:

Motion to recommend approval of Resolution #2022-02.

OR

Motion to recommend approval of Resolution #2022-02, with noted changes.



1971 Commerce Center Circle, Suite E
Prescott, AZ 86301
www.cympo.org

Resolution #2022-02

A Resolution of Central Yavapai Metropolitan Planning Organization (CYMPO) in Support of the Intergovernmental Agreement between the City of Prescott, Town of Prescott Valley, and Yavapai County for the Purchase of State Trust Land on Glassford Hill with Intent to Preserve the Land as Open Space

WHEREAS, protected open natural space is vital to preserving important environmental and ecological functions and enhancing quality of life, and

WHEREAS, the US Environmental Protection Agency (EPA) urges Smart Growth and Open Space Conservation through locally based and long term planning which helps communities like ours protect our environment and preserve critical elements of our local heritage, culture and economy, and

WHEREAS, the community and ecological benefits of this open space to our region include protection and recharging of groundwater and aquifers, providing habitat for wildlife, and providing aesthetic and recreational value, and

WHEREAS, open natural spaces help purify our air, help cool our towns and cities, and assist in absorbing greenhouse gases, and

WHEREAS, preservation of parks, forests, stream valleys and trees increases the value of nearby residential areas, increases tax revenues and supports local businesses, and

WHEREAS, the City of Prescott has adopted an Open Space Policy (Resolution 3700, c2005) which seeks to promote quality of life for the citizens of Prescott through preservation and protection of natural open spaces, and

WHEREAS, the Yavapai County Comprehensive Plan, Open Space Element, prioritizes the enhancement of open space and recreational opportunities and the preservation of the “open space character of the county” (2013), and

WHEREAS, Arizona’s outdoor industry generates \$21.2 billion annually, according to Central Arizona Conservation Alliance (cazca.org).

NOW, THEREFORE, BE IT RESOLVED, the Ecosystem Connectivity Mitigation Advisory Committee (EMAC), a subcommittee of Central Yavapai Metropolitan Planning Organization’s Technical Advisory Committee urges **Who?**

APPROVED AND ADOPTED this 27th day of June, 2022.

Tammy DeWitt
Chair, CYMPO EMAC
City of Prescott Community Planer

Vincent Gallegos
Executive Director
Central Yavapai MPO

**CYMPO
REQUEST FOR ACTION
JUNE 27, 2022**

**SUBJECT: REVIEW AND DISCUSSION OF THE SUNDOG CONNECTOR DESIGN
CONCEPT REPORT AND ENVIRONMENTAL OVERVIEW PROJECT**

SUBMITTED BY: Lindsay Post, CYMPO Transportation Planner

PREPARED BY: Lindsay Post, CYMPO Transportation Planner

AGENDA TYPE: REVIEW/DISCUSSION

ATTACHMENTS:

SUMMARY/BACKGROUND:

The webpage for the Sundog Connector Design Concept Report & Environmental Overview project may be found here: <https://www.cympo.org/sundog-connector/>

ACTION OPTION:

No action required.

**CYMPO
REQUEST FOR ACTION
JUNE 27, 2022**

**SUBJECT: REVIEW AND DISCUSSION OF THE SR69 URBANIZED CORRIDOR
MASTER PLAN**

SUBMITTED BY: Lindsay Post, CYMPO Transportation Planner

PREPARED BY: Lindsay Post, CYMPO Transportation Planner

AGENDA TYPE: REVIEW/DISCUSSION

ATTACHMENTS:

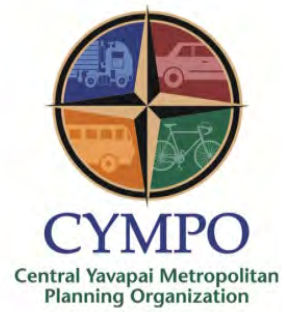
Final Request for Qualifications for the SR69 Urbanized Master Corridor Master Plan

SUMMARY/BACKGROUND:

The enclosed RFP was reviewed and approved by the CYMPO Executive Board on June 15th. The project will be advertised on July 1st.

ACTION OPTION:

No action required.



NOTICE OF REQUEST FOR PROPOSALS

For

CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION

STATE ROUTE 69 URBANIZED CORRIDOR MASTER PLAN

Issued: Thursday, June 16, 2022

Request for Proposals Due: Friday, July 15, 2022, by 2:00 pm

ADOT Project #: MPDG218159-200.2

Issued by the Central Yavapai Metropolitan Planning Organization

REQUEST FOR PROPOSALS
Central Yavapai Metropolitan Planning Organization
State Route 69 Urbanized Corridor Master Plan

The Central Yavapai Metropolitan Planning Organization (herein referred to as CYMPO) invites qualified consultants to respond to the Request for Proposals (RFP) to provide professional services for an Urbanized Corridor Master Plan.

Proposals will be received electronically until 2:00 pm on Friday, July 15, 2022.

Any proposals received on or after 2:00 pm on the above stated date will be returned and will not be considered. This is **NOT** a bid process and selection of the final contractor will not solely be based on cost. CYMPO reserves the right to reject any and all proposals and assumes no liability for the cost of preparing a response to this request.

Proposals must be delivered by email to Lindsay.Post@yavapaiaz.gov with a copy to Allison.McCarthy@yavapaiaz.gov. Please note on the subject line of the email: **Request for Proposals: SR69 Urbanized Corridor Master Plan.**

Any proposal received after 2:00 p.m. on the above stated date will be returned unopened. Submittals must conform to the prepared Scope of Work within the RFP available at www.CYMPO.org or by request made to the CYMPO office at (928) 442-5730.

By:
Published _____, 2022: www.CYMPO.org

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1. INTRODUCTION AND BACKGROUND

The Central Yavapai Metropolitan Planning Organization (CYMPO) has programmed Federal funding, as outlined in the Fiscal Years 2023-2027 Metropolitan Transportation Improvement Program, for the purpose of conducting an Urbanized Master Corridor Plan on SR69 in Yavapai County. The study area exists along 15.3 miles of the SR 69 corridor between SR 89 in Prescott and SR 169 in Dewey-Humboldt. The current corridor consists of 4 and 6 lane urban and semi-urban highway sections. SR 69 is identified as part of the National Highway Freight Network and is also a regional freight route connecting the region to I-17 and I-40. There are currently 45,000 cars during peak travel times in Prescott and Prescott Valley.

The Central Yavapai Metropolitan Planning Organization (CYMPO) invites qualified firms to submit in response to the Request for Proposals (RFP) a delineated proposal to provide creative and professional services for the SR 69 Urbanized Corridor Master Plan.

2. ADDITIONAL DEFINITIONS APPLICABLE TO THE REQUEST FOR PROPOSAL

ADOT means Arizona Department of Transportation

Contract means the Contract attached hereto named SR69 Urbanized Corridor Master Plan Contract

FTA means Federal Transit Authority

FHWA means Federal Highway Administration

3. DRAFT PROJECT SCOPE OF WORK

The project limits consist of the 15.3 miles from Mile Post 280 (approx.) at the interchange with SR 169 in Dewey-Humboldt, AZ to Mile Post 296 (approx.) at the interchange with SR 89 in Prescott, AZ.

A. Project Kickoff with TAC and CYMPO

B. Obtain and review existing data:

1. traffic signal design and timing plans (ASCT May 2022)
2. Identify pedestrian, bicycle, transit and motorist facilities
3. Identify basic utility and railroad locations
4. Identify marked crosswalks and other common pedestrian crossings, bike lanes, curb ramps, signage*
5. Inventory of managed and unmanaged multiuse trails in study area

C. Transportation Modeling and Analysis:

1. Conduct origin/destination study
2. traffic and crash data analysis
3. speed surveys
4. Conduct and analyze traffic counts*

5. Intersection turning movement
 6. Conduct travel time runs
- D. Project Management and Coordination**
1. Meet regularly with project team for Sundog Connector DCR for life of project to coordinate as needed and ensure data efficiency
- E. Conduct Needs Assessment:**
1. Identify all infrastructure needs
 2. Outline future level of service
 - a. Scenario A: Sundog Connector gets built
 - b. Scenario B: Sundog Connector is not built
 - c. Scenario C: Other potential arterials/roads/connections
 3. Map out sidewalks, bicycle facilities, and street improvements identified in study area plans
 4. Identify gaps in pedestrian, bicycle, transit, and motorist facilities
 5. Assess current commuting characteristics—walking, bicycling & transit
 6. Collect & analyze data on safety*
 7. Identify gaps in regional connectivity
- F. Land Use, Zoning, and Development**
1. Identify area businesses, community services, and current and future development projects including residential development
 2. Identify the impact of land use projects in study area on the transportation network
 3. Right-of-Way: existing land ownership and identify quantity, if new right of way is required, and who controls or owns the land
 4. Identify access management opportunities and needs including change of access for future development
 5. Identify opportunities for local jurisdictions to consider for zoning and development
 6. Identify impacts on SR69 of future commercial and/or industrial development along the SR89A corridor
- G. Urbanized Public Transit (5307) Corridor Evaluation**
1. Analyze corridors for potential bus stops and other facilities such as park-and-rides, fare kiosks, etc
 2. Analyze future level of service if public transit is made available (will transit reduce traffic counts?)
 3. Identify “last mile” connections that need to be made to transit facilities
- H. Freight**
1. Identify improvements and possible implementations
 2. Identify possible funding sources
 3. Identify impacts of the freight corridor of commercial and/or industrial development along SR69
- I. Public Involvement**
1. Conduct 1 Public community meeting
 2. Conduct 1 Stakeholder meeting
 3. Social Media/Digital Engagement
- J. Identify Smart Road ITS architecture opportunities**
1. Smart polymer pavement

2. Traffic monitoring solutions
3. Advanced Traffic Signal Technology (ASCT April 2022*)
4. Electric Vehicle infrastructure development opportunities

K. Environmental Overview

1. Identify wildlife crossing hotspots*
2. Provide potential solutions (funnel fencing, culverts, underpasses, overpasses etc)
3. Drainage, flood control and erosion control solutions
4. Emergency Management, environmental justice, and resiliency

L. Implementation/Deliverables

1. Scope and cost
2. Identify funding sources (IIJA, etc) for the corridor
3. Identify potential partnerships for project delivery (ADOT, LPAs, FWHA and CYMPO)
4. Prioritize segments for design/construction
5. Desktop Review of key project components
6. 10% planning level design of corridor
7. 15% design for high-priority segments/locations
8. Alternatives Development and Evaluation
 - a. Provide at least 2 build scenarios
 - b. Analyze and evaluate levels of service for build scenarios

****Represents known data, studies, or plans that can be used to inform this plan***

4. WRITTEN QUESTIONS

Questions regarding this RFP must be received **in writing** no later than **10 business days** after the issuance date of the RFP. Responses to questions of significance to all respondents will be posted on the CYMPO Web site at <https://www.cympo.org> under “RFPs and RFQs” not later than six (6) working days prior to the closing date of July 15, 2022. Questions of significance to all respondents may require an amendment to this RFP, which may also require adjustments to the schedule. Verbal statements or instructions shall not constitute an amendment to the RFP.

Inquiries may be made to:

**Lindsay Post at Lindsay.Post@yavapaiaz.gov
and copy Allison McCarthy at Allison.McCarthy@yavapaiaz.gov**

5. INSTRUCTIONS

The Central Yavapai Metropolitan Planning Organization invites interested firms to submit written proposals relating to this solicitation. The Project Review Committee, comprised of the CYMPO TAC, staff, and key subject personnel, will evaluate each proposal based upon the enclosed scoring process and recommend approval from the CYMPO Board. The proposals will be ranked based on the merits of the submitted proposals, and then the top ranked firm(s) will be selected.

The Central Yavapai Metropolitan Planning Organization reserves the right to reject any or all proposals and to make any award which it considers to be in the best interest of the region. This proposal is not a commitment to initiate a contract for services and is not to be considered a bid for services based on lowest cost.

Specific federal language is required to be in all CYMPO contracts/professional services agreements and will be provided to the selected firm during development of the final contract.

6. WITHDRAWAL OF PROPOSALS

Proposals may be withdrawn by written notice received prior to the award.

7. DELIVERABLES/SUBMITTALS

One (1) **electronic copy** of the proposal to be received no later than **2:00 pm, Friday, July 15, 2022**. Email submittals should be sent to Lindsay.Post@yavapaiaz.gov and copy Allison.McCarthy@yavapaiaz.gov.

Submitted proposals become the property of Central Yavapai Metropolitan Planning Organization and will not be returned.

8. RESPONSIBILITIES/COMPLIANCE

The Contractor shall comply with the Title VI Civil Rights Act of 1964, and Title 49, Code of Federal Regulations, part 21.

The DBE GOAL associated with this project is 1.74%. Contractors must also maximize DBE participation in ADOT Federal-Aid funded contracts, make good faith efforts to meet any DBE goals stated in contract solicitations and must adhere to commitments made to utilize DBEs as indicated in the firm's submittal.

The Contractor shall comply with the Title VI Civil Rights Act of 1964, and Title 49, Code of Federal Regulations, part 21.

The Contractor shall comply with the FAST Act and applicable requirements.

9. LATE SUBMITTALS

Any proposals received after the exact time specified above will not be considered.

10. PREPARATION

Proposal submittal of no more than fifteen (15) printed 8 ½ x 11 **single sided** pages with font being no smaller than twelve (12) point, **not** including a cover letter, or front and/or back cover, should be prepared providing a straightforward concise description of the Contractor's qualifications, team members and a detailed proposed cost by task and man hours to deliver the proposed work under the RFP.

11. SIGNATURE AND REFERENCES

The proposals should be signed by the person in the Contractor’s firm responsible for the decision as to the qualifications stated in the proposal. Proposals should also include references and contact information of the key staff and firm submitting the proposal.

12. PREPARATION COSTS

All costs incurred for the proposal preparation, presentation, or contract negotiations are the responsibility of the firm. CYMPO will not pay for any information solicited or received.

13. FUNDING

CYMPO is a designated Metropolitan Planning Organization (MPO) for the Prescott, Arizona Urbanized Area and has been granted funds in accordance with Federal and State allocations. In support of the Campaign, CYMPO has budgeted Federal Highway Administration funding and Federal Transit Administration funding for planning activities as identified in accordance with the CYMPO Unified Planning Work Program and Metropolitan Transportation Improvement Program.

14. ESTIMATED RFP SCHEDULE

Friday July 1, 2022	Request for Proposals Advertised
Friday July 29, 2022	Request for Proposals due to CYMPO by 2pm
August, 2022	CYMPO TAC Working Group review of submittals
Thursday September 1, 2022	CYMPO TAC recommendation of consultant selection to Board
Wednesday September 21, 2022	CYMPO Board approval of consultant selection
Wednesday October 5, 2022	Notice to proceed contingent upon approval from Yavapai County Board of Supervisors (CYMPO Fiscal Agent)
Wednesday October 5, 2022	Contract fully executed and Notice to Proceed

15. REVIEW PROCESS

A review committee comprised of the CYMPO Technical Advisory Committee (“TAC”), CYMPO staff, and key subject personnel will evaluate the responses to the RFP for this project. Each submittal will be evaluated according to the following weighted criteria totaling 100 points:

- 1) Proposed project approach, including identification of areas that may require special attention – 30

- 2) Proven track record in the areas of expertise sought; Specific experience of the consultant in a project of this type – 25
- 3) Demonstrated ability and commitment to deliver required products and services, meet all deadlines for submitting associated work products, and ensure quality control. – 20
- 4) Cost proposal and budget breakdown – 15
- 5) Proposed schedule – 5
- 6) Overall quality of the response to the RFP evidencing interest in the project – 5

The review committee will formulate a consensus ranking and generate a recommendation to the CYMPO Executive Board. The CYMPO Executive Director will notify each candidate firm of its ranking and score. The CYMPO Executive Board will consider the Committee's recommendation and approve initiation of contract negotiations. The CYMPO Executive Director will meet with the top ranked consultant for the purposes of negotiating a contract. If negotiations are unsuccessful, the CYMPO Executive Director will terminate negotiation efforts with the top ranked consultant and open negotiations with the next highest ranked consultant, and so on. This process will continue until negotiations are successful, or until this RFP is terminated.

CYMPO reserves the right to conduct interviews if desired by the Project Review Committee.

CYMPO reserves the right to reject any and all proposals.

This is not a bidding process.

16. GENERAL TERMS AND CONDITIONS

The RFP does not commit CYMPO to award an Agreement, to pay any cost incurred in the preparation of the Consultant/Firm's RFP response, or to procure or contract for services or supplies.

A. Submission of a proposal means that the Consultant hereby agrees to all terms and conditions set forth in all the pages of this solicitation. The Consultant must contain within the proposal, a description of those terms and/or conditions to which the Consultant does not agree.

B. Submission of a proposal means that Consultant will commit to the terms of the Contract to be awarded, a draft of which is attached hereto, subject to: changes required due to changes in applicable law or interpretation of applicable law; and additions and clarifications due to proposals received under this RFP. The Contract includes various provisions applicable by law, rules and regulations, including Arizona law, ADOT rules and regulations, federal statutes, rules and regulation applicable to funding provided by the USDOT, FTA and/or FHWA.

C. The Consultant, and any Sub-Consultant, shall possess any necessary license(s) relative to the work to be performed required by an appropriate licensing authority of the State of Arizona, and shall provide evidence of such to CYMPO with their proposal or prior to commencement of the work in such form as CYMPO shall require.

D. The selected Consultant may not assign its rights or duties without the prior written consent of CYMPO, which may be withheld in CYMPO's unfettered discretion. Consultant may not utilize subcontractors for portions of the work/tasks not disclosed in Consultant's Proposal without the

written approval of CYMPO which may be withheld in CYMPO's unfiltered discretion and if Key Personnel will cease to be involved or their involvement is materially altered.

E. Any award is based in part upon the Key Personnel (Project Manager(s) and Personnel whose qualifications and experience were significant in meeting the overall qualifications for the project) identified in Consultant's Proposal and their qualifications and, where a substantial portion of the work/tasks are performed by Sub-Consultants, on Sub-Consultant's Key Personnel and their qualifications. A proposing Consultant will promptly and prior to the award date, disclose any changes in such staffing. Requirements for maintaining qualified such Key Personnel or alternates acceptable to CYMPO and staffing are requirements in the contract to be awarded.

17. ADDITIONAL TERMS AND CONDITIONS

The following conditions apply to this RFP:

A. Solicitation & Withdrawal: CYMPO reserves the right to withdraw this solicitation for a proposal at any time without prior notice. Further, CYMPO makes no representations that any agreement will be awarded to any Consultant/Firm submitting a proposal.

B. CYMPO reserves the right to reject any, and/or all, proposals submitted in response to this request and to reject any sub consultants specified in any proposal pursuant to this RFP.

C. CYMPO shall not be liable or responsible for any pre-agreement expenses incurred by any proposed or selected Consultant. Consultants shall not include any such expenses as part of the price proposed set forth in its proposal.

D. No prior, current, or post-award verbal agreement(s) with any officer, agent or employee of CYMPO shall affect, modify or supersede any terms or modifications of this request for proposals or any written agreement or option resulting from this process.

E. Any changes to the proposal requirements will be made by a written addendum.

18. THIRD PARTY AGREEMENT REQUIREMENTS

A. Interest of CYMPO Personnel: By submitting a proposal, the Consultant represents and warrants that no Board Member, officer or employee of CYMPO is in any manner interested directly or indirectly in the proposal or in Agreement which may be made under it, or in any expected profits to arise therefrom.

B. Debarment and Suspension: Each Consultant must certify and submit a certification showing that neither the Consultant nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

C. Drug Free Workplace: Consultant must include with its proposal properly completed and executed certification of compliance with applicable state and federal Drug-Free Workplace Acts.

D. Restrictions on Lobbying: Each Consultant must include in its proposal a properly completed and executed certification regarding Restrictions on Lobbying in the form set forth as an exhibit hereto.

E. Free Competition Certification: Each Consultant shall file an executed statement certifying that such Consultant has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action, in restraint of free competitive bidding in connection with the submitted bid. Failure to submit the executed statement as part of the bidding documents will make the bid nonresponsive and not eligible for award consideration.

F. DBE Intended Participation Affidavit. Each Consultant shall submit the requested DBE Participation Certificate.

19. PROTEST PROCEDURES

A. Protests Prior to Proposal Openings: Protests regarding any aspect of the attached materials and CYMPO selection procedures must be submitted in writing (via mail, email or fax only) to Vincent Gallegos by _____, MST, _____, 2022. The CYMPO Executive Director by respond to these protests by _____, 2022 with an addendum to this RFP, by email and on CYMPO's website. This action completes the pre-opening administrative protest remedy at the CYMPO level.

B. Protests After Proposal Opening/Announcement of Award: Protests regarding CYMPO's proposed selection of Consultant after proposal opening and award announcement must be submitted in writing (via mail, email or fax) to Vincent Gallegos by _____, MST, _____, 2022. The CYMPO Executive Director will respond to these protests by _____, 2022, by email and/or fax. This action completes the proposal opening/award announcement administrative protest remedy at the CYMPO level. Remedies beyond such level, if any, will be as provided in applicable state and federal law.

20. ASSURANCES

A. Non-discrimination

Central Yavapai Metropolitan Planning Organization ("CYMPO") HAS AGREED THAT, as a condition to receiving any Federal financial assistance from the Arizona Department of Transportation that it will comply with and Contractor agrees and its Sub-Contractors will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 et seq., 78 Stat. 252 (prohibiting discrimination on basis of race, color, national origin), and all requirements imposed by or pursuant to Title 49, Part 21, entitled *Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation – Effectuation Of Title VI Of The Civil Rights Act Of 1964*, 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964). Consultant hereby assures assurance that it will comply with the forgoing, other applicable non-discrimination Statutes, Rules, Regulations and orders and the following:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any

program or activity,” for which the Recipient receives Federal financial assistance from DOT, including the Federal Highway Administration.

Additional provisions applicable to this RFP regarding non-discrimination requirements are found in attachments referenced under Additional Assurances below.

B. Additional Assurances

1. Consultant has reviewed and agrees that the “ADOT, FTA and FHWA Addendum” attached to the Contract are incorporated herein and made a part of this RFP by this reference and that Consultant’s proposal is subject to the terms of the same.

2. The Central Yavapai Metropolitan Planning Organization, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, gender, age, or disability in consideration for an award.

3. Consultant agrees and its Subconsultants will agree to comply with all applicable provisions governing Federal Highway Administration, FHWA and Arizona Department of Transportation access to records, accounts, documents, information, facilities, and staff, all as more fully provided in the Contract. Consultant also recognizes that it must comply with any program or compliance reviews, and/or complaint investigations conducted by the Federal Highway Administration, FHWA or Arizona Department of Transportation. Consultant must keep records, reports, and submit the material for review upon request to Federal Highway Administration, Arizona Department of Transportation, or its designee in timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

4. ADOT has established a Disadvantaged Business Enterprise (DBE) program in accordance with the regulations of the U.S. Department of Transportation (USDOT), 49 CFR Part 26. The Department has received Federal financial assistance from the U.S. Department of Transportation and as a condition of receiving this assistance, the Department has signed an assurance that it will comply with 49 CFR Part 26. It is also the policy of ADOT to facilitate and encourage participation of Small Business Concerns (SBCs) in USDOT-assisted contracts. The Consultant is encouraged to eliminate obstacles to contract performance by SBCs and to utilize SBCs when feasible

While the DBE Assessment Goal for this FRP and the Contract is 1.74%, Consultants are still encouraged to employ reasonable means to obtain DBE participation to help ADOT meet its overall goal. The Consultant agrees and affirms has reviewed, that it will comply with all terms set forth in the Disadvantaged Business Enterprise Addendum to the Contract, which is incorporated in an made a part of this RFP by this reference.

5. Consultant is aware of and agrees that the Contract will be subject to the Insurance Requirements set forth in the Insurance Addendum to Contract.

6. Consultant has reviewed and agrees that this RFP and Consultant's proposal is subject to the terms of the ADOT Addendum A attached to the Contract which is incorporated herein and made a part of this RFP by this reference.

7. In addition to other certifications required by this RFP, Consultant is required to execute and return with its Proposal the attached Request for Proposal Certifications Form and is advised that the failure to include the same with its proposal Will Result in the Rejection of Consultant's Proposal.

**CYMPO
REQUEST FOR ACTION
JUNE 27, 2022**

SUBJECT: REVIEW, DISCUSSION, AND POSSIBLE ACTION REGARDING THE PURSUIT OF FUNDING FOR THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

SUBMITTED BY: Lindsay Post, CYMPO Transportation Planner

PREPARED BY: Lindsay Post, CYMPO Transportation Planner

AGENDA TYPE: REVIEW/DISCUSSION

ATTACHMENTS:

- Public Law regarding Wildlife **Crossings**
- Public Law regarding Wildlife **Collisions**

SUMMARY/BACKGROUND:

The enclosed documents are relevant sections of the new infrastructure bill, IIJA. These sections may provide opportunities for funding for future projects in the region.

ACTION OPTION:

To be determined by discussion

Wildlife Crossings

SEC. 11123. WILDLIFE CROSSING SAFETY.

(a) **DECLARATION OF POLICY.**—Section 101(b)(3)(D) of title 23, United States Code, is amended, in the matter preceding clause (i), by inserting “resilient,” after “efficient.”

(b) **WILDLIFE CROSSINGS PILOT PROGRAM.**—

(1) **IN GENERAL.**—Chapter 1 of title 23, United States Code, is amended by adding at the end the following:

“§ 171. Wildlife crossings pilot program

Grants.
23 USC 171.

“(a) **FINDING.**—Congress finds that greater adoption of wildlife-vehicle collision safety countermeasures is in the public interest because—

“(1) according to the report of the Federal Highway Administration entitled ‘Wildlife-Vehicle Collision Reduction Study’, there are more than 1,000,000 wildlife-vehicle collisions every year;

“(2) wildlife-vehicle collisions—

“(A) present a danger to—

“(i) human safety; and

“(ii) wildlife survival; and

“(B) represent a persistent concern that results in tens of thousands of serious injuries and hundreds of fatalities on the roadways of the United States; and

“(3) the total annual cost associated with wildlife-vehicle collisions has been estimated to be \$8,388,000,000; and

“(4) wildlife-vehicle collisions are a major threat to the survival of species, including birds, reptiles, mammals, and amphibians.

“(b) **ESTABLISHMENT.**—The Secretary shall establish a competitive wildlife crossings pilot program (referred to in this section as the ‘pilot program’) to provide grants for projects that seek to achieve—

“(1) a reduction in the number of wildlife-vehicle collisions; and

“(2) in carrying out the purpose described in paragraph (1), improved habitat connectivity for terrestrial and aquatic species.

“(c) **ELIGIBLE ENTITIES.**—An entity eligible to apply for a grant under the pilot program is—

“(1) a State highway agency, or an equivalent of that agency;

“(2) a metropolitan planning organization (as defined in section 134(b));

“(3) a unit of local government;

“(4) a regional transportation authority;

“(5) a special purpose district or public authority with a transportation function, including a port authority;

“(6) an Indian tribe (as defined in section 207(m)(1)), including a Native village and a Native Corporation (as those terms are defined in section 3 of the Alaska Native Claims Settlement Act (43 U.S.C. 1602));

“(7) a Federal land management agency; or

“(8) a group of any of the entities described in paragraphs (1) through (7).

“(d) **APPLICATIONS.**—

“(1) IN GENERAL.—To be eligible to receive a grant under the pilot program, an eligible entity shall submit to the Secretary an application at such time, in such manner, and containing such information as the Secretary may require.

Consultation.

“(2) REQUIREMENT.—If an application under paragraph (1) is submitted by an eligible entity other than an eligible entity described in paragraph (1) or (7) of subsection (c), the application shall include documentation that the State highway agency, or an equivalent of that agency, of the State in which the eligible entity is located was consulted during the development of the application.

“(3) GUIDANCE.—To enhance consideration of current and reliable data, eligible entities may obtain guidance from an agency in the State with jurisdiction over fish and wildlife.

“(e) CONSIDERATIONS.—In selecting grant recipients under the pilot program, the Secretary shall take into consideration the following:

“(1) Primarily, the extent to which the proposed project of an eligible entity is likely to protect motorists and wildlife by reducing the number of wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species.

“(2) Secondly, the extent to which the proposed project of an eligible entity is likely to accomplish the following:

“(A) Leveraging Federal investment by encouraging non-Federal contributions to the project, including projects from public-private partnerships.

“(B) Supporting local economic development and improvement of visitation opportunities.

“(C) Incorporation of innovative technologies, including advanced design techniques and other strategies to enhance efficiency and effectiveness in reducing wildlife-vehicle collisions and improving habitat connectivity for terrestrial and aquatic species.

“(D) Provision of educational and outreach opportunities.

“(E) Monitoring and research to evaluate, compare effectiveness of, and identify best practices in, selected projects.

Determination.

“(F) Any other criteria relevant to reducing the number of wildlife-vehicle collisions and improving habitat connectivity for terrestrial and aquatic species, as the Secretary determines to be appropriate, subject to the condition that the implementation of the pilot program shall not be delayed in the absence of action by the Secretary to identify additional criteria under this subparagraph.

“(f) USE OF FUNDS.—

“(1) IN GENERAL.—The Secretary shall ensure that a grant received under the pilot program is used for a project to reduce wildlife-vehicle collisions.

“(2) GRANT ADMINISTRATION.—

“(A) IN GENERAL.—A grant received under the pilot program shall be administered by—

“(i) in the case of a grant to a Federal land management agency or an Indian tribe (as defined in section 207(m)(1), including a Native village and a Native Corporation (as those terms are defined in section 3 of the Alaska Native Claims Settlement Act (43 U.S.C.

1602))), the Federal Highway Administration, through an agreement; and

“(ii) in the case of a grant to an eligible entity other than an eligible entity described in clause (i), the State highway agency, or an equivalent of that agency, for the State in which the project is to be carried out.

“(B) PARTNERSHIPS.—

“(i) IN GENERAL.—A grant received under the pilot program may be used to provide funds to eligible partners of the project for which the grant was received described in clause (ii), in accordance with the terms of the project agreement.

“(ii) ELIGIBLE PARTNERS DESCRIBED.—The eligible partners referred to in clause (i) include—

“(I) a metropolitan planning organization (as defined in section 134(b));

“(II) a unit of local government;

“(III) a regional transportation authority;

“(IV) a special purpose district or public authority with a transportation function, including a port authority;

“(V) an Indian tribe (as defined in section 207(m)(1)), including a Native village and a Native Corporation (as those terms are defined in section 3 of the Alaska Native Claims Settlement Act (43 U.S.C. 1602));

“(VI) a Federal land management agency;

“(VII) a foundation, nongovernmental organization, or institution of higher education;

“(VIII) a Federal, Tribal, regional, or State government entity; and

“(IX) a group of any of the entities described in subclauses (I) through (VIII).

“(3) COMPLIANCE.—An eligible entity that receives a grant under the pilot program and enters into a partnership described in paragraph (2) shall establish measures to verify that an eligible partner that receives funds from the grant complies with the conditions of the pilot program in using those funds.

“(g) REQUIREMENT.—The Secretary shall ensure that not less than 60 percent of the amounts made available for grants under the pilot program each fiscal year are for projects located in rural areas.

Urban and rural areas.

“(h) ANNUAL REPORT TO CONGRESS.—

“(1) IN GENERAL.—Not later than December 31 of each calendar year, the Secretary shall submit to Congress, and make publicly available, a report describing the activities under the pilot program for the fiscal year that ends during that calendar year.

Public information.

“(2) CONTENTS.—The report under paragraph (1) shall include—

“(A) a detailed description of the activities carried out under the pilot program;

“(B) an evaluation of the effectiveness of the pilot program in meeting the purposes described in subsection (b); and

Evaluation.

Recommendations.	“(C) policy recommendations to improve the effectiveness of the pilot program.
	“(i) TREATMENT OF PROJECTS.—Notwithstanding any other provision of law, a project assisted under this section shall be treated as a project on a Federal-aid highway under this chapter.”.
23 USC 101 prec.	(2) CLERICAL AMENDMENT.—The analysis for chapter 1 of title 23, United States Code, is amended by inserting after the item relating to section 170 the following: “171. Wildlife crossings pilot program.”.
	(c) WILDLIFE VEHICLE COLLISION REDUCTION AND HABITAT CONNECTIVITY IMPROVEMENT.—
	(1) IN GENERAL.—Chapter 1 of title 23, United States Code (as amended by subsection (b)(1)), is amended by adding at the end the following:
23 USC 172.	“§ 172. Wildlife-vehicle collision reduction and habitat connectivity improvement
	“(a) STUDY.—
	“(1) IN GENERAL.—The Secretary shall conduct a study (referred to in this subsection as the ‘study’) of the state, as of the date of the study, of the practice of methods to reduce collisions between motorists and wildlife (referred to in this section as ‘wildlife-vehicle collisions’).
	“(2) CONTENTS.—
	“(A) AREAS OF STUDY.—The study shall—
Update.	“(i) update and expand on, as appropriate—
	“(I) the report entitled ‘Wildlife Vehicle Collision Reduction Study: 2008 Report to Congress’; and
	“(II) the document entitled ‘Wildlife Vehicle Collision Reduction Study: Best Practices Manual’ and dated October 2008; and
	“(ii) include—
Assessments.	“(I) an assessment, as of the date of the study, of—
	“(aa) the causes of wildlife-vehicle collisions;
	“(bb) the impact of wildlife-vehicle collisions on motorists and wildlife; and
	“(cc) the impacts of roads and traffic on habitat connectivity for terrestrial and aquatic species; and
	“(II) solutions and best practices for—
	“(aa) reducing wildlife-vehicle collisions; and
	“(bb) improving habitat connectivity for terrestrial and aquatic species.
	“(B) METHODS.—In carrying out the study, the Secretary shall—
Review.	“(i) conduct a thorough review of research and data relating to—
	“(I) wildlife-vehicle collisions; and
	“(II) habitat fragmentation that results from transportation infrastructure;
Survey.	“(ii) survey current practices of the Department of Transportation and State departments of transportation to reduce wildlife-vehicle collisions; and

“(iii) consult with—

Consultation.

“(I) appropriate experts in the field of wildlife-vehicle collisions; and

“(II) appropriate experts on the effects of roads and traffic on habitat connectivity for terrestrial and aquatic species.

“(3) REPORT.—

“(A) IN GENERAL.—Not later than 18 months after the date of enactment of the Surface Transportation Reauthorization Act of 2021, the Secretary shall submit to Congress a report on the results of the study.

“(B) CONTENTS.—The report under subparagraph (A) shall include—

“(i) a description of—

“(I) the causes of wildlife-vehicle collisions;

“(II) the impacts of wildlife-vehicle collisions;

and

“(III) the impacts of roads and traffic on—

“(aa) species listed as threatened species or endangered species under the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.);

“(bb) species identified by States as species of greatest conservation need;

“(cc) species identified in State wildlife plans; and

“(dd) medium and small terrestrial and aquatic species;

“(ii) an economic evaluation of the costs and benefits of installing highway infrastructure and other measures to mitigate damage to terrestrial and aquatic species, including the effect on jobs, property values, and economic growth to society, adjacent communities, and landowners;

Evaluation.

“(iii) recommendations for preventing wildlife-vehicle collisions, including recommended best practices, funding resources, or other recommendations for addressing wildlife-vehicle collisions; and

Recommendations.

“(iv) guidance, developed in consultation with Federal land management agencies and State departments of transportation, State fish and wildlife agencies, and Tribal governments that agree to participate, for developing, for each State that agrees to participate, a voluntary joint statewide transportation and wildlife action plan—

Consultation.

“(I) to address wildlife-vehicle collisions; and

“(II) to improve habitat connectivity for terrestrial and aquatic species.

“(b) WORKFORCE DEVELOPMENT AND TECHNICAL TRAINING.—

“(1) IN GENERAL.—Not later than 3 years after the date of enactment of the Surface Transportation Reauthorization Act of 2021, the Secretary shall, based on the study conducted under subsection (a), develop a series of in-person and online workforce development and technical training courses—

Deadline.

“(A) to reduce wildlife-vehicle collisions; and

“(B) to improve habitat connectivity for terrestrial and aquatic species.

“(2) AVAILABILITY.—The Secretary shall—

- Updates.
- “(A) make the series of courses developed under paragraph (1) available for transportation and fish and wildlife professionals; and
- “(B) update the series of courses not less frequently than once every 2 years.
- “(c) STANDARDIZATION OF WILDLIFE COLLISION AND CARCASS DATA.—
- “(1) STANDARDIZED METHODOLOGY.—
- “(A) IN GENERAL.—The Secretary, acting through the Administrator of the Federal Highway Administration (referred to in this subsection as the ‘Secretary’), shall develop a quality standardized methodology for collecting and reporting spatially accurate wildlife collision and carcass data for the National Highway System, considering the practicability of the methodology with respect to technology and cost.
- “(B) METHODOLOGY.—In developing the standardized methodology under subparagraph (A), the Secretary shall—
- Survey.
- “(i) survey existing methodologies and sources of data collection, including the Fatality Analysis Reporting System, the General Estimates System of the National Automotive Sampling System, and the Highway Safety Information System; and
- “(ii) to the extent practicable, identify and correct limitations of those existing methodologies and sources of data collection.
- “(C) CONSULTATION.—In developing the standardized methodology under subparagraph (A), the Secretary shall consult with—
- “(i) the Secretary of the Interior;
- “(ii) the Secretary of Agriculture, acting through the Chief of the Forest Service;
- “(iii) Tribal, State, and local transportation and wildlife authorities;
- “(iv) metropolitan planning organizations (as defined in section 134(b));
- “(v) members of the American Association of State Highway Transportation Officials;
- “(vi) members of the Association of Fish and Wildlife Agencies;
- “(vii) experts in the field of wildlife-vehicle collisions;
- “(viii) nongovernmental organizations; and
- “(ix) other interested stakeholders, as appropriate.
- “(2) STANDARDIZED NATIONAL DATA SYSTEM WITH VOLUNTARY TEMPLATE IMPLEMENTATION.—The Secretary shall—
- “(A) develop a template for State implementation of a standardized national wildlife collision and carcass data system for the National Highway System that is based on the standardized methodology developed under paragraph (1); and
- “(B) encourage the voluntary implementation of the template developed under subparagraph (A).
- “(3) REPORTS.—
- “(A) METHODOLOGY.—The Secretary shall submit to Congress a report describing the standardized methodology

developed under paragraph (1) not later than the later of—

“(i) the date that is 18 months after the date of enactment of the Surface Transportation Reauthorization Act of 2021; and

“(ii) the date that is 180 days after the date on which the Secretary completes the development of the standardized methodology.

“(B) IMPLEMENTATION.—Not later than 4 years after the date of enactment of the Surface Transportation Reauthorization Act of 2021, the Secretary shall submit to Congress a report describing—

“(i) the status of the voluntary implementation of the standardized methodology developed under paragraph (1) and the template developed under paragraph (2)(A);

“(ii) whether the implementation of the standardized methodology developed under paragraph (1) and the template developed under paragraph (2)(A) has impacted efforts by States, units of local government, and other entities—

“(I) to reduce the number of wildlife-vehicle collisions; and

“(II) to improve habitat connectivity;

“(iii) the degree of the impact described in clause (ii); and

“(iv) the recommendations of the Secretary, including recommendations for further study aimed at reducing motorist collisions involving wildlife and improving habitat connectivity for terrestrial and aquatic species on the National Highway System, if any.

Recommendations.

“(d) NATIONAL THRESHOLD GUIDANCE.—The Secretary shall—

“(1) establish guidance, to be carried out by States on a voluntary basis, that contains a threshold for determining whether a highway shall be evaluated for potential mitigation measures to reduce wildlife-vehicle collisions and increase habitat connectivity for terrestrial and aquatic species, taking into consideration—

Determination.

“(A) the number of wildlife-vehicle collisions on the highway that pose a human safety risk;

“(B) highway-related mortality and the effects of traffic on the highway on—

“(i) species listed as endangered species or threatened species under the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.);

“(ii) species identified by a State as species of greatest conservation need;

“(iii) species identified in State wildlife plans; and

“(iv) medium and small terrestrial and aquatic species; and

“(C) habitat connectivity values for terrestrial and aquatic species and the barrier effect of the highway on the movements and migrations of those species.”.

(2) CLERICAL AMENDMENT.—The analysis for chapter 1 of title 23, United States Code (as amended by subsection (b)(2))

23 USC 101 prec.

is amended by inserting after the item relating to section 171 the following:

“172. Wildlife-vehicle collision reduction and habitat connectivity improvement.”.

(d) WILDLIFE CROSSINGS STANDARDS.—Section 109(c)(2) of title 23, United States Code, is amended—

- (1) in subparagraph (E), by striking “and” at the end;
- (2) by redesignating subparagraph (F) as subparagraph (G); and

(3) by inserting after subparagraph (E) the following:

“(F) the publication of the Federal Highway Administration entitled ‘Wildlife Crossing Structure Handbook: Design and Evaluation in North America’ and dated March 2011; and”.

(e) WILDLIFE HABITAT CONNECTIVITY AND NATIONAL BRIDGE AND TUNNEL INVENTORY AND INSPECTION STANDARDS.—Section 144 of title 23, United States Code, is amended—

(1) in subsection (a)(2)—

(A) in subparagraph (B), by inserting “, resilience,” after “safety”;

(B) in subparagraph (D), by striking “and” at the end;

(C) in subparagraph (E), by striking the period at the end and inserting “; and”; and

(D) by adding at the end the following:

“(F) to ensure adequate passage of aquatic and terrestrial species, where appropriate.”;

(2) in subsection (b)—

(A) in paragraph (4), by striking “and” at the end;

(B) in paragraph (5), by striking the period at the end and inserting “; and”; and

(C) by adding at the end the following:

“(6) determine if the replacement or rehabilitation of bridges and tunnels should include measures to enable safe and unimpeded movement for terrestrial and aquatic species.”; and

(3) in subsection (i), by adding at the end the following:

“(3) REQUIREMENT.—The first revision under paragraph (2) after the date of enactment of the Surface Transportation Reauthorization Act of 2021 shall include techniques to assess passage of aquatic and terrestrial species and habitat restoration potential.”.

SEC. 11124. CONSOLIDATION OF PROGRAMS.

Section 1519(a) of MAP–21 (Public Law 112–141; 126 Stat. 574; 129 Stat. 1423) is amended, in the matter preceding paragraph (1), by striking “fiscal years 2016 through 2020” and inserting “fiscal years 2022 through 2026”.

SEC. 11125. GAO REPORT.

Repeal.

(a) IN GENERAL.—Section 1433 of the FAST Act (23 U.S.C. 101 note; Public Law 114–94) is repealed.

(b) CLERICAL AMENDMENT.—The table of contents in section 1(b) of the FAST Act (Public Law 114–94; 129 Stat. 1312) is amended by striking the item relating to section 1433.

SEC. 11126. TERRITORIAL AND PUERTO RICO HIGHWAY PROGRAM.

Section 165 of title 23, United States Code, is amended—

(1) in subsection (a), by striking paragraphs (1) and (2) and inserting the following:

“(1) for the Puerto Rico highway program under subsection (b)—

“(A) \$173,010,000 shall be for fiscal year 2022;

“(B) \$176,960,000 shall be for fiscal year 2023;

“(C) \$180,120,000 shall be for fiscal year 2024;

“(D) \$183,675,000 shall be for fiscal year 2025; and

“(E) \$187,230,000 shall be for fiscal year 2026; and

“(2) for the territorial highway program under subsection (c)—

“(A) \$45,990,000 shall be for fiscal year 2022;

“(B) \$47,040,000 shall be for fiscal year 2023;

“(C) \$47,880,000 shall be for fiscal year 2024;

“(D) \$48,825,000 shall be for fiscal year 2025; and

“(E) \$49,770,000 shall be for fiscal year 2026.”;

(2) in subsection (b)(2)(C)(iii), by inserting “and preventative maintenance on the National Highway System” after “chapter 1”; and

(3) in subsection (c)(7), by striking “paragraphs (1) through (4) of section 133(c) and section 133(b)(12)” and inserting “paragraphs (1), (2), (3), and (5) of section 133(c) and section 133(b)(13)”.

SEC. 11127. NATIONALLY SIGNIFICANT FEDERAL LANDS AND TRIBAL PROJECTS PROGRAM.

Section 1123 of the FAST Act (23 U.S.C. 201 note; Public Law 114–94) is amended—

(1) in subsection (c)(3), by striking “\$25,000,000” and all that follows through the period at the end and inserting “\$12,500,000.”;

(2) in subsection (g)—

(A) by striking the subsection designation and heading and all that follows through “The Federal” in paragraph (1) and inserting the following:

“(g) COST SHARE.—

“(1) FEDERAL SHARE.—

“(A) IN GENERAL.—Except as provided in subparagraph (B), the Federal”;

(B) in paragraph (1), by adding at the end the following:

“(B) TRIBAL PROJECTS.—In the case of a project on a tribal transportation facility (as defined in section 101(a) of title 23, United States Code), the Federal share of the cost of the project shall be 100 percent.”; and

(C) in paragraph (2), by striking “other than those made available under title 23 or title 49, United States Code,”; and

(3) by striking subsection (h) and inserting the following:

“(h) USE OF FUNDS.—

“(1) IN GENERAL.—For each fiscal year, of the amounts made available to carry out this section—

“(A) 50 percent shall be used for eligible projects on Federal lands transportation facilities and Federal lands access transportation facilities (as those terms are defined in section 101(a) of title 23, United States Code); and

Wildlife Collisions

“(A) the percentage or number of program participants that are employed during the second quarter after exiting the program;

“(B) the percentage or number of program participants that are employed during the fourth quarter after exiting the program;

“(C) the median earnings of program participants that are employed during the second quarter after exiting the program;

“(D) the percentage or number of program participants that obtain a recognized postsecondary credential or a secondary school diploma (or a recognized equivalent) during participation in the program or by not later than 1 year after exiting the program; and

“(E) the percentage or number of program participants that, during a program year—

“(i) are in an education or training program that leads to a recognized postsecondary credential or employment; and

“(ii) are achieving measurable skill gains toward such a credential or employment.”.

(c) USE OF FUNDS.—Section 504 of title 23, United States Code, is amended by adding at the end the following:

“(i) USE OF FUNDS.—The Secretary may use funds made available to carry out this section to carry out activities related to workforce development and technical assistance and training if—

“(1) the activities are authorized by another provision of this title; and

“(2) the activities are for entities other than employees of the Secretary, such as States, units of local government, Federal land management agencies, and Tribal governments.”.

SEC. 13008. WILDLIFE-VEHICLE COLLISION RESEARCH.

(a) GENERAL AUTHORITIES AND REQUIREMENTS REGARDING WILDLIFE AND HABITAT.—Section 515(h)(2) of title 23, United States Code, is amended—

(1) in subparagraph (K), by striking “and” at the end;

(2) by redesignating subparagraphs (D), (E), (F), (G), (H), (I), (J), (K), and (L) as subparagraphs (E), (F), (G), (H), (I), (K), (L), (M), and (O), respectively;

(3) by inserting after subparagraph (C) the following:

“(D) a representative from a State, local, or regional wildlife, land use, or resource management agency;”;

(4) by inserting after subparagraph (I) (as so redesignated) the following:

“(J) an academic researcher who is a biological or ecological scientist with expertise in transportation issues;”;

(5) by inserting after subparagraph (M) (as so redesignated) the following:

“(N) a representative from a public interest group concerned with the impact of the transportation system on terrestrial and aquatic species and the habitat of those species; and”.

(b) ANIMAL DETECTION SYSTEMS RESEARCH AND DEVELOPMENT.—Section 516(b)(6) of title 23, United States Code, is amended

by inserting “, including animal detection systems to reduce the number of wildlife-vehicle collisions” after “systems”.

SEC. 13009. TRANSPORTATION RESILIENCE AND ADAPTATION CENTERS OF EXCELLENCE.

(a) IN GENERAL.—Chapter 5 of title 23, United States Code, is amended by adding at the end the following:

23 USC 520.

“§ 520. Transportation Resilience and Adaptation Centers of Excellence

“(a) DEFINITION OF CENTER OF EXCELLENCE.—In this section, the term ‘Center of Excellence’ means a Center of Excellence for Resilience and Adaptation designated under subsection (b).

Grants.

“(b) DESIGNATION.—The Secretary shall designate 10 regional Centers of Excellence for Resilience and Adaptation and 1 national Center of Excellence for Resilience and Adaptation, which shall serve as a coordinator for the regional Centers, to receive grants to advance research and development that improves the resilience of regions of the United States to natural disasters and extreme weather by promoting the resilience of surface transportation infrastructure and infrastructure dependent on surface transportation.

“(c) ELIGIBILITY.—An entity eligible to be designated as a Center of Excellence is—

“(1) an institution of higher education (as defined in section 102 of the Higher Education Act of 1965 (20 U.S.C. 1002)); or

“(2) a consortium of nonprofit organizations led by an institution of higher education.

Proposal.

“(d) APPLICATION.—To be eligible to be designated as a Center of Excellence, an eligible entity shall submit to the Secretary an application at such time, in such manner, and containing such information as the Secretary may require, including a proposal that includes a description of the activities to be carried out with a grant under this section.

“(e) SELECTION.—

“(1) REGIONAL CENTERS OF EXCELLENCE.—The Secretary shall designate 1 regional Center of Excellence in each of the 10 Federal regions that comprise the Standard Federal Regions established by the Office of Management and Budget in the document entitled ‘Standard Federal Regions’ and dated April 1974 (circular A–105).

“(2) NATIONAL CENTER OF EXCELLENCE.—The Secretary shall designate 1 national Center of Excellence to coordinate the activities of all 10 regional Centers of Excellence to minimize duplication and promote coordination and dissemination of research among the Centers.

“(3) CRITERIA.—In selecting eligible entities to designate as a Center of Excellence, the Secretary shall consider—

“(A) the past experience and performance of the eligible entity in carrying out activities described in subsection (g);

“(B) the merits of the proposal of an eligible entity and the extent to which the proposal would—

“(i) advance the state of practice in resilience planning and identify innovative resilience solutions for transportation assets and systems;