PURSUANT TO A.R.S. §38-431.01, THE GILA COUNTY BOARD OF SUPERVISORS WILL HOLD A MEETING AT THE GILA COUNTY COURTHOUSE, BOARD OF SUPERVISORS' HEARING ROOM, 1400 EAST ASH STREET, GLOBE, ARIZONA. ONE OR MORE BOARD MEMBERS MAY PARTICIPATE IN THE MEETING BY TELEPHONE CONFERENCE CALL OR BY INTERACTIVE TELEVISION VIDEO (ITV). THE MEETING IS ALSO TELEVISED TO THE GILA COUNTY COMPLEX, BOARD OF SUPERVISORS' CONFERENCE ROOM, 610 E. HIGHWAY 260, PAYSON, ARIZONA.

NOTE: Per the most recent guidelines from the federal government that no more than 10 people should be gathered in a room at the same time, no citizens will be allowed in the Board of Supervisors' hearing room at the Globe Courthouse or at the County Complex, Board of Supervisors' conference room in Payson.

Citizens may watch the Board meeting live-streamed at:
https://www.youtube.com/channel/UCkCHWVqrI5AmJKbvYbO-k2A/live

Citizens may submit comments related to the May 12, 2020 Work Session agenda by no later than 5 p.m. on Monday, May 11, 2020, by emailing to the Clerk of the Board at msheppard@gilacountyaz.gov or calling 928-402-8757. Please include the meeting date and agenda item number in the email.

THE AGENDA IS AS FOLLOWS:

WORK SESSION - TUESDAY, MAY 12, 2020 - 10:00 A.M.

1. **CALL TO ORDER - PLEDGE OF ALLEGIANCE**

2. **REGULAR AGENDA ITEMS:**

   A. Information/Discussion on current and future Public Works Department projects as outlined in the County's 5-Year Capital Improvement Plan. **(Steve Sanders)**

   B. Information/Discussion on current and future Facilities Management Department projects as outlined in the County's 5-Year Capital Improvement Plan. **(Homero Vela)**

3. **CALL TO THE PUBLIC:** A call to the public is held for public benefit to allow individuals to address the Board of Supervisors on any issue within the jurisdiction of the Board of Supervisors. Board members may not discuss items that are not specifically identified on the agenda. Therefore, pursuant to Arizona Revised Statute §38-431.01(H), at the conclusion of an open call to the

public, individual members of the Board of Supervisors may respond to criticism made by those who have addressed the Board, may ask staff to review a matter or may ask that a matter be put on a future agenda for further discussion and decision at a future date.

4. At any time during this meeting pursuant to A.R.S. §38-431.02(K), members of the Board of Supervisors and the County Manager may present a brief summary of current events. No action may be taken on information presented.

IF SPECIAL ACCOMMODATIONS ARE NEEDED, PLEASE CONTACT THE RECEPTIONIST AT (928) 425-3231 AS EARLY AS POSSIBLE TO ARRANGE THE ACCOMMODATIONS. FOR TTY, PLEASE DIAL 7-1-1 TO REACH THE ARIZONA RELAY SERVICE AND ASK THE OPERATOR TO CONNECT YOU TO (928) 425-3231.

THE BOARD MAY VOTE TO HOLD AN EXECUTIVE SESSION FOR THE PURPOSE OF OBTAINING LEGAL ADVICE FROM THE BOARD'S ATTORNEY ON ANY MATTER LISTED ON THE AGENDA PURSUANT TO A.R.S. §38-431.03(A)(3).

THE ORDER OR DELETION OF ANY ITEM ON THIS AGENDA IS SUBJECT TO MODIFICATION AT THE MEETING.

ARF-6048 **2. A.**

Work Session

Meeting Date: 05/12/2020
Submitted For: Steve Sanders, Director
Submitted By: Marian Sheppard, Clerk of the Board
Department: Public Works

Information

Request/Subject

Review of Public Works Department 5-Year Capital Improvement Plan (CIP) Projects

Background Information

The Board of Supervisors adopted a 5-Year Capital Improvement Plan which includes certain planned projects. Periodically the Public Works Department reviews with the Board those current CIP projects and upcoming projects.

This agenda item was placed on the April 28, 2020, Work Session; however, due to the length of discussion on other agenda items it was not discussed at that time.

Evaluation

N/A

Conclusion

N/A

Recommendation

N/A

Suggested Motion

Information/Discussion on current and future Public Works Department projects as outlined in the County's 5-Year Capital Improvement Plan.
(Steve Sanders)

Attachments

Capital Road Projects

Floodplain Projects
Vehicle Replacement Plan
Recycling and Landfill Management
HURF 5-Year Projection
Vehicle Replacement Plan (2)

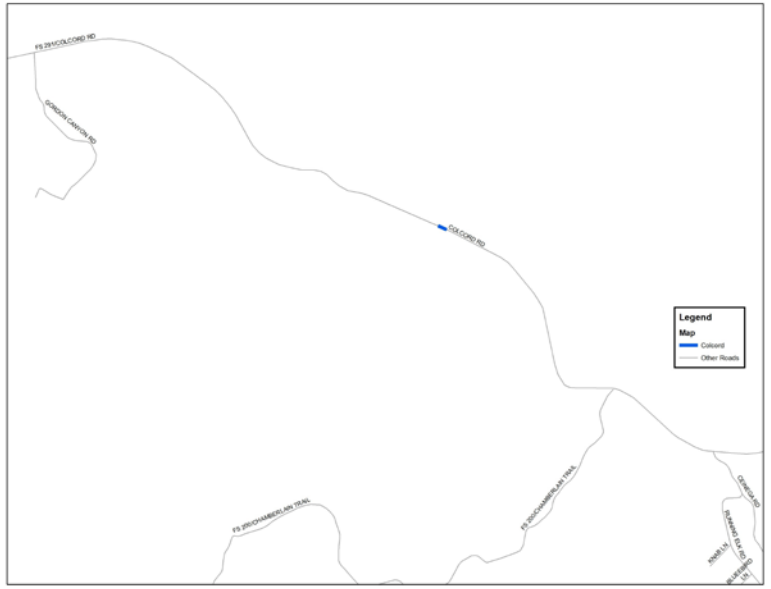
Public Works Department Projects

April 28, 2020

2020

Design / Construction / Chip Seals

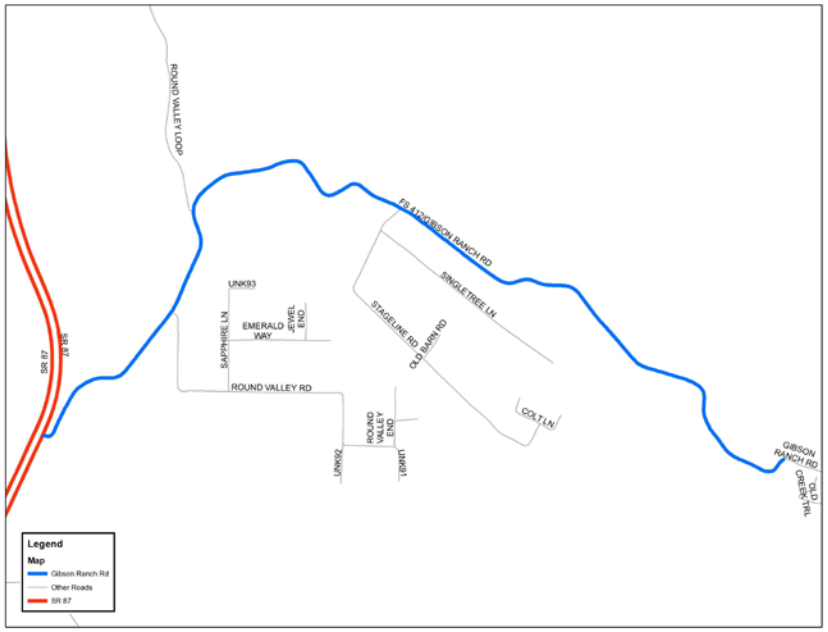
Colcord Road (bridge over Gordon Canyon)



Summary: Remove and replace the existing bridge at Gordon Canyon along Colcord Road.
Current status: Project awarded and construction is scheduled to start in August.

Activity	Cost	Funding Source	Vendor	Start Date	Completion Date
Design	$387,545	Federal Funds & Transportation Excise Tax	ADOT/Kimley Horn	9-2017	12-2019
Construction	$932,407	Federal Funds & Transportation Excise Tax	Haydon Building Corp.	8-2020	12-2020

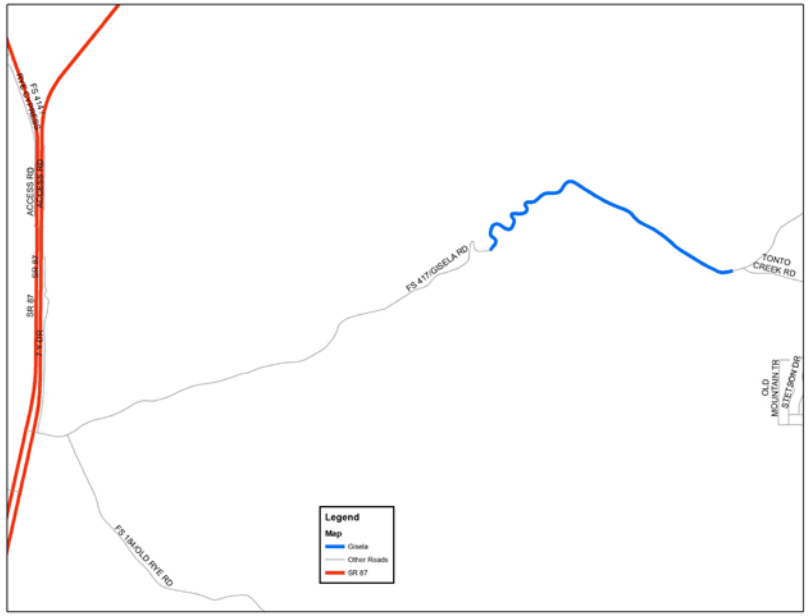
Gibson Ranch Road



Summary: Summary: Reconstruct select portions of Gibson Ranch Road that are failing. Work to include patching of the existing roadway and a chip seal coat.
Current status: Design efforts underway. Money has been budgeted for FY 2020 – 2021 for said improvements.

Activity	Cost	Funding Source	Vendor	Start Date	Complete Date
Design		HURF	In-house		Fall 2020
Construction	$350,000	HURF	Contractor	Spring 2021	Summer 2021

Gisela Road



Summary: The pavement on a portion of Gisela Road needs to be replaced. The road will likely need to be reconstructed due to its age and condition (see attached map for project location).
Current status: Money has been budgeted for FY 2020 – 2021 to begin design efforts for said improvements. Additional money has been budgeted for FY 2021 – 2022 for the actual improvements.

Activity	Cost	Funding Source	Vendor	Start Date	Complete Date
Design	$60,000	Transportation Excise Tax		Winter 2020	Summer 2021
Construction	$800,000	Transportation Excise Tax	Contractor	Spring 2022	

Mesa del Caballo (Mescalero / Caballero)

Summary: Remove existing pavement and underlying base material and replace with new base material and asphalt. Work to take place on Mescalero Road and a portion of Caballero Road.

Current status: Design underway.

Activity	Cost	Funding Source	Vendor	Start Date	Complete Date
Design	$56,535	Transportation Excise Tax	Woodson Eng.	12-2019	Summer 2020
Construction	$425,000	Transportation Excise Tax	Contractor	Fall 2020	Fall 2020

Rim Trail Bridge

Summary: Remove and replace the existing bridge spanning the East Verde River along Bridge Road.

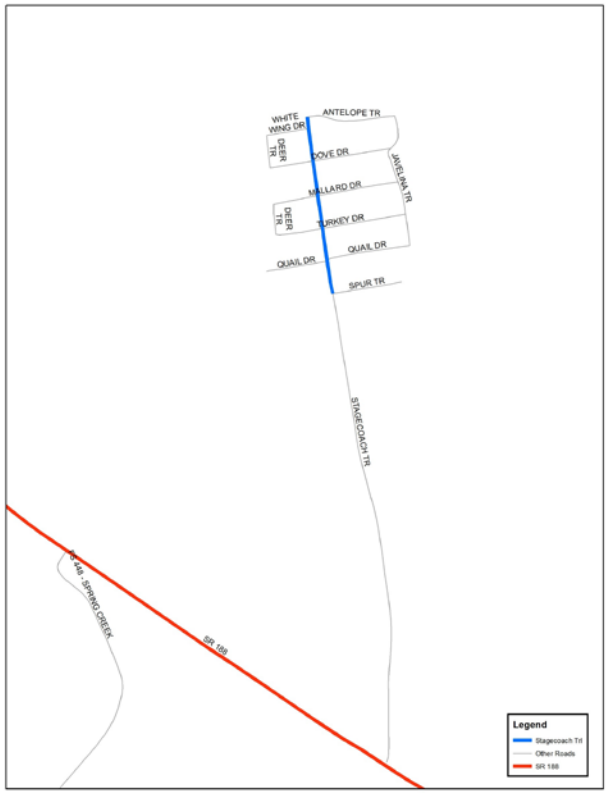
Current status: Property use agreements have been acquired. Design efforts to resume.

Activity	Cost	Funding Source	Vendor	Start Date	Complete Date
Design	$183,475	Transportation Excise Tax	Kimley Horn	In process	Summer 2020
Construction	$250,000	Transportation Excise Tax	Contractor	Spring 2021	Summer 2021

Roosevelt Resort – Stagecoach Trail

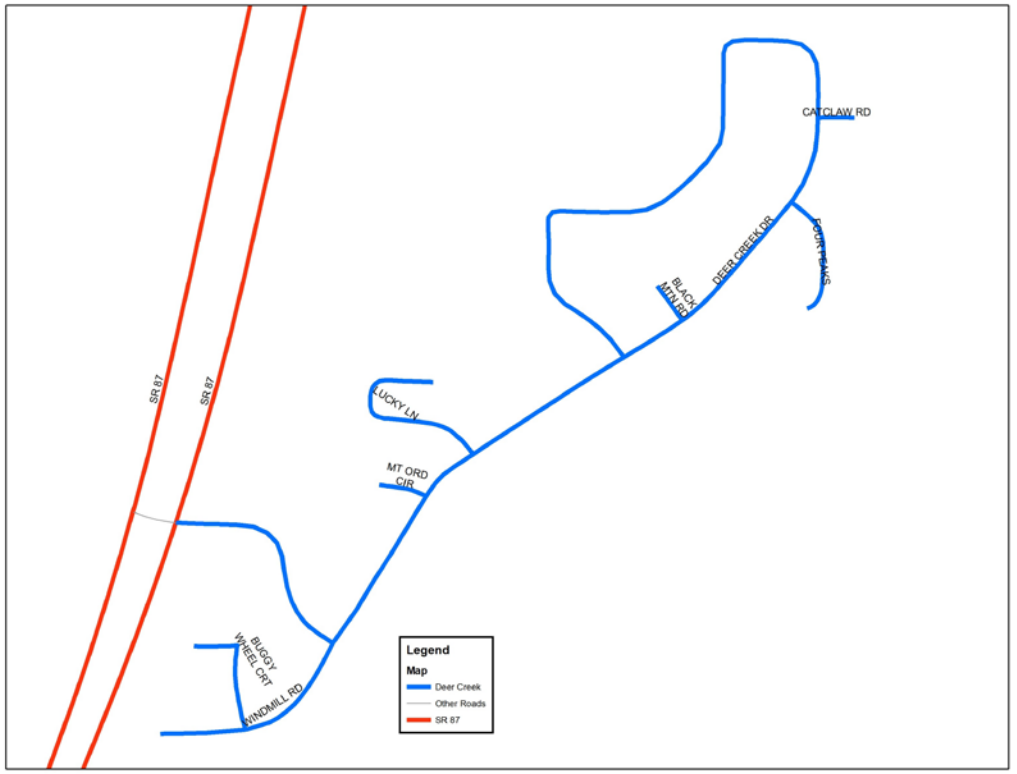
Summary: Reconstruction of Stagecoach Trail in the Roosevelt Resort area to help provide positive drainage flow.

Current status: Received a proposal for consultant design services. Received appraisal for property that is being sought for drainage conveyance rights. Utility relocation coordination on-going.



Activity	Cost	Funding Source	Vendor	Start Date	Complete Date
Design	$50,000	HURF	Consultant	Summer 2020	Fall 2020
Construction	$250,000	HURF	Contractor	Summer 2021	Fall 2021

Deer Creek Village



Summary: Chip seal select roads within the Deer Creek Village subdivision.
Current status: Work scheduled for this summer.

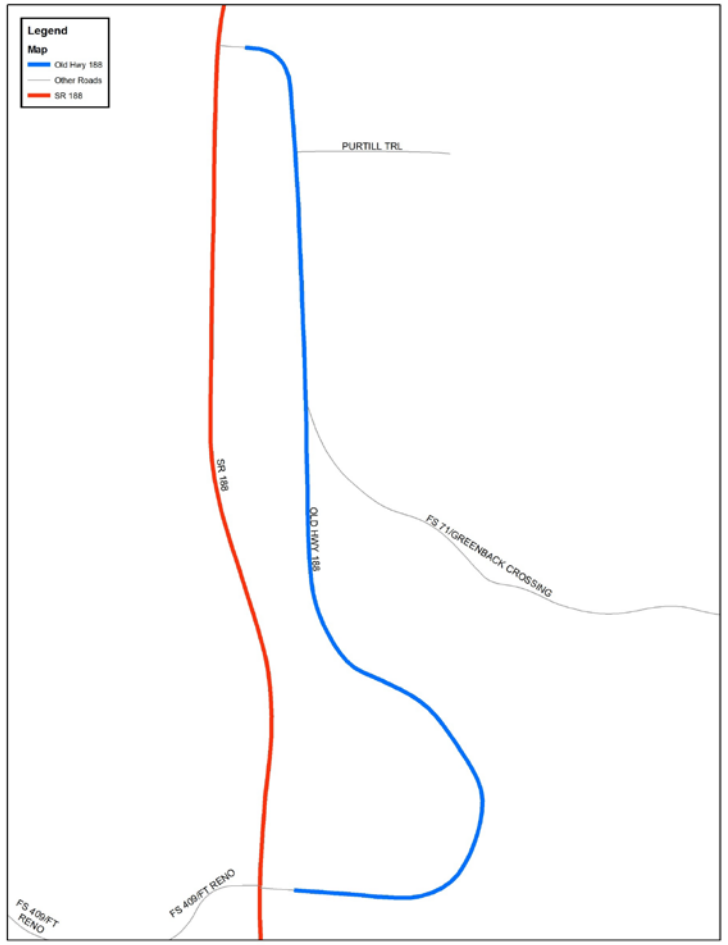
Activity	Cost	Funding Source	Vendor	Start Date	Completion Date
Chip seal	$50,000	HURF	In-House	Summer 2020	Summer 2020

Kellner Canyon Road

Summary: Apply a chip seal coat to Kellner Canyon Road.
Current status: Work scheduled for this summer.

Activity	Cost	Funding Source	Vendor	Start Date	Completion Date
Chip seal	$78,000	HURF	In-House	Summer 2020	Summer 2020

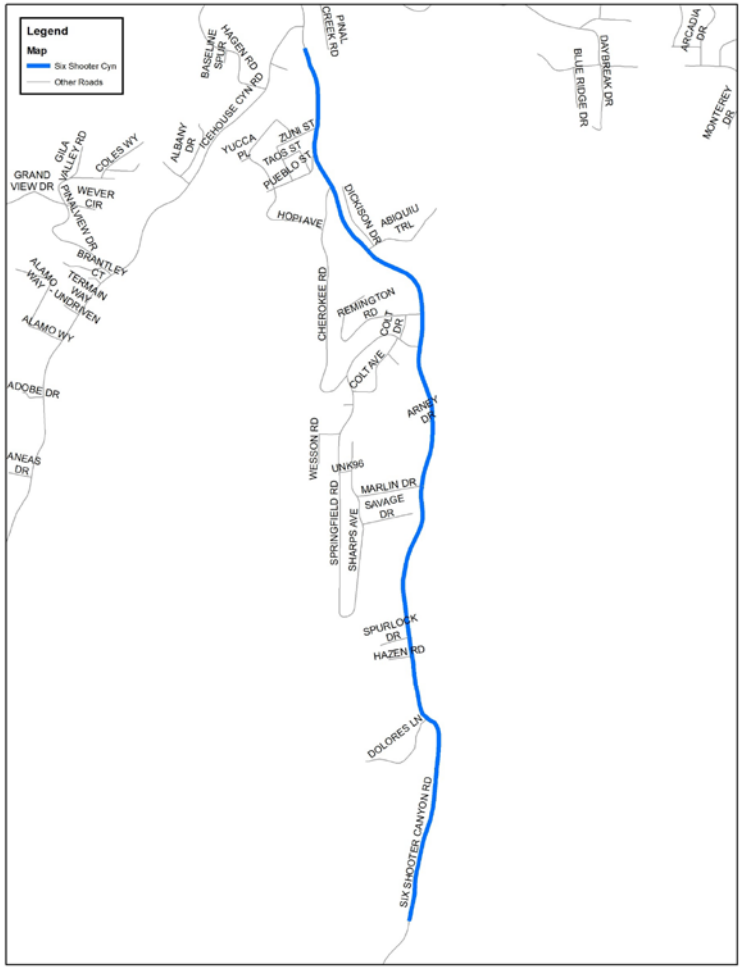
Old State Route 188 – Punkin Center



Summary: Apply a chip seal coat to Old State Route 188 in the Tonto Basin area.
Current status: Work scheduled for this summer.

Activity	Cost	Funding Source	Vendor	Start Date	Completion Date
Chip seal	$41,000	HURF	In-House	Summer 2020	Summer 2020

Six Shooter Canyon Road



Summary: Apply a chip seal coat (using a polymer modified / asphalt rubber binder) to Six Shooter Canyon Road.
Current status: Work scheduled for this summer.

Activity	Cost	Funding Source	Vendor	Start Date	Completion Date
Chip seal	$240,000	HURF	Cactus Asphalt	Summer 2020	Summer 2020

Walnut Springs Subdivision

Summary: Chip seal select roads within the Walnut Springs subdivision.
Current status: Work scheduled for this summer.

Activity	Cost	Funding Source	Vendor	Start Date	Completion Date
Chip seal	$30,000	HURF	In-House	Summer 2020	Summer 2020

2021

Design / Construction / Chip Seals

Cemetery Road

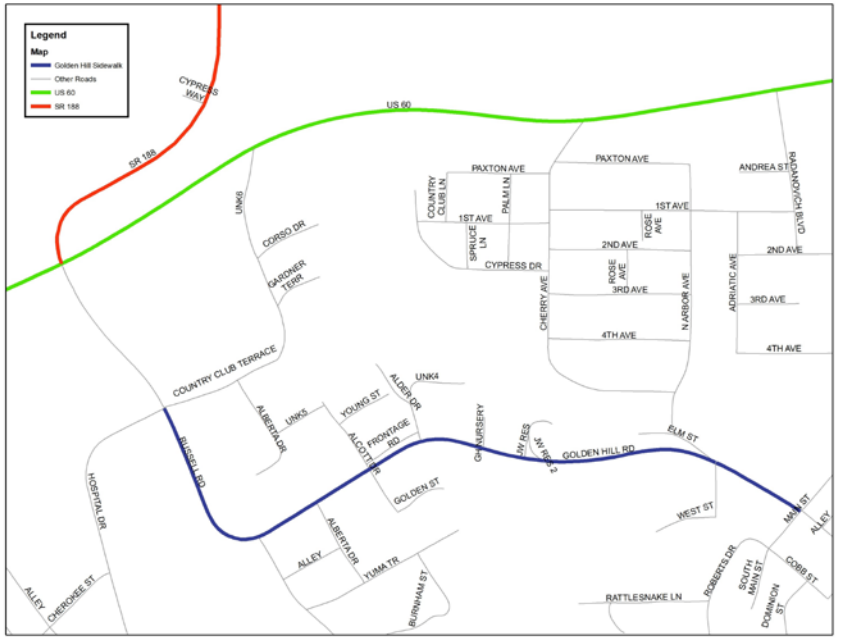
Summary: The existing pavement on Cemetery Road is in need of replacement.
Current status: Money is budgeted for FY 2020-2021 for roadway improvements. The exact scope of work is to be determined.

Activity	Cost	Funding Source	Vendor	Start Date	Completion Date
Construction	$250,000	HURF	Contractor	Summer 2021	Fall 2021

Golden Hill Road – Sidewalk Project

Summary: Install new sidewalk along Russell Road and Golden Hill Road (see map for project location).

Current status: Awaiting funding adjustment through CAG. Once adjustment is made, it is anticipated that design efforts will resume.



Activity	Cost	Funding Source	Vendor	Start Date	Complete Date
Design		Local and Federal Funds	ADOT/Stantec		Spring 2021
Construction	$1,050,000	Local and Federal Funds	Contractor	Summer 2021	Winter 2021

Main Street - Sidewalk Project

Summary: Install new sidewalk along Main Street (see map for project location).

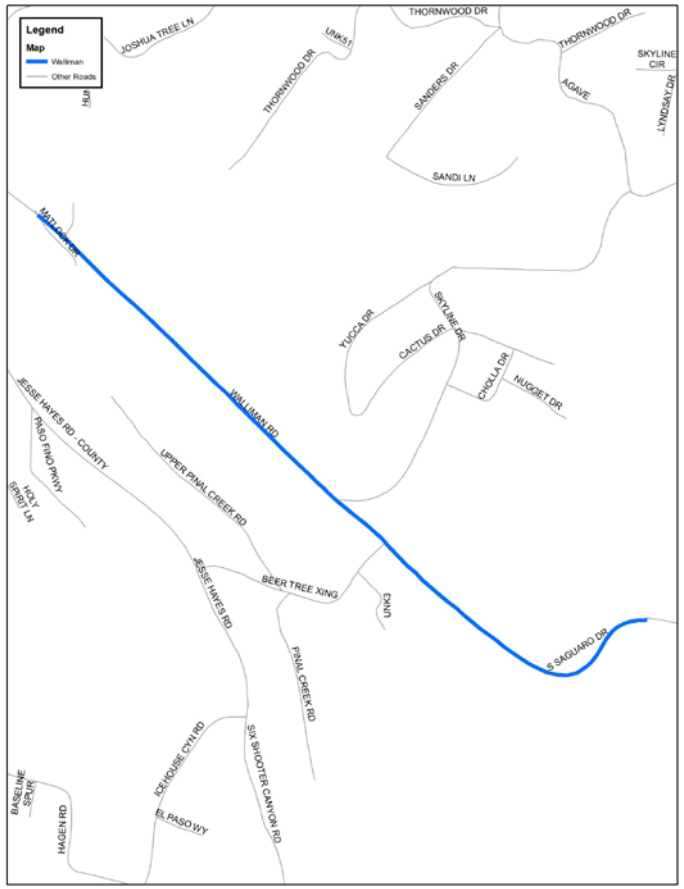
Current status: Awaiting funding adjustment through CAG. Once adjustment is made, it is anticipated that design efforts will resume.

Activity	Cost	Funding Source	Vendor	Start Date	Complete Date
Design		Local and Federal Funds	ADOT/Consultant		Spring 2021
Construction	$750,000	Local and Federal Funds	Contractor	Summer 2021	Winter 2021

Walliman Road

Summary: The pavement on Walliman Road needs to be replaced. The road will likely need to be reconstructed due to its age and condition.

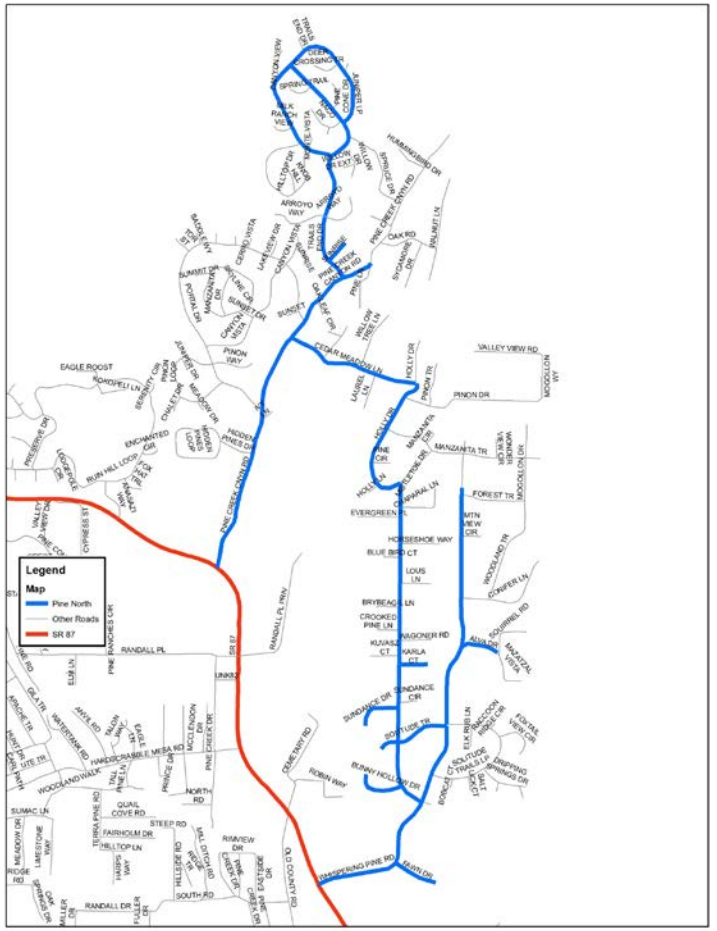
Current status: Money has been budgeted for FY 2020 – 2021 to begin design efforts for said improvements. Additional money has been budgeted for FY 2021 – 2022 for the actual improvements.



Activity	Cost	Funding Source	Vendor	Start Date	Complete Date
Design	$60,000	Transportation Excise Tax		Fall 2020	Summer 2021
Construction	$600,000	Transportation Excise Tax	Contractor	Fall 2021	

Pine (chip seal north of SR 87)

Summary: Apply chip seal coat to select roads in the area north of State Route 87 (see attached map for specific locations). Note: Crack sealing and pothole repairs to occur prior to chip seal application as applicable.
Current status: money budgeted for FY 2020-2021 for this activity

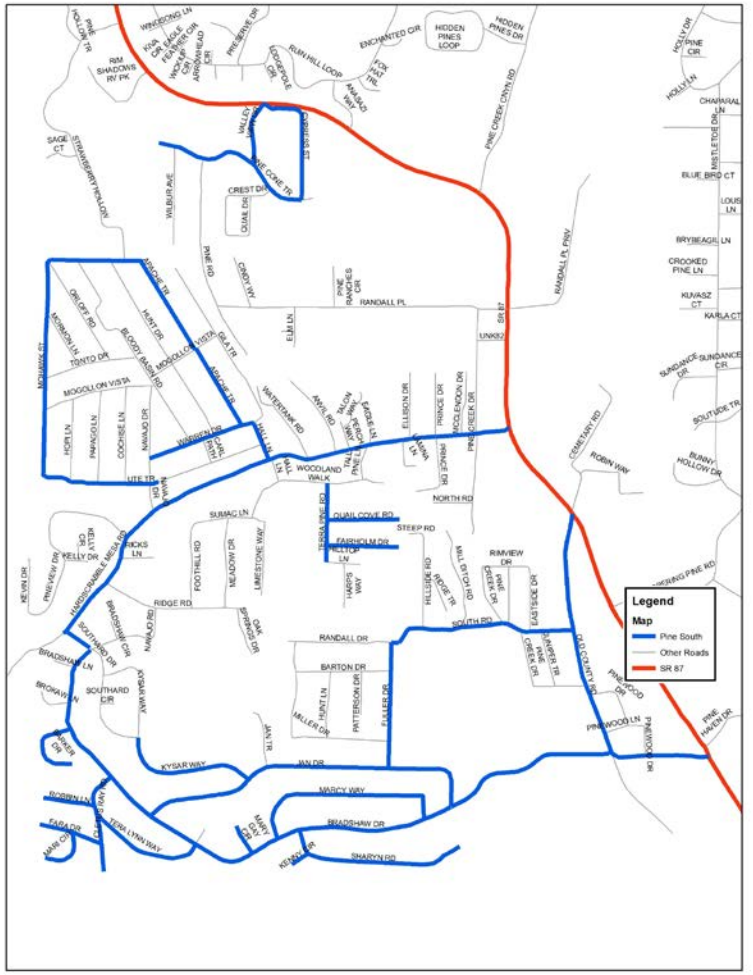


Activity	Cost	Funding Source	Vendor	Start Date	Completion Date
Chip seal	$415,000	HURF	In-House	Summer 2021	Summer 2021

Pine (South of SR 87)

Summary: Apply chip seal coat to select roads in the area south of State Route 87 (see attached map for specific locations). Note: Crack sealing and pothole repairs to occur prior to chip seal application as applicable.

Current status: money budgeted for FY 2020-2021 for this activity.

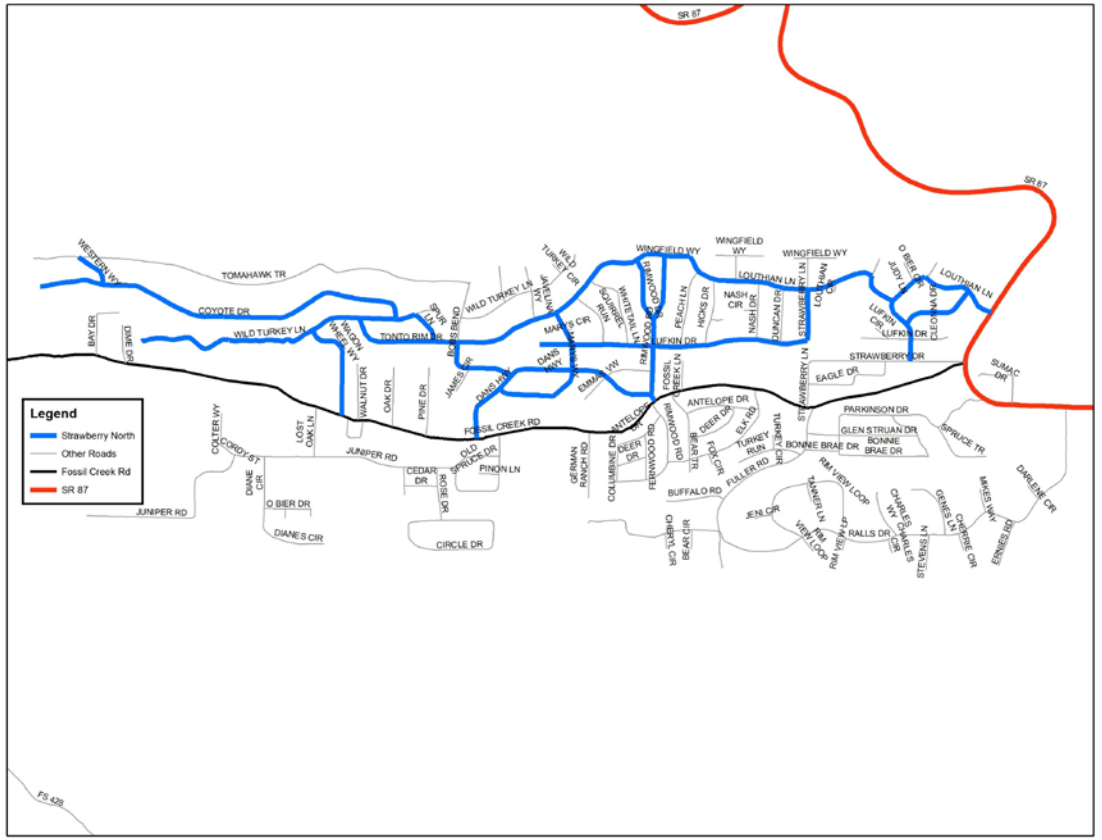


Activity	Cost	Funding Source	Vendor	Start Date	Completion Date
Chip seal	$527,000	HURF	In-House	Summer 2021	Summer 2021

2022

Chip Seals

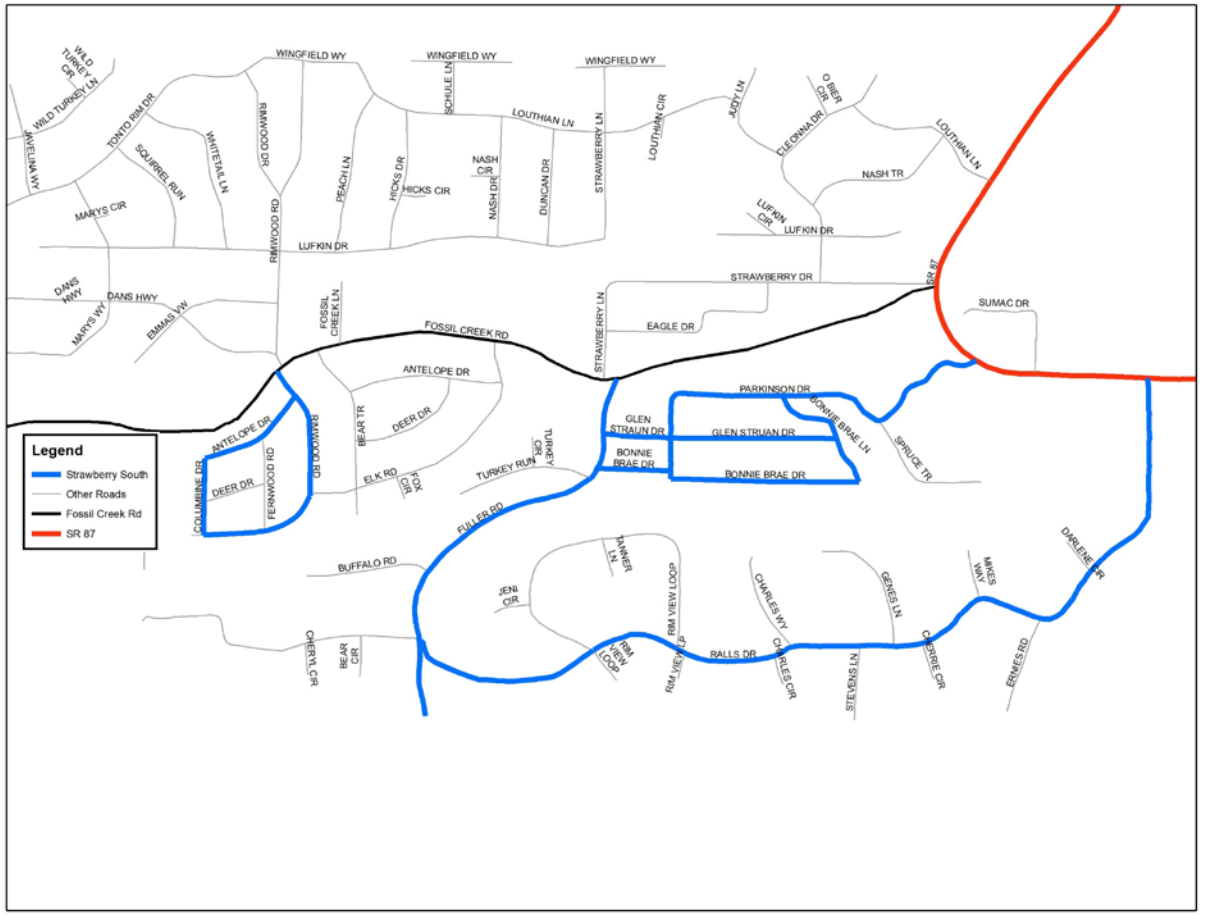
Strawberry (North of Fossil Creek Rd.)



Summary: Apply chip seal coat to select roads in the area north of Fossil Creek Road (see attached map for specific locations). Note: Crack sealing and pothole repairs to occur prior to chip seal application as applicable.
Current status: Money budgeted for FY 2021-2022 for this activity

Activity	Cost	Funding Source	Vendor	Start Date	Completion Date
Chip seal	$412,000	HURF	In-House	Summer 2022	Summer 2022

Strawberry (South of Fossil Creek Road)



Summary: Apply chip seal coat to select roads in the area south of Fossil Creek Road (see attached map for specific locations). Note: Crack sealing and pothole repairs to occur prior to chip seal application as applicable.

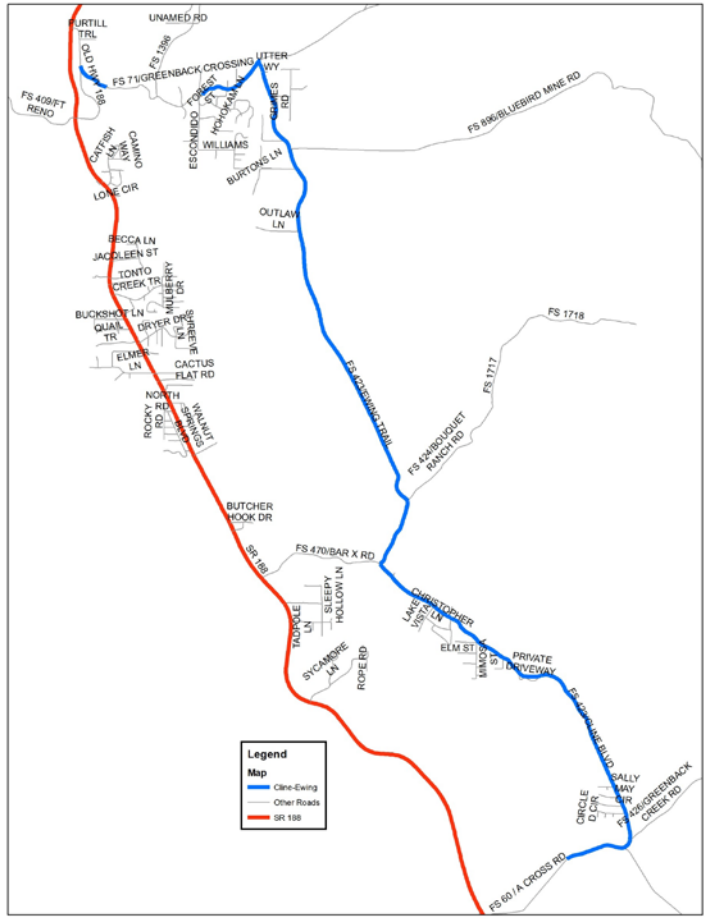
Current status: Money budgeted for FY 2021-2022 for this activity.

Activity	Cost	Funding Source	Vendor	Start Date	Completion Date
Chip seal	$202,000	HURF	In-House	Summer 2022	Summer 2022

2023

Design / Chip Seals

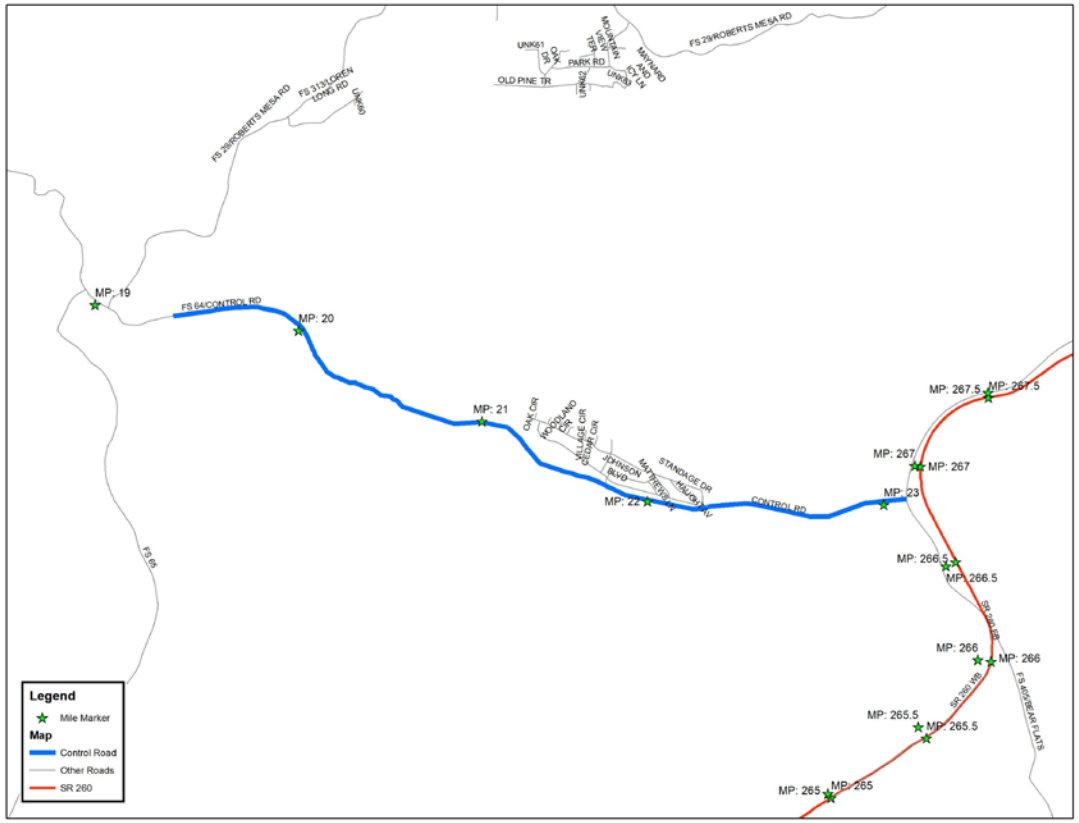
Cline Blvd – Ewing Trail



Summary: Apply a chip seal coat to Ewing Trail and Cline Boulevard.
Current status: Money has been budgeted for FY 2022-2023 for this work.

Activity	Cost	Funding Source	Vendor	Start Date	Completion Date
Chip seal	$300,000	HURF	In-House	Summer 2023	Summer 2023

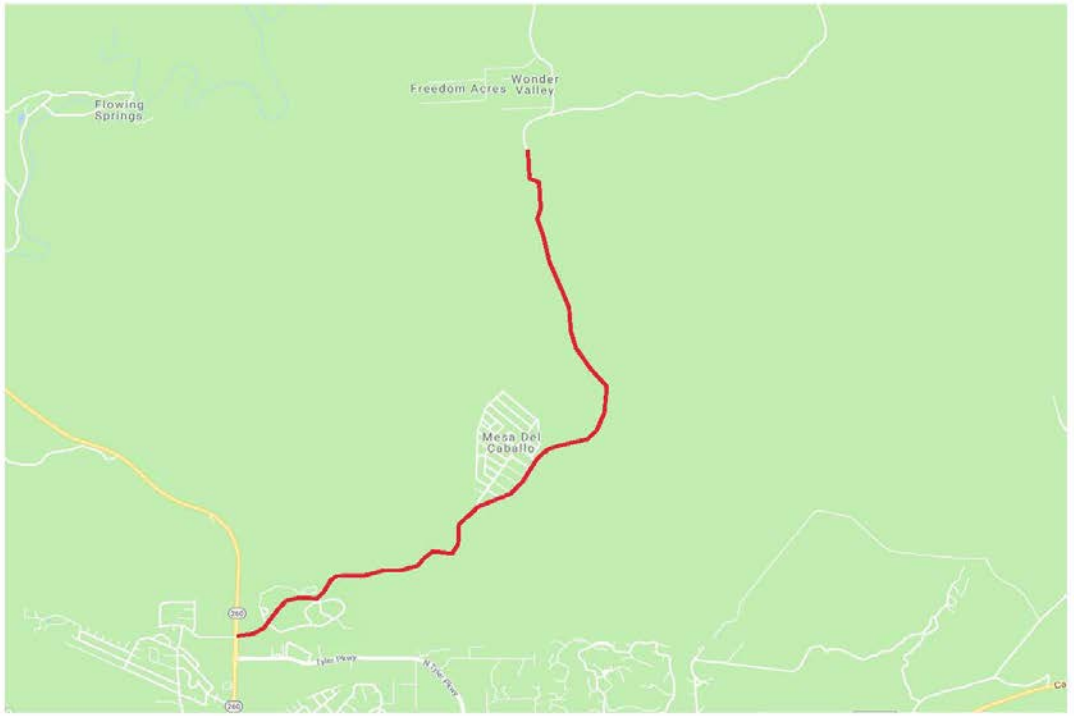
Control Road



Summary: Beginning at SR 260 the existing paved portion of the road will have centerline and edgeline rumble strips added. The next 1.75 miles of gravel road will be paved (24' wide) with centerline and edgeline rumble strips installed.

Activity	Cost	Funding Source	Vendor	Start Date	Complete Date
Design	$189,000	Highway Safety Improvement Funds (HSIP) and Gila County Transportation Excise Tax	TBD by ADOT	FY 23	FY 23
Construction	$4,593,172	Highway Safety Improvement Funds (HSIP) and Gila County Transportation Excise Tax	TBD	FY 24	FY 24

Houston Mesa Road



Summary: Add 5' wide paved shoulders, install centerline and shoulder rumble strips. Add curve warning signs.

Activity	Cost	Funding Source	Vendor	Start Date	Complete Date
Design	$189,000	Highway Safety Improvement Funds (HSIP) and Gila County Transportation Excise Tax	TBD by ADOT	FY 23	FY 23
Construction	$4,231,867	Highway Safety Improvement Funds (HSIP) and Gila County Transportation Excise Tax	TBD	FY 24	FY 24

Floodplain Department Current Projects

April 28, 2020 Worksession

Gila County Board of Supervisors

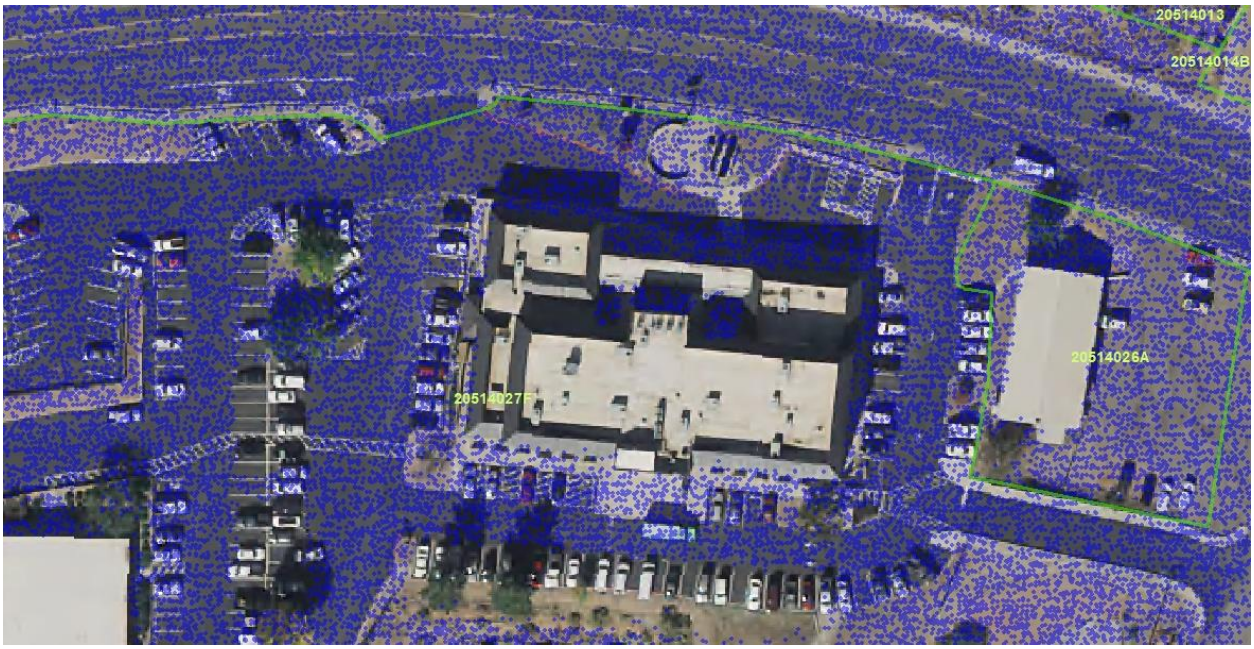
Floodplain staff have been discussing several past and upcoming projects in cooperation with FEMA.

These projects are in addition to the routine issuance of floodplain use permits to help residents build safely if in a floodplain in order to protect life and property, and monitoring rainfall and streamflow to help alert residents of the potential for flooding.

These new projects will be discussed in the following pages:

Project Number 1: LIDAR

This project was funded by FEMA, and administered by USGS.
The product (data) was received last year. Copies of the data have also been provided to the City of Globe and the Town of Payson. The LIDAR provides ground elevations throughout most of the developed areas of the County, excluding tribal lands. This is digital data that is now being used for various purposes by our staff, using the ArcGIS and AutoCAD software. This provides good topographic information accurate to within a fraction of a foot elevation. It is a first step to being able to provide flooding elevations and extents so residents can build in a manner that protects life and property without excessive engineering costs for an individual project. The next step is the BLE project (Project Number 2).



Example: LIDAR ground elevations available at each blue dot

Project Number 2: Base Level Engineering (BLE)

This project will be funded by FEMA.
This is a process for flood mapping areas that have only an approximate study (flood zone "A," which do not have flood elevations) or watercourses which have not yet been studied. BLE uses the LIDAR data in a somewhat automated process to give flooding information at a greatly reduced cost, with good accuracy (although not as much as a detailed study would have). Areas which are currently shown as flood zone "AE" on the flood maps are based on detailed studies, and the BLE process cannot be used to correct them, since the BLE process is a less accurate analysis than what is used in a detailed study (assuming the same level of topographic accuracy).

Below is a more **technical description** of the process:

The BLE applies a relatively basic 1-D hydraulic model to a lot of stream miles and the results get reviewed very closely. If there are indications that 2-D modeling is a better approach, those areas will have a polygon drawn around them to highlight the point. For all of the areas where 1-D has produced defendable results, stream cross sections are draw at regular intervals, every 1000 feet or so. (A 1-D hydraulic model assumes that water only flows in one direction, being mostly confined by channel banks. A 2-D model, which is significantly more complex, analyzes flow which may spread in more than one direction).

For all of the flood return frequencies which are modeled, a flood elevation is calculated for the stream cross sections.

These are not official BFE (base flood elevation) lines per se. BFE lines are by definition specific lines on the effective FIRMs and are only for watercourse reaches with a more detailed flood study. However, the BLE has a similar feature of regularly spaced cross section lines with flood elevations attributed (GIS attribution table with fields for each of the return flood return frequencies and associated flood water elevations in each field). This information is not shown on the FIRM map, but rather is information available to County staff and others in a different format. This information is advisory rather than regulatory (not mandated by Federal law for use in regulating new construction, for setting insurance rates, etc.).

The BLE produces an updated approximate A Zone. On effective maps, A zones do not have BFE lines or cross sections. Therefore, the result of mapped BLE is an A Zone that looks like the traditional A Zone on the map. HOWEVER, the data behind the BLE is delivered. The BLE would give us all the backup computer data which County staff can access, use, and advise builders, permits, remodelers, etc. what data and modeling suggests would be smart design considerations.

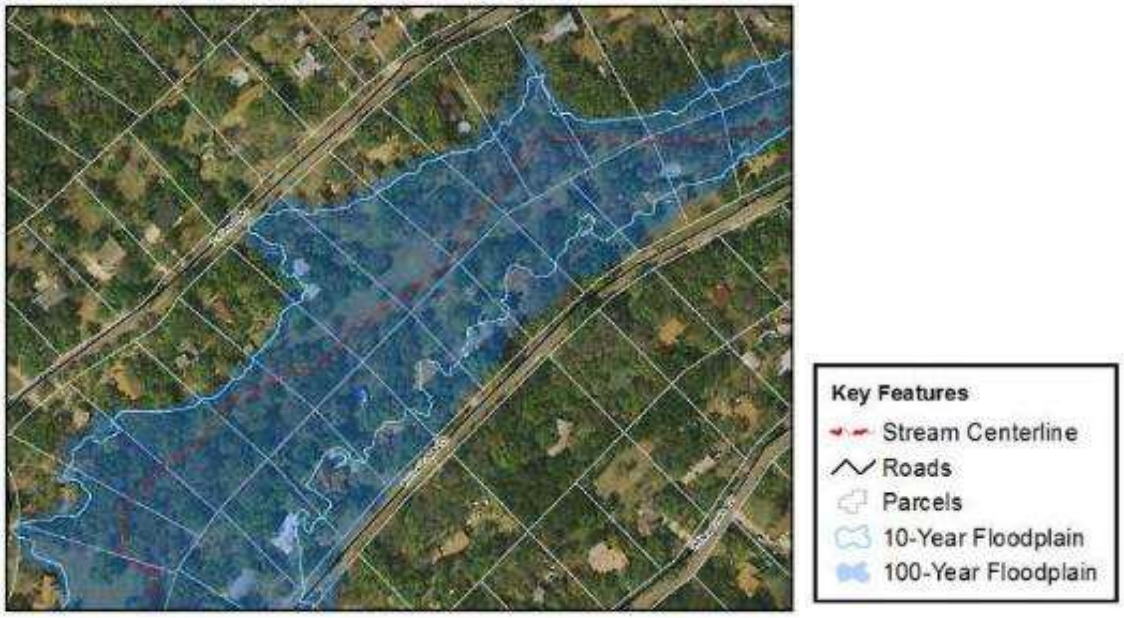
In summary: No BFEs or cross sections will be put on the on the Flood Insurance Rate Maps as a result of this BLE project, but cross sections with flood elevations for all of the return frequencies are calculated, and all the BLE backup data are delivered to staff for local use, which will be a very valuable benefit.

A tentative request for the inclusion of unstudied watercourses has been submitted to FEMA for their consideration, if the Board decides to proceed with this project. This includes watercourses through areas of private land which is partially developed or expected to develop in the near future, and generally for areas where a square mile or more of upstream land drains into it. This would be in addition to the "A" flood zones currently on the Flood Insurance Rate Map, which FEMA will automatically study with the BLE project. About 96 new stream miles are in this request. FEMA will determine how much unstudied area to include, presumably based on their budget. Adjustments to the request may still be made at this point.

Once the BLE product is delivered:

Once we have the data from the BLE product, the County is not obligated to do a LOMR and make unstudied watercourses into regulatory floodplains. The Board could adopt the then previously unstudied areas as Administrative Floodplains (locally regulated but not on FEMA maps) if desired. The BLE results can also just be useful information for "A" flood zones and for areas currently regulated under the Grading and Drainage Ordinance. We could put them on an internal GIS map or put them out to the public on a map to let people know that there is a flood hazard there (shown differently from regulated floodplains). At the very least, it would make it easier to help people to build safely.

The maps on the following page illustrate some of the ways which the digital BLE data may be displayed.



Example of Possible BLE Data Display Type: 10 and 100-Year Floodplains

Example of Possible BLE Data Display Type: Flood Depths

Project Number 3: Risk Map Discovery

FEMA funds the project, although some County staff time would need to be contributed to the project.

The Discovery process is scheduled to begin in about two years. It is a multi-hazard risk assessment process, with input from all stakeholders, municipalities and the public. It should be completed about five years from its start. Mitigation measures for the risks will be determined. These identified measures can be used to improve the existing Hazard Mitigation Plan. This creates a list of hazard mitigation projects which could be candidates for grants when opportunities arise.

Although the discovery process involves other hazards as well, the following information illustrates the process from the floodplain perspective:
The FEMA Risk Mapping, Assessment, and Planning, or "Risk MAP" program helps communities identify, assess, and reduce their flood risk. Through Risk MAP, FEMA provides information to enhance local mitigation plans, improve community outreach, and increase local resilience to floods.

The Goal

For FEMA to work closely with communities to better understand local flood risk, mitigation efforts, and other topics and spark watershed-wide discussions about increasing resilience to flooding. The Discovery process of FEMA's Risk MAP program helps communities identify areas at risk for flooding and solutions for reducing that risk.

The Partners

During Discovery, FEMA partners with:

- Community officials, including leaders, floodplain administrators, engineers, planners, emergency managers, and GIS specialists
- Federal, State, and regional, non-profit organizations concerned with flooding or land use
- Other locally identified stakeholders

During Discovery, FEMA:

- Gathers information about local flood risk and flood hazards
- Reviews mitigation plans to understand local mitigation capabilities, hazard risk assessments, and current or future mitigation activities
- Supports communities within the watershed to develop a vision for the watershed's future
- Collects information from communities about their flooding history, development plans, daily operations, and stormwater and floodplain management activities

Very importantly:

• Uses all information gathered to determine which areas of the watershed require mapping, risk assessment, or mitigation planning assistance through a Risk MAP project

Data Available to FEMA at the National/Regional Level

FEMA can access and review:

- FEMA-approved mitigation plans
- Previous flood studies
- Numbers of flood insurance policies
- Letters of Map Change
- Average Annualized Loss (AAL) information
- Census data
- National levee and dam inventories*
- Related data from other Federal and State agencies

Data FEMA Requests from Communities

FEMA works with communities to collect and review*:

- Areas of nuisance flooding
- Historical local flooding mitigation activities and grant projects, ongoing and planned
- Comprehensive plans
- Local development and floodplain management plans
- Stormwater management activities
- Community ordinances
- Infrastructure information, especially for levees and new bridges, dams, culverts, and road improvements
- Building footprints or parcel data
- Boundary, hydrography, and transportation layers
- Elevation data
- Flood study needs
- Regional watershed plans
- Details of the current flood risk communication process

The Meeting

Once communities provide FEMA with local flood risk and other data, FEMA schedules a Discovery Meeting to:

- Review and validate the flood risk data gathered to date
- Discuss the community's flooding history, development plans, flood mapping needs, and flood risk concerns
- Review stormwater, floodplain management, and other community activities that relate to flood risk
- Discuss the vision for the watershed's future, as well as the importance of mitigation planning and community outreach

Why Is this Important?

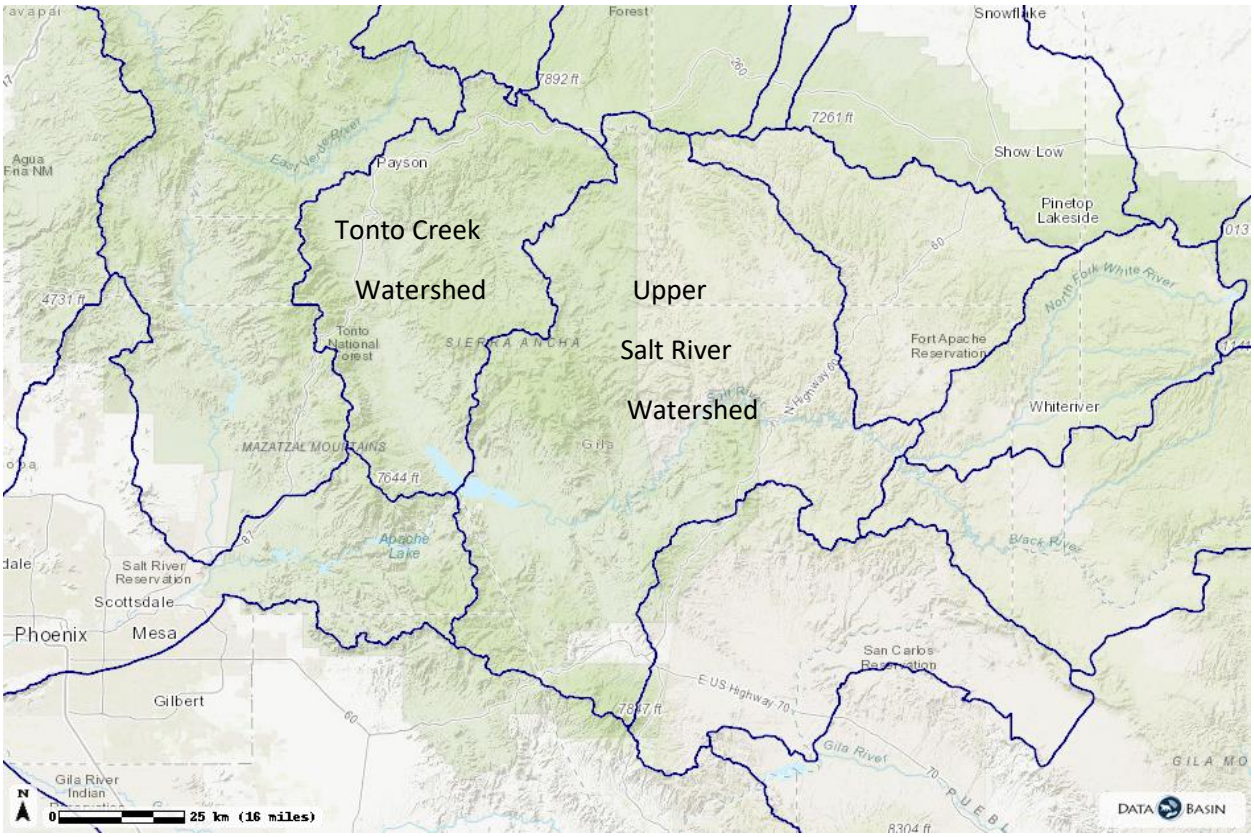
Because flood hazards change over time, this effort provides a great opportunity to take a comprehensive look at the components and activities that contribute to our community's and our watersheds' flood risks. In addition to providing another perspective, participating in this process will increase our understanding of our flood risk and help us identify proactive steps that we can take to protect our community from losses to life and property that often accompany flooding.

County staff are beginning preparations now. That is why we are bringing this information to the Board for a chance to have input and provide guidance for staff.

The BLE results, which should be complete by the time the discovery process starts, will be an input into the process. FEMA has reviewed the existing detailed studies on the flood maps to see which floodplains need to be re-studied. County staff has also provided input into that process.

The Discovery process is done by watershed, rather than by political boundaries. The Discovery is to be done for two watersheds which affect Gila County:

Tonto Creek Watershed (HUC 15060105)
Upper Salt River Watershed (HUC 15060103)



Project Number 4: CTP

The proposed Cooperating Technical Partner (CTP) Agreement is an agreement with FEMA to cooperate with them on flood mapping projects. There is a sample template for the CTP Partnership Agreement (shown below). It is a rather simple form. Details can be negotiated between the County Attorney's office and FEMA. Either party can end the agreement at any time with a letter stating their intent to exit. Not referenced is duration. From FEMA's perspective the partnership can last in perpetuity with or without ongoing projects, or can be a limited duration at the County's option. These aspects of the partnerships represent a lack of risk to communities for entering into the partnership.
When projects are awarded, then the programmatic responsibilities initiate and hold for the period of performance of the project. With a CTP agreement in place, when projects are awarded, the framework would already be in place for partnering with FEMA.

The following is the CTP Agreement template from FEMA:

COOPERATING TECHNICAL PARTNERS PARTNERSHIP AGREEMENT

AGREEMENT is made on _____, 2019 by the County of _____ and the Federal Emergency Management Agency (FEMA).

BECAUSE the National Flood Insurance Program (NFIP) established by the National Flood Insurance Act of 1968 has several purposes, the most significant being

- To better indemnify individuals from losses through the availability of flood insurance;
- To reduce future flood damages through community floodplain management regulations; and
- To reduce costs for disaster assistance and flood control**;**

BECAUSE a critical component of the NFIP is the identification and mapping of the nation's floodplains to create a broad-based awareness of flood hazards and to provide the data necessary for community floodplain management programs and to actuarially rate flood insurance;

BECAUSE FEMA administers the NFIP and is authorized by §1360 of the National Flood Insurance Act of 1968, as amended (42 U.S.C. 4101), to establish and update flood-risk zone data in floodplain areas;

BECAUSE, in the identification of floodprone areas, FEMA is authorized to consult with, receive information from, and enter into agreements or other arrangements with the head of any State, regional, or local agency;

BECAUSE FEMA encourages strong Federal, State, regional, and local partnerships for the purposes of reducing flood losses and disaster assistance; FEMA and its State,

regional, and local partners have determined that it is advantageous to encourage and formalize greater cooperation in the flood hazard identification and mapping processes; and many communities and the agencies that serve them have developed considerable technical capabilities and resources that provide the opportunity to improve and expand the collection, development, and evaluation of flood hazard data; and

BECAUSE the County of _____ participates in the NFIP, County of _____ has been deemed by FEMA to be in good standing in the NFIP; and

BECAUSE the County of _____ has expressed a desire to perform certain functions in the flood hazard identification process and has provided evidence that it has sufficient technical capability and will dedicate the resources necessary to perform those functions.

NOW THEREFORE, it is mutually agreed that the parties enter into this Agreement to work together to create and maintain accurate, up-to-date flood hazard data for the County of _____ subject to the terms and conditions recited below.

1. CONSULTATIONS

The parties shall collaborate on flood hazard identification activities and shall consult with each other to fully integrate each other's contributions into flood hazard identification efforts. Questions regarding the execution of this Agreement will be resolved by an implementation committee consisting of a FEMA representative and the [insert County official's title]. In states where statutory and/or regulatory requirements require State review and/or approval of new flood hazard data, a State representative also will serve on the implementation committee as appropriate. If the implementation committee is unable to resolve technical issues, the issues may be resolved through alternative dispute resolution procedures.

2. EVALUATION AND REPORTING

The parties shall, on an annual basis, review the partnership created by this Agreement to determine and document the activities undertaken to maintain accurate flood hazard data and to revise the Agreement as necessary.

3. RESOURCE COMMITMENT

The parties agree to commit the appropriate and available human, technical, and financial resources sufficient to coordinate effectively with all entities impacted by flood hazard identification efforts to implement this Agreement.

4. STANDARDS

Unless otherwise agreed to by the parties, all flood hazard identification activities will be accomplished in accordance with the standards documented in *Guidelines and Specifications for Flood Hazard Mapping Partners*, dated April 2003, and all subsequent revisions.

5. SPECIFIC INITIATIVES OR PROJECTS

Specific initiatives or projects to be performed under this Agreement are to be documented in Mapping Activity Statement(s), which will be attached to this Agreement when they are signed. The parties will be obligated to perform as described in the signed Mapping Activity Statement(s).

6. TERM

The respective duties, responsibilities, and commitments of the parties in this Agreement shall begin on the date this Agreement is signed by the parties and may be periodically renewed, revised, or terminated at the option of any of the parties. The parties agree that a 60-day notice shall be given prior to the termination of this Agreement.

THEREFORE, each party has caused this Agreement to be executed by its duly authorized representatives on the date mentioned above.

_____ _____

[Partner Authorized Representative] Date (Printed)
[Title]

_____ _____

Juliette Hayes Date (Printed)
Director
Mitigation Division
FEMA Region IX

Gila County Vehicle Replacement Plan

The Plan is based on best practices examples of like agencies in the Public sector and realizing that the condition of our fleet may be unique, we have analyzed the fleet from the prospective of doing right by the taxpayers and constituents.

The Public Works General Services Division staff have prepared Excel spreadsheets organized mainly by funding sources and Departments for those that are unique in their utilization of Gila County motor vehicles to develop a Vehicle Replacement Plan. These spreadsheets include data for:

- General Fund – Fleet Vehicles
- General Fund - Sheriff Office Fleet Vehicles
- HURF Fund - Public Works Fleet Vehicles
- Enterprise Fund – Landfills Fleet Vehicles

Data Collection: Data collected for this exercise has been collected and imported from the current AgileFleet fleet management software program as well as the historic data from the previous CFA fleet management software program. Data has been organized to provide vital statistics to represent each vehicle within the fleet. Data has been restricted to automobiles and light trucks for this exercise and is divided into three main groups of General Fund, HURF Fund and Enterprise Fund. The General fund has been divided additionally by separating the Sheriff Office Patrol group and Sheriff Office Non-Patrol

group from the remainder of the fleet group as the utilization of these vehicles, as well as maintenance needs and requirements of these vehicles, are unique and require different consideration.

Staff has determined recommendations of vehicle replacement should be based on three main factors:

1. Replacement Age of Vehicles: A reasonable and prudent replacement age is selected for each group of vehicles based on current best practices of similar agencies, current improvements in manufacturing techniques, methods and materials and input from our experienced staff and the unique needs of Gila County.

2. Accrued Miles: The current total accrued replacement mileage of each vehicle is designated to be 200,000 miles for all vehicles. These numbers are based on current best practices of similar agencies, current improvements in manufacturing techniques, methods and materials and input from our experienced staff and the unique needs of Gila County.

3. Maintenance Life Costs: The total accrued vehicle maintenance costs for each vehicle including Parts, Labor, Fluids excluding Fuel. This total value is compared to what the vehicle would cost to replace. For example, once a vehicle has cost as much in maintenance as it would cost to replace that vehicle at today's prices, it should be considered for replacement, also known as a point of diminishing return of investment.

Other considerations to be considered when determining replacement or non-replacement of vehicles may include:

- Special Purpose or Special Application Vehicles.
- Vehicles that are very old and have not accrued the targeted high mileage value. These vehicles tend to acquire an appearance that may not give a good impression of Gila County.
- Vehicles that have not accrued the targeted 100% maintenance cost when compared to replacement cost.
- Vehicles that are grossly underutilized; those vehicles accruing less than 5,000 miles annually.
- Other data or information provided for consideration from the user Department justifying a need for retention or exemption of vehicle replacement or possible elimination.

A note about utilization: A conservative number value of total miles of accrual as a threshold for determining vehicle replacement and expected annual miles of accrual is assigned to each group of vehicles based on current best practices of similar agencies, current improvements in manufacturing techniques, methods and materials and input from our experienced staff and the unique needs of Gila County. The data indicates that 57% of all fleet vehicles are underutilized to some degree and 10% of all fleet vehicles are grossly underutilized; those vehicles recording less than 5,000 miles annually.

A note about Maintenance Life Costs: When used as a guide for vehicle replacement and applied to Gila County vehicles the data indicates that 6.25% of the fleet has currently cost as much in maintenance as it would cost to replace that vehicle with a like unit at today's prices.

Interpretation of Data:

General Fund - Fleet Vehicles: A total of 126 vehicles examined.

- 22 vehicles are found to exceed 15 years of age
- 1 vehicle has exceeded 200,000 miles of accrual

- 1 vehicle has exceeded 100% maintenance cost when compared to replacement cost of a like vehicle
- 2 vehicles have exceeded 15 years of age and 100% maintenance cost when compared to replacement cost of a like vehicle
- 0 vehicles have exceeded 200,000 miles and 100% maintenance cost when compared to replacement cost of a like vehicle
- 0 vehicles have exceeded 15 years of age and 200,000 miles of accrual
- 0 vehicles have exceeded 15 years of age, 200,000 miles of accrual and 100% maintenance cost when compared to replacement cost of a like vehicle

16 vehicles are demonstrating gross underutilization by accruing less than 5,000 miles annually. Of these vehicles, two are excluded from consideration as they are newly acquired and recently put into service and the most recent data captured as of March 31st does not accurately represent them. Of the remaining 14 vehicles in this group 5 may possibly be excluded since they are special purpose vehicles or are assigned to elected officials for their use. Of the remaining 9 vehicles which are underutilized, some may be considered for consolidation into the Motor Pool for widespread use thereby improving utilization and eventual reduction in fleet size and subsequent costs as a result of the confirmation of underutilization as supported by the data reviewed annually. Any consolidated vehicles absorbed into the Motor Pool initially to compile data would be reevaluated annually to reduce excess numbers of vehicles until the fleet is properly sized to meet demand.

General Fund - Sheriff Office Patrol and Non-Patrol: A total of 88 vehicles examined.

- 16 vehicles are found to exceed 15 years of age
- 15 vehicles have exceeded 200,000 miles of accrual
- 6 vehicles have exceeded 100% maintenance cost when compared to replacement cost of a like vehicle
- 1 vehicle has exceeded 15 years of age and 100% maintenance cost when compared to replacement cost of a like vehicle
- 4 vehicles have exceeded 200,000 miles and 100% maintenance cost when compared to replacement cost of a like vehicle
- 5 vehicles have exceeded 15 years of age and 200,000 miles of accrual
- 1 vehicle has exceeded 15 years of age, 200,000 miles of accrual and 100% maintenance cost when compared to replacement cost of a like vehicle

2 vehicles have demonstrated gross underutilization by accruing less than 5,000 miles annually. Of these vehicles, one is a military surplus tow truck acquired at a minimum cost to the County and has little current effect on the fleet, the other is an administration vehicle. Sheriff Office review should be considered by the Department to better effect utilization and reduce fleet size and costs.

HURF Fund – Public Works Vehicles: A total of 50 vehicles were examined.

- 17 vehicles are found to exceed 15 years of age
- 2 vehicles have exceeded 200,000 miles of accrual
- 16 vehicles have exceeded 100% maintenance cost when compared to replacement cost of a like vehicle
- 7 vehicles have exceeded 15 years of age and 100% maintenance cost when compared to replacement cost of a like vehicle
- 1 vehicle has exceeded 200,000 miles and 100% maintenance cost when compared to replacement cost of a like vehicle
- 2 vehicles have exceeded 15 years of age and 200,000 miles of accrual
- 1 vehicle has exceeded 15 years of age, 200,000 miles of accrual and 100% maintenance cost when compared to replacement cost of a like vehicle

6 vehicles have demonstrated gross underutilization by accruing less than 5,000 miles annually. Of these vehicles two may be excluded from consideration as they are mechanic trucks and may not be expected to meet the same utilization requirements due to being essential support vehicles. Consolidation of these vehicles may be possible although not recommended due to the occasional utilization of all mechanics trucks simultaneously by both the Maintenance Shops staff and the Roads Division staff when performing maintenance and repairs of vehicles and equipment and Public Works Roads infrastructure. Of the remaining 4 vehicles, 4 are light duty dump trucks used seasonally primarily for crack sealing, pothole repairs, small section pavement replacement or preservation of County roads. 1 is a flatbed truck used infrequently for materials transportation and

transfer. The remaining vehicle is used primarily for inmate transportation for brush clearing and other roadside maintenance projects in addition to transporting a larger group of Roads Maintenance workers to work assignments or training.

Enterprise Fund – Landfills: A total of 8 vehicles were examined.

- 1 vehicle was found to exceed 15 years of age
- 0 vehicles have exceeded 200,000 miles of accrual
- 0 vehicles have exceeded 100% maintenance cost when compared to replacement cost of a like vehicle
- 0 vehicles have exceeded 15 years of age and 100% maintenance cost when compared to replacement cost of a like vehicle
- 0 vehicles have exceeded 200,000 miles and 100% maintenance cost when compared to replacement cost of a like vehicle
- 0 vehicles have exceeded 15 years of age and 200,000 miles of accrual
- 0 vehicle has exceeded 15 years of age, 200,000 miles of accrual and 100% maintenance cost when compared to replacement cost of a like vehicle

1 vehicle has demonstrated gross underutilization by accruing less than 5,000 miles annually. 60% of landfill vehicles are demonstrating underutilization and a review of these vehicles is recommended to verify need and if the Division may be equally served with less vehicles thereby potentially retaining funds for other needs within the division.

SUMMARY

Based on the data presented, the data suggest that in the first year a total of 67 vehicles should be considered for replacement. This is not a reasonable or prudent conclusion that any of us would consider. It is an indicator of the condition of the fleet and the direction required to properly size the fleet in the future. Considering the recent past economic downturn and partial recovery to today's current economic reality and forecast this may be a long and arduous journey.

At the current time and not knowing what the future may hold economically the Public Works General Services Division recommendations for vehicle replacements and subsequent acquisition as a result of this exercise is for a total of 19 vehicles for Fiscal Year 2021.

- General Fund Fleet: A total of 5 vehicles at a cost of $205,800; these 5 vehicles exceed 20 years of age and/or 200,000 miles or 100% of the cost of a replacement vehicle has been expended for maintenance on each.

- General Fund Sheriff Office: A total of 5 Marked Patrol Vehicles at a cost of $340,000; these 5 vehicles exceed 200,000 miles and 100% of the cost of replacement vehicles has been expended for maintenance on each.

- Public Works HURF Fund: A total of 8 vehicles at a cost of $460,550; of these 8 vehicles 2 are over 30 years old and 4 are over 20 years old. The remaining 2 vehicles have accrued over or are very near 200,000 miles and 4 of the group have exceeded 100% of the cost of replacement vehicles has been expended for maintenance on each.

- Enterprise Fund – Landfills: One Vehicle at a cost of $35,000. This vehicle is 18 years of age.

April 28 BOS Work Session

Recycling and Landfill Management

Buckhead Mesa Landfill

Staffed by 1 Supervisor, 3 senior operators and 1 scale house attendant

Operations are Monday- Saturday from 8:00am – 4:00pm

- 2019 tonnage-21,740.23
- 2019 Revenue-$1,074,486.24
- 495 tons of metal was recycled
- 2020 tonnage-3303.25 **(Jan – March)**
- 2020 Revenue-$151,519.10
- Buckhead Mesa Landfill takes in an average annual tonnage of 21,000. With the expansion in summer of 2018, the life of the Landfill use is estimated through the year 2025 with proper management.

Dollar Day

- 2019-3714 vehicles with average dollar day being 309 per dollar day
- 2019 tonnage-1,328.29 with an average tonnage of 110.69 per dollar day
- Reduced revenue for the year 2019-$70,558.76
- **Year 2020 Dollar Day (January-March 2020)**
- 736 vehicles
- 328.65 tons
- Reduced Revenue-$17,457.88

Russell Gulch Landfill

Staffed by 1 Supervisor, 3 senior operators, 1 operator and 1 scale house

attendant Operations are Monday- Saturday from 6:00am – 4:00pm

- 2019 tonnage-37,263.54
- 2019 Revenue-$1,081,211.34
- 265 tons of metal was recycled
- 2020 tonnage-14,379.51 **(Jan – March)**
- 2020 Revenue-$270,311.37
- Russell Gulch Landfill tonnage has increased from an average annual tonnage of 21,500 of solid waste to the 2019 tonnage of 37,263.54. An expansion is planned in the next few years that will extend the use until 2034, if properly managed.

Dollar Day

- 2019-4,437 vehicles with average dollar day being 369 per dollar day
- 2019 tonnage-1,412.51 with an average tonnage of 117.70 per dollar day
- Lost revenue for the year2019-$75,032.53
- **Year 2020 Dollar Day (January-March 2020)**
- 1061 vehicles
- 290.93 tons
- Lost Revenue-$15,454.20

Cleanup Events

Young Cleanup month of September- 22.42 tons

Gisela- 8.05 tons

Miami Cleanup -10.73 tons

Globe Cleanup- 19.09 tons and 153 tires

Recycling

Plastics-4.55 tons

The Landfill, along with the Department of Corrections inmate labor, refurbish over 138 used bicycles each year to give away to deserving Gila County children at Christmas time.

Earth Day 2019- 508 gift bags were handed out

5/4/2020	6500 is HURF Road Fund		Roadwork Accomplished for FY2010-2019 and in progress			& FY2021 thru FY2025 Projected/Not Adopted						Capital		
Fund		Prior Year(s)	Carry Forward	New Funding	Actual FY10-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	Improvement Plan Total	Future Year(s)	Total Project Cost
6500.341.510	Hicks Road - drainage repair				9,022							9,022	0	9,022
6500.341.510-4500.70	(CIP) Roos. Resort Stagecoach Trl (ROW pd by GF in FY2020)				0	10,000	350,000					360,000	0	360,000
6500.341.510-4300.82	Round Valley-Gibson Ranch Rd - reconstruct/patch/chip seal				7,597	2,000	400,000					409,597	0	409,597
6500.341.510-4300.82	Deer Crk Vill. - chip seal-County/striping&oil-Cactus					48,100	18,100					66,200	0	66,200
6500.341.510-4300.82	Walnut Spr. - chip seal&striping-County/oil- Cactus					30,500	10,500					41,000	0	41,000
6500.341.510-4300.82	Old SR 188 - (Punkin Ctr) chip seal-County/striping&oil-Cactus					41,000	11,000					52,000	0	52,000
6500.341.510-4300.82	Kellner Cyn - chip seal-County/striping&oil-Cactus					77,700	27,700					105,400	0	105,400
6500.341.510-4300.82	Six Shooter Cyn - polychip seal&striping-Cactus					240,000	120,000					360,000	0	360,000
6500.341.510-4300.82	Pine - chip seal of many roads						942,000					942,000	0	942,000
6500.341.510-4300.82	Strawberry - chip seal of many roads							614,000				614,000	0	614,000
6500.341.510-4300.82	Cline - Ewing Trail chip seal								300,000			300,000	0	300,000
6500.341.510-4300.71	County Wide Road Striping						40,000	40,000	40,000	40,000	40,000	160,000	0	160,000
6500.341.510	Various pavement preservation & chip seal projects TBD							0	0	0	0	0	0	0
6500.341.514 & 6500.341.527	Equipment 4500.40 & 4500.50 **Roads** 5475K **Eng** 538K **Shop** 56K (see balance sheet for details)				97,920	218,692	359,000							
HURF/VLT FUNDS														
	Total costs above: Road & Bridge & Bldg Cap Project Expenses	0		0	**114,539**	667,992	2,278,300	654,000	340,000	40,000	40,000	4,094,831	0	3,050,197
	HURF/VLT Estimated Operating costs				4,932,724	5,200,000	6,519,943	6,552,541	6,585,303	6,618,230	6,651,321	36,408,739		
	Sub-Total of Estimated Expenses				5,047,263	5,867,992	**8,798,241**	7,206,541	6,925,303	6,658,230	6,691,321	40,503,570		
	Estimated Revenues and Reimbursements for the year				5,696,426	5,653,145	5,134,357	5,677,126	5,970,052	6,268,554	6,280,266	34,399,660		
	Estimated Beginning HURF/VLT Cash Balance at July 1st				6,559,806	7,208,969	6,994,122	3,330,238	1,800,824	845,572	455,896	26,739,533		
	Sub-Total of all HURF/VLT Fund Revenues				12,256,232	12,862,114	12,128,479	9,007,364	7,770,876	7,114,126	6,736,162	61,139,193		
	N.W. Estimated Carry Over for following year				*7,208,969*	*6,994,122*	*3,330,238*	*1,800,824*	*845,572*	*455,896*	*44,841*	20,635,623		
												Five Year Estimated Overall Revenues all Funds		
												Five Year Estimaged Overall Operations all Funds		
												Five Year Planned Work all Funds		
						July 1 2018 carry over		6,559,806		FY2025 carry over total		44,841		

Vehicle Replacement Plans

PUBLIC WORKS

FLEET MANAGEMENT

MAY 12, 2020

BOARD OF SUPERVISORS

GILA COUNTY

Entire County Fleet was reviewed and analyzed

General Fund & Grant	214
• Fleet and Assigned	111
• Sheriff – Patrol	60
• Sheriff – Non- Patrol	21
• Sheriff – Grant Funded	7
• Grant Funded by others	15
HURF	50
Landfill	8

Vehicle Replacement Plan - Criteria

Criteria	Replacement Level
Age	10 years
Maintenance Life Cost	100% of purchase cost
Mileage	200,000 miles

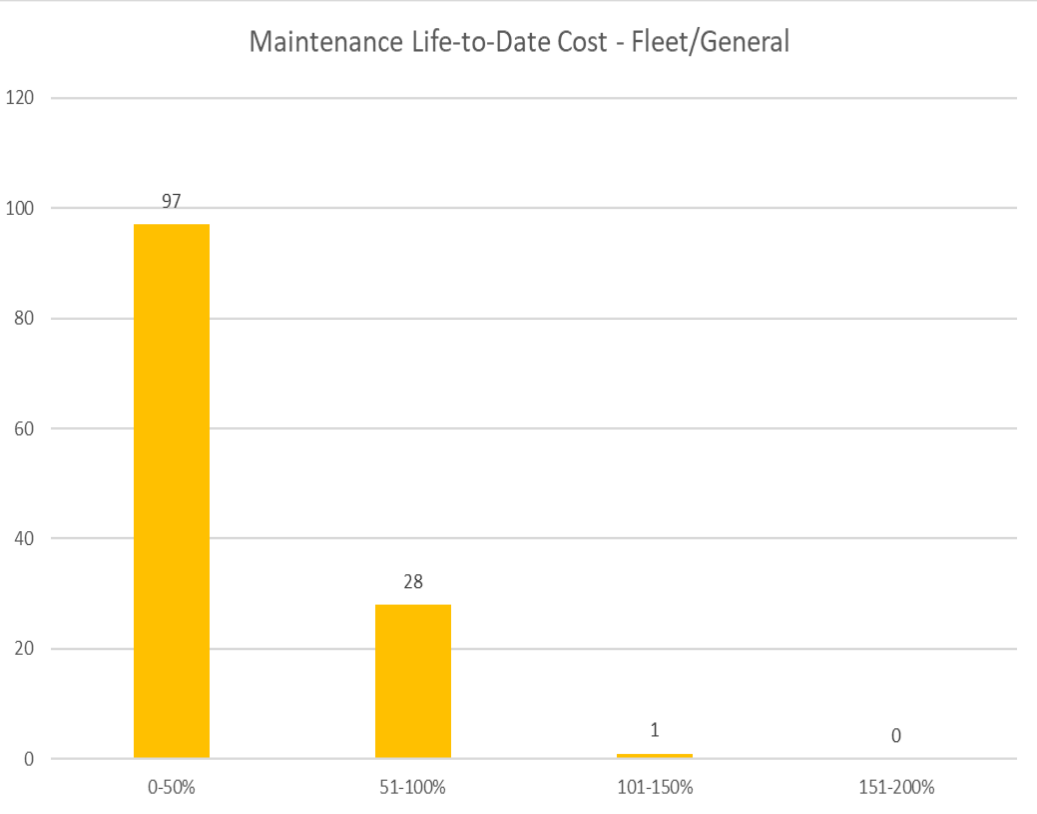
Utilization	
Gross Underutilization	< 5,000 miles per year

Agile Fleet provides data and a spreadsheet is used to rank order based on the three criteria – age, mileage, maintenance

Vehicle Number	Year	Make	Model	Last Mileage (from Asset Profile)	Maint. Life to Date Parts/Labor/Fluids (Excludes Fuel)	Replacement Cost Today	AGE IN YEARS Based on Model Yr and Current Date 15 + formatted	Average Annual Miles <5000 formatted	Maint Life Cost as a % of Replacement cost >100% formatted	Total New Purchase Cost Today	Years to Replace based on Age	Years to Replace based on Mileage	Years to Replace based on Maintenance	Year to Replace	2020/2021 Capital Requirement Cost	2021 Capital Requirement Cost	2022 Capital Requirements Cost	2023 Capitol Replacement Cost	2024 Capitol Replacement Cost	Comparison on all three parameters
B-044	2000	CHEVROLET	TAHOE 4X4	152711	$ 42,958	$ 36,750	20.0	7,636	117%	$ 36,750	(10.0)	6.2	(2.9)	2020	$ 36,750					(6.7)
B-094	2001	DODGE	PICKUP 3/4T	186254	$ 26,022	$ 34,000	18.9	9,873	77%	$ 34,000	(8.9)	1.4	5.8	2020	$ 34,000					(1.7)
A-017	2005	CHEVROLET	IMPALA	160740	$ 21,694	$ 26,250	15.2	10,562	83%	$ 26,250	(5.2)	3.7	3.2	2020	$ 26,250					1.7
A-072	1994	FORD	BRONCO	177114	$ 19,946	$ 31,500	26.0	6,812	63%	$ 31,500	(16.0)	3.4	15.1	2020	$ 31,500					2.4
C-041	2008	FORD	FLATBED 1T	153040	$ 46,144	$ 53,550	12.9	11,862	86%	$ 53,550	(2.9)	4.0	2.1	2020	$ 53,550					3.1
B-097	2001	DODGE	PICKUP 3/4T	182279	$ 21,162	$ 34,000	18.9	9,662	62%	$ 34,000	(8.9)	1.8	11.4	2020	$ 34,000					4.4
B-016	2000	FORD	EXPEDITION	127375	$ 31,650	$ 36,750	20.0	6,369	86%	$ 36,750	(10.0)	11.4	3.2	2020	$ 36,750					4.6
A-001	2010	FORD	FUSION HYBRID	150669	$ 15,035	$ 21,000	10.2	14,835	72%	$ 21,000	(0.2)	3.3	4.0	2020	$ 21,000					7.2
B-150	2006	CHEVROLET	TRAILBLAZER 4X4	217900	$ 19,576	$ 36,750	13.3	16,338	53%	$ 36,750	(3.3)	(1.1)	11.7	2020	$ 36,750					7.3
B-035	2006	FORD	EXPLORER 4X4 ,4 DOOR	130728	$ 28,534	$ 36,750	12.9	10,163	78%	$ 36,750	(2.9)	6.8	3.7	2020	$ 36,750					7.7
B-043	2005	FORD	PICKUP 3/4T 4X4	139949	$ 23,874	$ 34,000	14.9	9,378	70%	$ 34,000	(4.9)	6.4	6.3	2020	$ 34,000					7.8
B-086	1997	FORD	RANGER	162828	$ 17,065	$ 29,400	23.0	7,079	58%	$ 29,400	(13.0)	5.3	16.6	2020	$ 29,400					8.9
B-060	2002	FORD	EXPLORER 4X4 ,4 DOOR	168008	$ 20,427	$ 36,750	17.8	9,433	56%	$ 36,750	(7.8)	3.4	14.2	2020	$ 36,750					9.8
B-019	2004	CHEVROLET	BLAZER 4X4	149710	$ 17,983	$ 31,500	15.8	9,493	57%	$ 31,500	(5.8)	5.3	11.9	2020	$ 31,500					11.4
B-111	2005	FORD	PICKUP 1/2T 4X4	138668	$ 20,274	$ 33,600	14.8	9,369	60%	$ 33,600	(4.8)	6.5	9.7	2020	$ 33,600					11.5
B-092	1992	CHEVROLET	PICKUP 1/2T	101601	$ 14,803	$ 29,400	28.0	3,629	50%	$ 29,400	(18.0)	27.1	27.6	2020	$ 29,400					36.7

A Snapshot of the spreadsheet

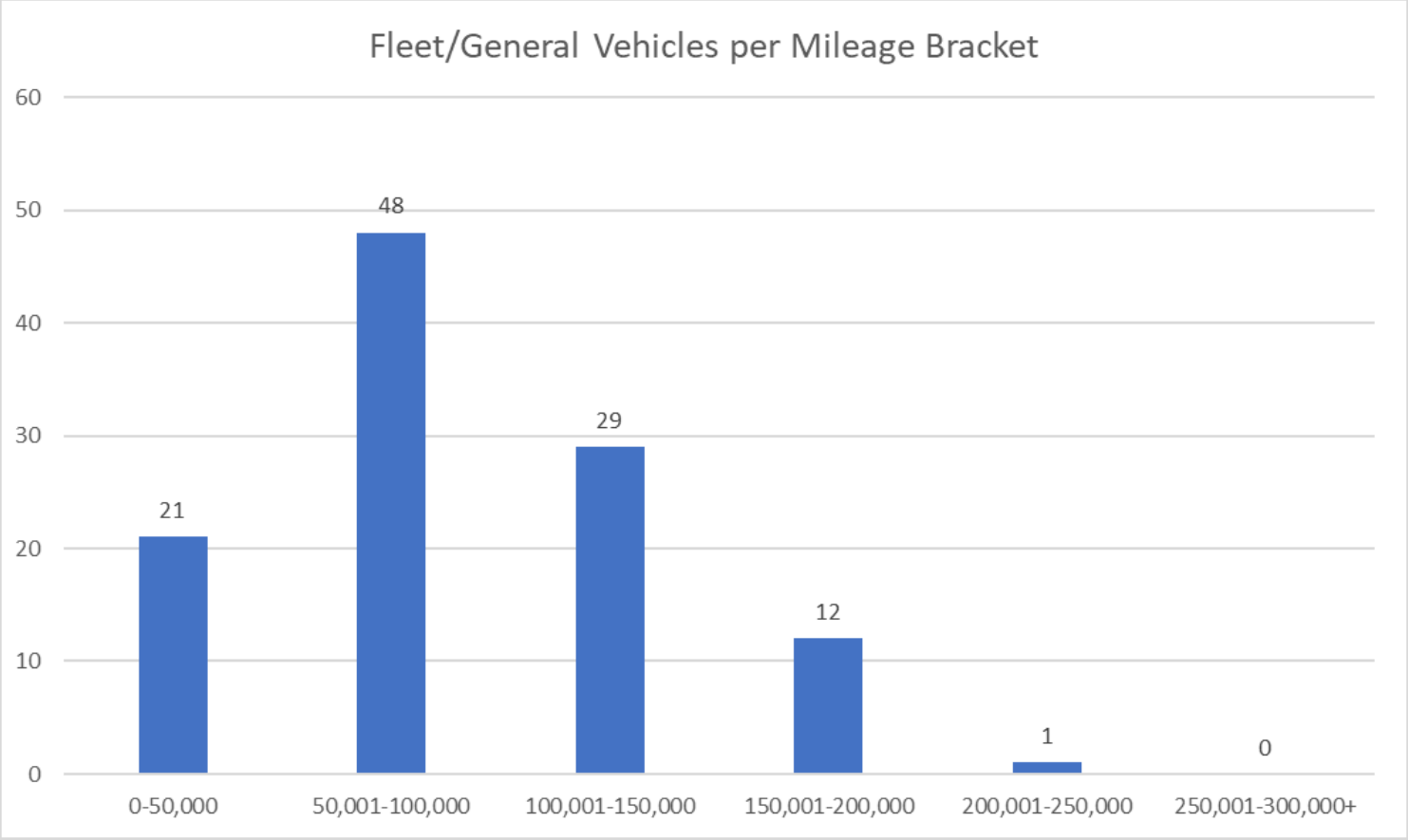
Motor Pool/Assigned Vehicles Maintenance Cost



- Total Vehicles 111
- Total Annual Maintenance Cost $1,376

- Maintenance Life Cost Data
  - Most of the vehicles, 97, have required maintenance costs that are 50% or less than the cost to replace
  - > Vehicles between 50%-100% 28 vehicles
  - > Vehicles greater than 100% 1 vehicle

Maintenance Costs include part, labor and fluids but excludes fuel.



Motor Pool and Assigned Vehicles Mileage

- Total Vehicles 111
- Average Mileage 89,074 miles

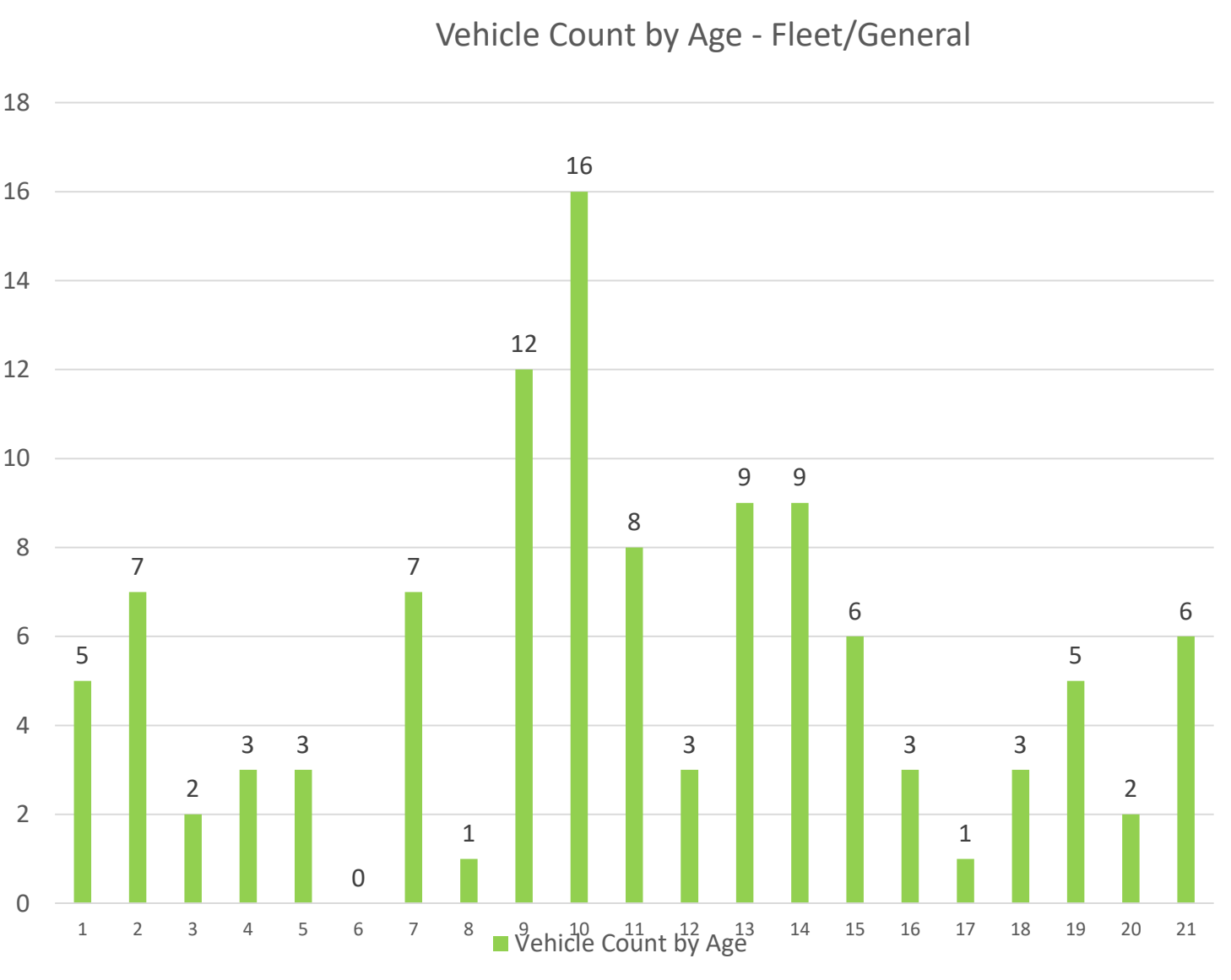
Vehicles Mileage

- 0 –50,000 21
- 50,001 -100,000 48
- 100,001-200,000 41
- >200,000 1

Motor Pool and Assigned Vehicles Underutilization

- Average miles over the life of all 111 vehicles 12,807 miles

- Gross underutilization- 5,000 miles or less per year
  - 16 vehicles have less than 5,000 miles
    - ❑ 2 are new
    - ❑ 5 are special purpose
    - ❑ 9 should be considered for consolidation into motor pool



Motor Pool and Assigned Vehicles Age

- Total Vehicles 111
- Average Age 10.5 years
- Vehicles greater than 10 years 62
- Vehicles greater than 15 years 22
- Vehicles greater than 20 years 6

- Cost to implement 10 year plan
  - On-going basis $428,874

Motor Pool and Assigned Vehicle Summary

Current Vehicle Condition

Criteria	Replacement Level	Number of Vehicles
Age	10 years	62
Maintenance Life Cost	100% of purchase cost	1- 2000 Tahoe
Mileage	200,000 miles	1-2006 Trailblazer

FY 2021

Proposal

5 vehicles - $205,800

- All exceed 20 years/200,000 miles/100% of replacement cost expended on maintenance

FY Future

Where do we go from here- start to accrue for future vehicle replacement

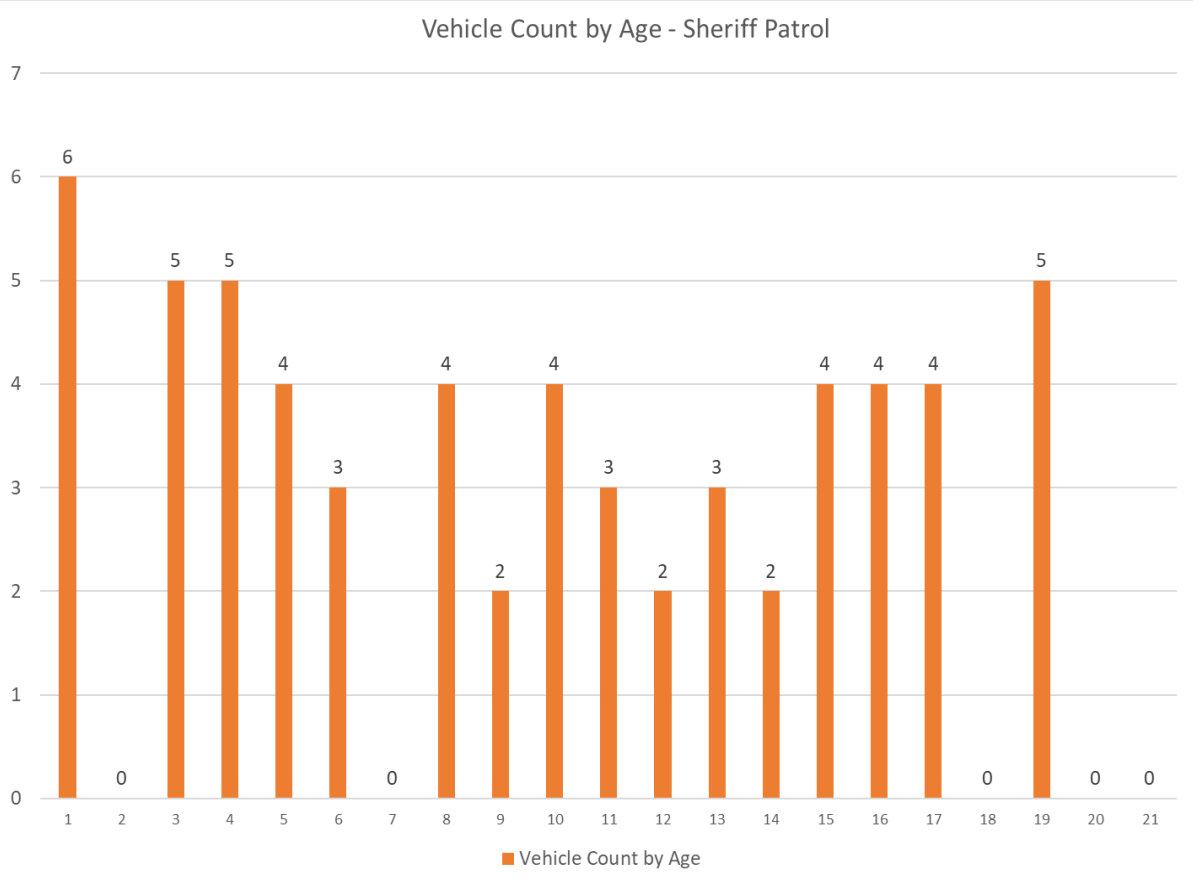
Accruing for Vehicle Replacement Cost

	Pickup 4x2	Pickup 4x4	1T PU	Sedan	SUV	SUV+	Van	Trans Van
Maintenance$/Year	$ 846	$ 1,080	$ 2,486	$ 958	$ 1,083	$ 1,273	$ 1,103	$ 1,420
Average PO Cost	$ 31,250	$ 34,480	$57,367	$24,880	$35,610	$36,750	$36,750	$ 43,362
Total Annual Assigned Cost	$ 3,971	$ 4,528	$ 8,223	$ 3,446	$ 4,644	$ 4,948	$ 4,778	$ 5,756
Fuel Cost*	2000	2000	2000	1200	1500	2000	1200	2000
Total Annual Cost	$ 5,971	$ 6,528	$10,223	$ 4,646	$ 6,144	$ 6,948	$ 5,978	$ 7,756

*Annual Cost based on 12,000 mile, 10 year replacement plan, and $2.50/ fuel gallon

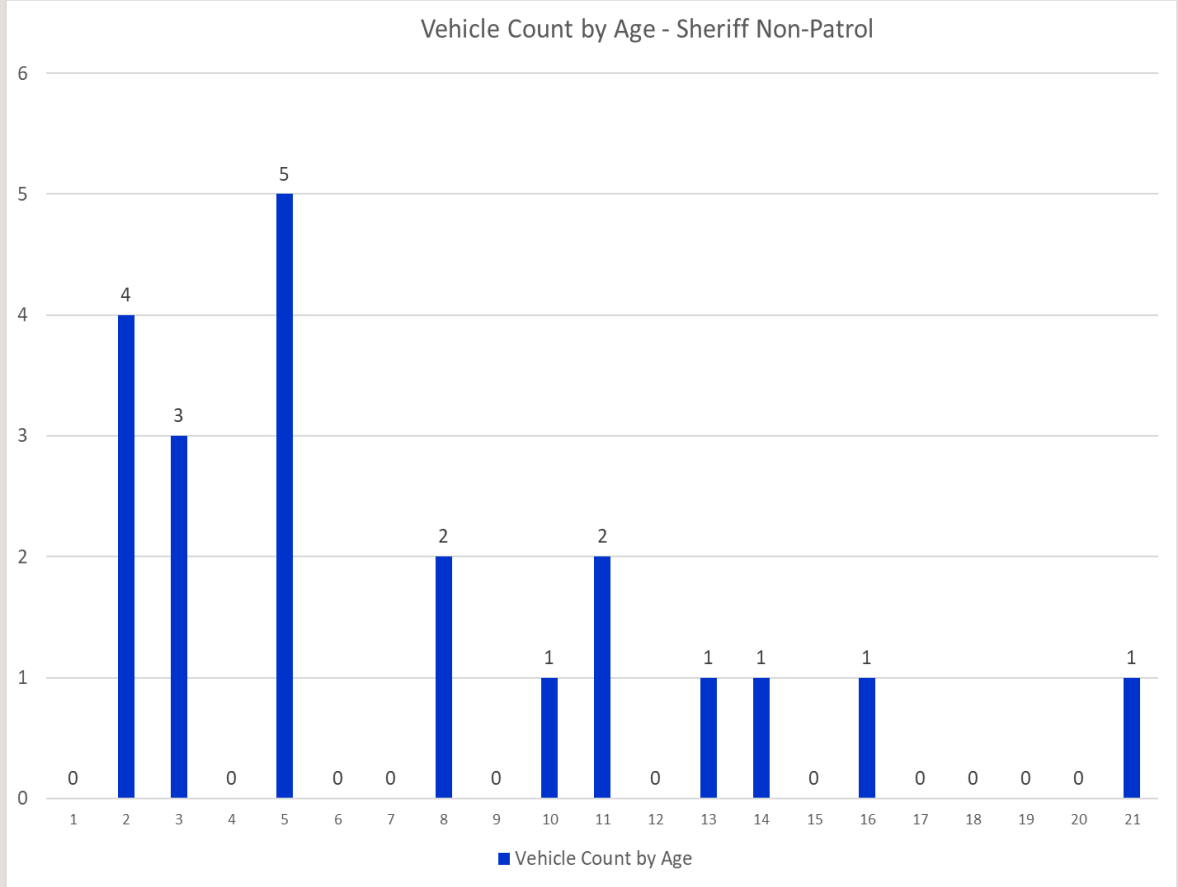
Daily Cost Motor Pool	$ 24	$ 27	$ 41	$ 19	$ 25	$ 28	$ 24	$ 32

Sheriff Patrol - 60 Vehicles



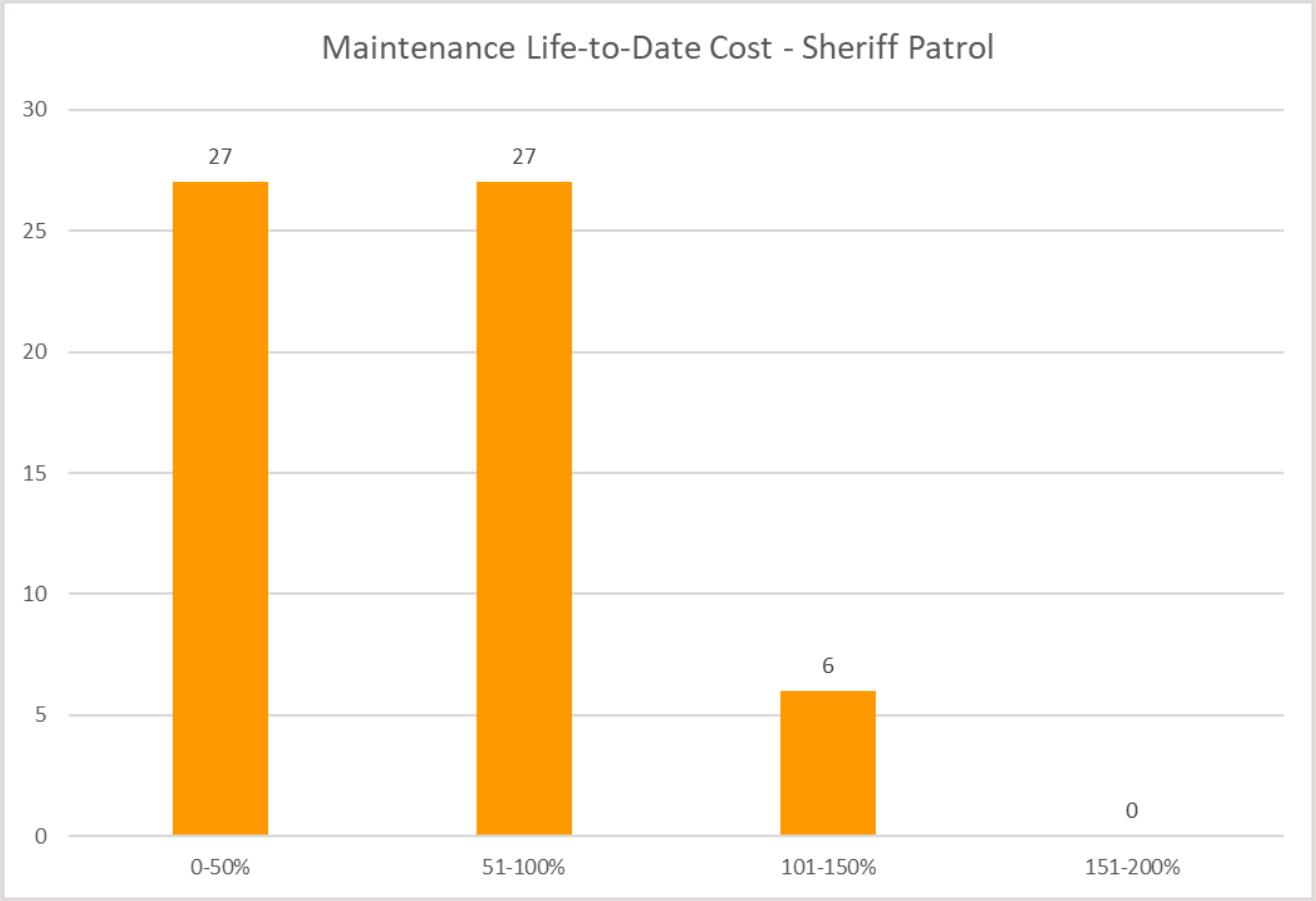
- Older than 10 years 27 vehicles
- Older than 15 years 13 vehicles

Sheriff Non Patrol - 21 Vehicles



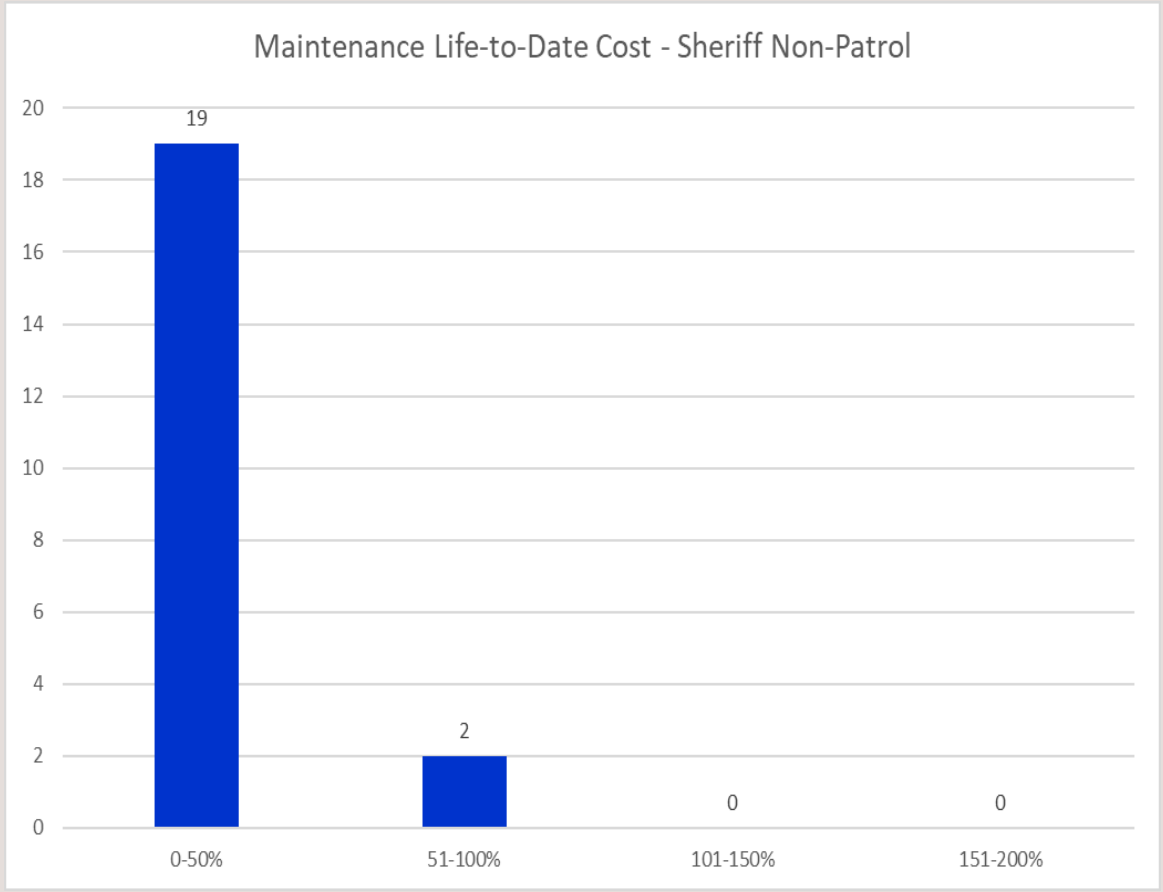
- Older than 10 years 6 vehicles
- Older than 15 years 2 vehicles

Sheriff Patrol - 60 Vehicles



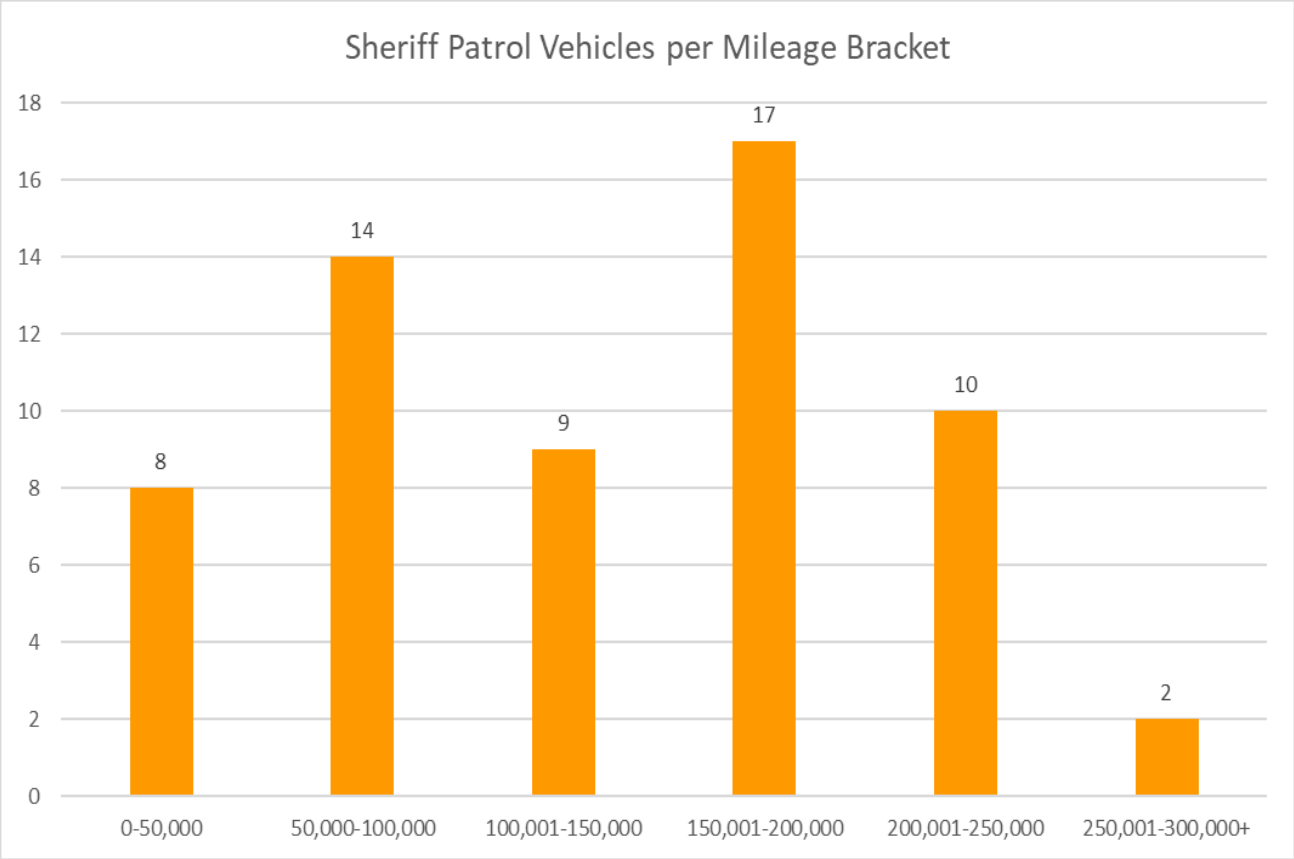
- Spent More than replacement value 6 vehicles

Sheriff Non Patrol - 21 Vehicles



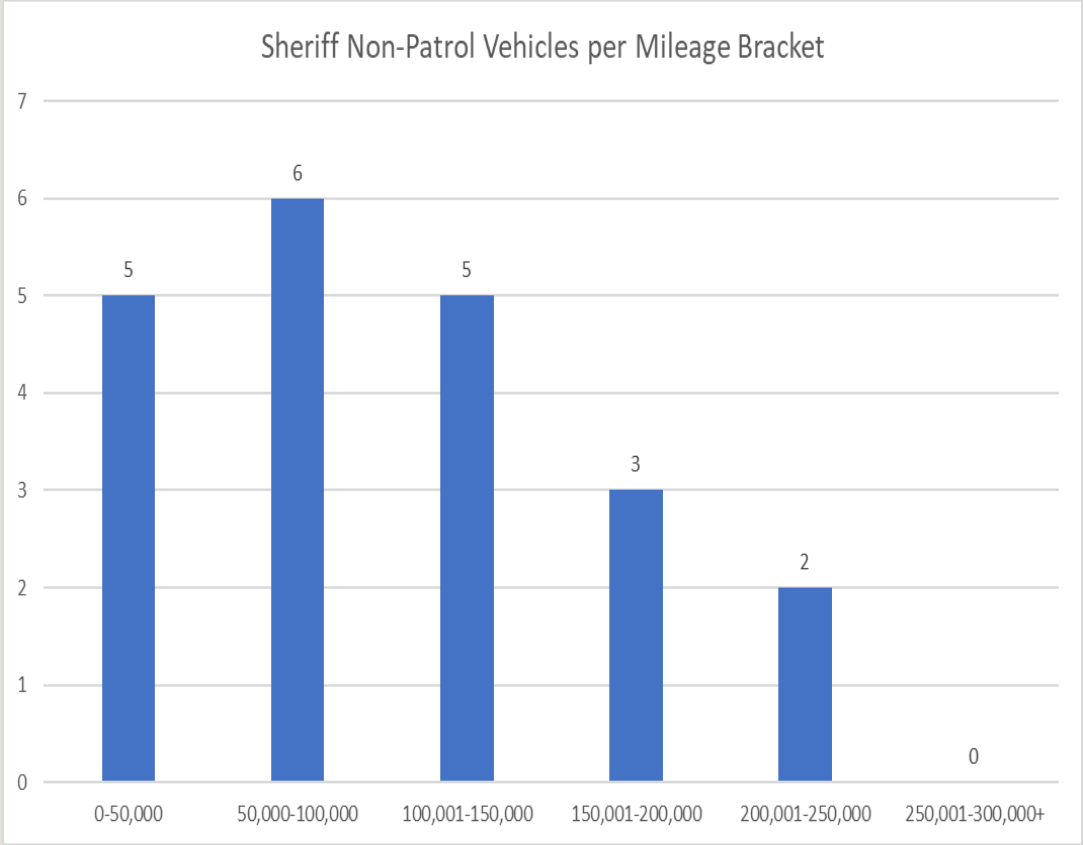
- Spent More than replacement value 0 vehicles

Sheriff Patrol - 60 Vehicles



- More than 200,000 miles 12 vehicles
- More than 250,000 miles 2 vehicles

Sheriff Non Patrol - 21 Vehicles



- More than 200,000 miles 2 vehicles

Sheriff Vehicles Patrol 60 Vehicles

Vehicle Number	Year	Make	Model	Last Mileage (from Asset Profile)	AGE IN YEARS Based on Model Yr and Current Date 10+ formatted	Maint Life Cost as a % of Replacement cost >100% formatted
B-145	2006	FORD	EXPEDITION 4X4	238855	13.6	130%
B-132	2003	CHEVROLET	TAHOE 4X4	220314	16.5	103%
B-107	2006	FORD	EXPEDITION 4X4	253711	14.6	97%
B-108	2006	FORD	EXPEDITION 4X4	222442	14.6	106%
B-117	2001	CHEVROLET	TAHOE 4X4	192545	18.6	93%
B-154	2007	FORD	EXPEDITION 4X4	257110	12.6	90%
B-155	2007	FORD	EXPEDITION 4X4	207940	12.6	104%
B-138	2004	CHEVROLET	PICKUP 1/2T 4X4	212942	15.3	84%
B-139	2004	CHEVROLET	PICKUP 1/2T 4X4	188628	15.3	91%
B-172	2009	CHEVROLET	TAHOE 4X4	230009	10.9	94%
B-167	2008	CHEVROLET	PICKUP 1/2T 4X4	153887	11.6	132%
B-103	2006	FORD	EXPEDITION 4X4	160180	14.6	97%
B-168	2008	CHEVROLET	PICKUP 1/2T 4X4	187207	11.6	93%
B-104	2006	FORD	EXPEDITION 4X4	200712	14.6	75%
B-112	2001	CHEVROLET	TAHOE 4X4	174758	18.7	69%
B-127	2003	CHEVROLET	TAHOE 4X2	229773	16.4	60%
B-190	2011	FORD	PICKUP 3/4T 4X4	184726	9.6	82%
B-173	2009	CHEVROLET	TAHOE 4X4	199083	10.7	68%
B-137	2004	CHEVROLET	PICKUP 1/2T 4X4	207141	15.3	58%
B-136	2004	CHEVROLET	PICKUP 1/2T 4X4	165229	15.3	67%
B-120	2001	CHEVROLET	TAHOE 4X2	167081	18.6	64%
B-116	2001	CHEVROLET	TAHOE 4X2	180965	18.6	58%
B-213	2012	FORD	PICKUP 3/4T 4X4	139725	7.7	85%
A-114	2006	CHEVROLET	IMPALA POLICE	109987	13.6	101%

Top 24

Vehicle Condition – Summary

- 27 vehicle older than 10 years
- 13 vehicles older than 15 years
- 6 vehicles more $ spent on maintenance than replacement cost
- 12 vehicles exceed 200,000 miles

Next Steps

Rank order the patrol vehicles based on parameters:

Visit with Sheriff's office and make decision based on budget considerations

- Recommendation – 5 patrol vehicles, $340,000 (>200.00 miles&100%)

Accrue funding for future purchases

	Pickup	Sedan	SUV	SUV+
Vehicles types	9	1	21	29
Maintenance$/Year	$ 4,258	$ 2,852	$ 3,243	$ 4,330
Average PO Cost	$ 62,000	$ 38,250	$ 68,000	$ 68,000
Total Ann. Assigned Cost	$ 10,458	$ 6,677	$ 10,043	$ 11,130

Sheriff Vehicles Non-Patrol - 21 vehicles

Vehicle Number	Year	Make	Model	Last Mileage (from Asset Profile)	AGE IN YEARS Based on Model Yr and Current Date 10+ formatted	Average Annual Miles <5000 formatted	Maint Life Cost as a % of Replacement cost >100% formatted
B-188	2010	FORD	PICKUP 1/2T 4X4	119613	9.7	12,382	34%
B-135	2003	FORD	PICKUP 1/2T	150986	15.7	9,596	23%
A-113	2006	CHEVROLET	IMPALA POLICE SEDAN	117690	13.6	8,652	67%
A-013	2006	FORD	TAURUS 4DR	138909	12.2	11,358	31%
A-006	2018	FORD	TAURUS	15212	1.6	9,443	4%
A-011	2018	FORD	TAURUS 4DSD	6754	1.5	4,371	1%
B-242	2015	FORD	EXPLORER 4X4 ,4 DOOR	79743	4.8	16,613	19%
B-011	2018	FORD	EXPLORER	22040	1.7	13,166	2%
B-178	2010	FORD	EXPEDITION 4X4	146646	10.2	14,342	46%
B-252	2017	FORD	EXPEDITION 4X4	85079	2.9	28,914	19%
B-245	2015	FORD	EXPEDITION 4X4	74252	4.6	16,180	28%
B-260	2018	FORD	EXPEDITION	27764	2.7	10,404	4%
C-102	1997	FORD	F-800 TOW TRUCK - Military Surplus	78132	23.0	3,397	15%
A-050	2009	DODGE	CARAVAN	208451	10.1	20,720	54%

Top 14

Vehicle Condition – Summary

- 6 vehicles older than 10 years
- 2 vehicles older than 15 years
- 0 vehicles more $ spent on maintenance than replacement cost
- 2 vehicles exceed 200,000 miles

Rank order the non-patrol vehicles based on:
age + maintenance + mileage

Visit with Sheriff's office and make decision base on budget considerations

- Non- patrol fleet in relative good condition
- 2 vehicles underutilized
  - Tow Truck
  - Sedan
- Recommendation – No replacements FY 2021
- Accrue funding for future purchases

HURF and Enterprise Fund Landfill

	HURF	Landfill
Number of Vehicles	50	8
Vehicles exceeding 15 years	17	1
Vehicles exceeding 200,000 miles	2	0
Vehicles exceeding maint $ > replace	16	0
Under utilization <5,000 mi/yr.	6*	1
* light duty dump trucks, flatbed truck and inmate transport truck		

Recommendations:

HURF – Use Agile Fleet data and spreadsheet to make informed decisions, especially where maintenance cost exceeds replacement cost. Replace vehicles over 20 years of age.

Landfill – Replace 18 year old vehicle.

Next Steps…..

- Use fleet data to help determine replacement priority
- Continuously examine the validity of the replacement parameters
- Share the data and the recommendation with the appropriate departments
- Accrue funding at the appropriate level in order to implement the most cost effective and safe vehicle replacement policy

ARF-6049 **2. B.**

Work Session

Meeting Date: 05/12/2020
Submitted For: Homero Vela, Assistant County Manager
Submitted By: Marian Sheppard, Clerk of the Board
Department: Clerk of the Board of Supervisors

Information

Request/Subject

Review of Facilities Management Department 5-Year Capital Improvement Plan (CIP) Projects

Background Information

The Board of Supervisors adopted a 5-Year CIP which includes certain planned projects. Periodically the Facilities Management Department reviews with the Board its current and upcoming projects.

This agenda item was placed on the April 28, 2020, Work Session; however, due to the length of discussion on other agenda items it was not discussed at that time.

Evaluation

It would be beneficial for the Board of Supervisors to be apprised on the status of current and upcoming Facilities Management Department CIP projects.

Conclusion

It would be beneficial for the Board of Supervisors to review current and upcoming Facilities Management Department projects as contained in the County's 5-Year CIP to determine if any changes need to be made.

Recommendation

It is recommended that the Board of Supervisors are presented with an update on the Facilities Management Department current and upcoming CIP projects.

Suggested Motion

Information/Discussion on current and future Facilities Management Department projects as outlined in the County's 5-Year Capital Improvement Plan. **(Homero Vela)**

Attachments

Facilities Management Presentation

Payson Probation/Teen Center (Completed 2019)

Building Description: The Probation/Teen Center Building is 5,772 Square Feet. The Teen Center accounts for 2,540 Square Feet, while the Probation side accounts for 3,232 Square Feet.

Team work: The majority of the work was performed in-house with maintenance and Probation personnel.

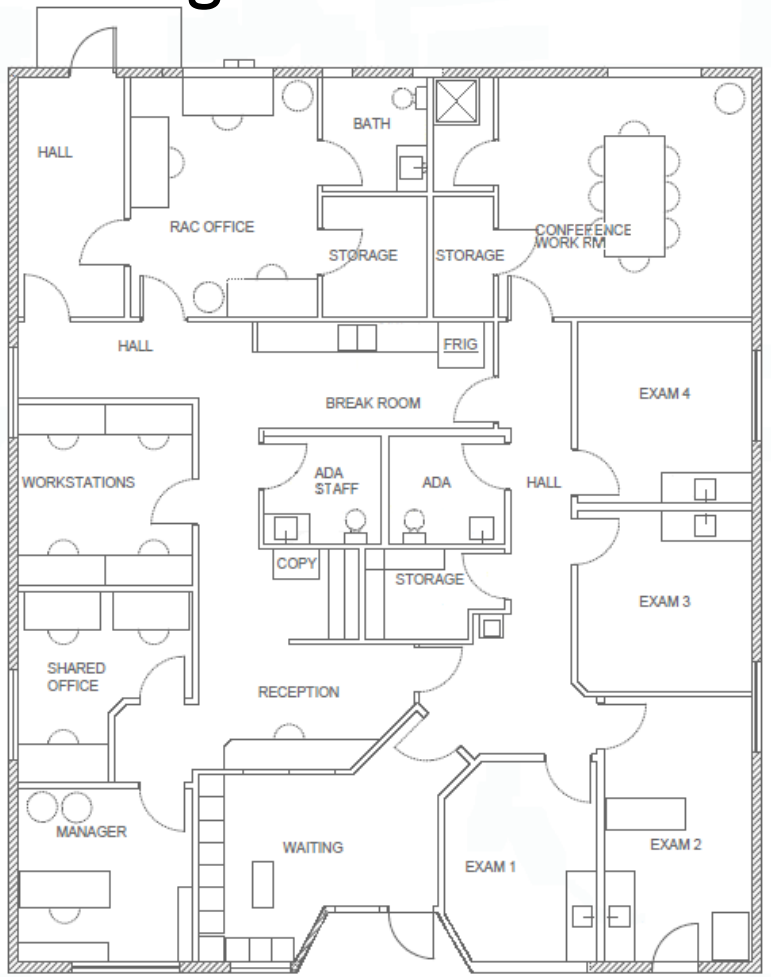
Budget/Actual	Funding Source	Contractor's Cost	County Materials	Start Date	Complete Date
Budget	Capital Projects/Juvenile Probation	$62,000	$98,000	06-14-19	12-12-19
Actual	Capital Projects/Juvenile Probation	$61,323	$98,979	06-14-19	12-12-19

Northern Gila County Health Building

Summary: The remodel will consist of 3,000 Square Feet. The Health Services building will house the Health Department, WIC and Animal Control. The floor and roof will be replaced, and the interior will be completely remodeled.

Design/Construction Status and Plans

- Reconstruction is in progress
- Construction to be completed by October 2020
- Construction Status – 30% complete
  - Concrete Floor – This Week



Budget/Actual	Funding Source	Contractor's Cost	County Materials	Start Date	Complete Date
Budget	Capital Improvements	$210,800	$138,780	01-21-2020	10-01-2020
Actual	Capital Improvements	$184,630	$26,568	01-21-2020	10-01-2020

Globe Jail Renovation

Description of Work: The renovation will consist of 26,000 Square Feet. The roof will be replaced and the HVAC will be modernized.

Construction Status:

- Renovation to begin May 2020
- Renovation to be completed by Sept 30 2020
- Capital Improvement/Bond expenditures will take place in FY 2020 and FY 2021

Current Main Jail Roof

Budget/Actual	Funding Source	Project Cost	Construction Start	Complete Date
Budget	Capital Improvements/Bond	$1,000,000	05-20-2020	09-30-2021
Actual	Capital Improvements/Bond	$3,362	05-20-2020	09-30-2021

New Globe Animal Shelter

Building Description: The new Animal Shelter will be 7,481 square feet under roof plus 730 sq ft sally port. It will have 27 dog kennels, 20 cat cages, and a equipped to function as animal shelter of this size, including a surgical suite, sally port, admin offices, greeting/adoption rooms, washer/dryer area, animal bathing, food storage, etc

Future Site of New Globe Animal Shelter (Gila County Fairgrounds)

Design/Construction Status and Plans:

- Design to be completed by July 2020
- Construction to begin Sept 2020
- Construction to be completed by May 2021
- Current Design – 30%
- Bond money expenditures will take place in FY 2019/2020 and FY 2020/2021

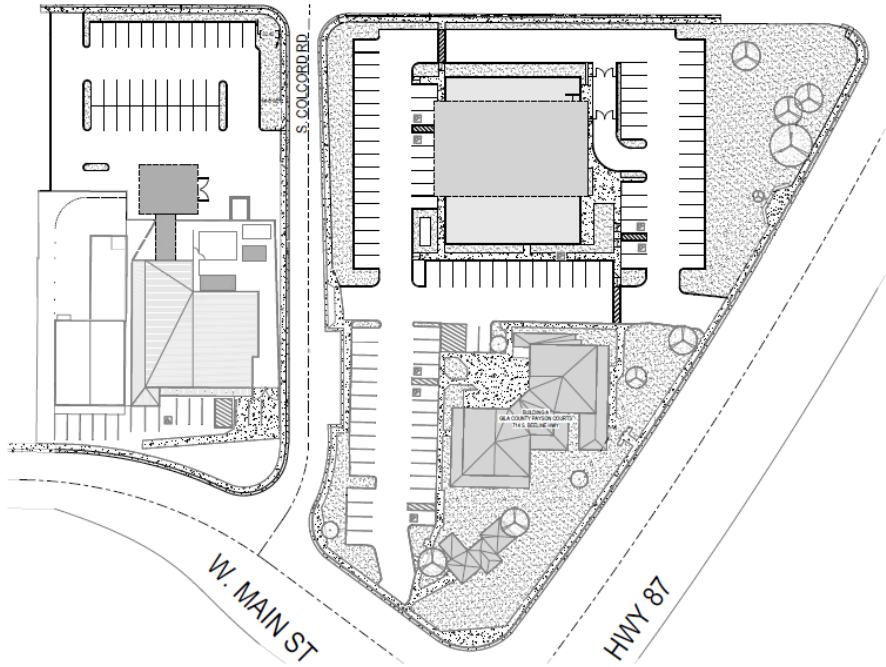
Budget/Actual	Funding Source	All inclusive cost	Construction Start	Complete Date
Budget	Capital Improvements/Bond	$3,000,000	09-01-2020	05-19-2021
Actual	Capital Improvements/Bond	$42,860	09-01-2020	05-19-2021

New Payson Multi-Purpose Complex

Building Description: The Multi-Purpose Complex will be 11,000 Square Feet. It will house the Board of Supervisors offices and Board Room, Recorder's Office, Assessor's Office as well as offices for the Treasurer and School Superintendent. This complex will also function as a Superior Court jury trial location. The project also includes building a Sally Port at the current Payson Jail and a Sally Port at the new facility.

Design/Construction Status and Plans

- Final Design to be completed by Aug 2020
- Construction to begin by November 2020
- Construction to be completed by Sept 2021
- Current Design – 30% complete
- Bond money expenditures will take place in FY 2019/2020 and FY 2020/2021



Budget/Actual	Funding Source	All inclusive cost	Construction Start	Complete Date
Budget	Capital Improvements/Bond	$4,770,000	11-01-2020	09-31-2021
Actual	Capital Improvements/Bond	$7,594	11-01-2020	09-31-2021

Michaelson Building Remodel

Summary: The 2 story remodel will consist of 7,000 Square Feet. The Michaelson Building will be turned into a Business Hub. The project is being completed in cooperation with the City of Globe, Freeport-McMoran and Capstone Mining. Most of the remodel will be completed in-house with the assistance of Arizona Department of Corrections inmate labor.

Design/Construction Status and Plans

- Remodel is in progress
- Remodel to be completed by May 2021

- **Current status**: Total County commitment is $100,000 and the project partners are contributing $200,000. Design underway, bid for asbestos removal complete, structural engineering evaluation is on-going.

Budget/Actual	Funding Source	Contractor's Cost	County Materials	Start Date	Complete Date
Budget	Capital Improvement/Grant	$200,000	$100,000	11-01-2018	05-01-2021
Actual	Capital Improvements/Grant	$424	$3,016	11-01-2018	05-01-2021

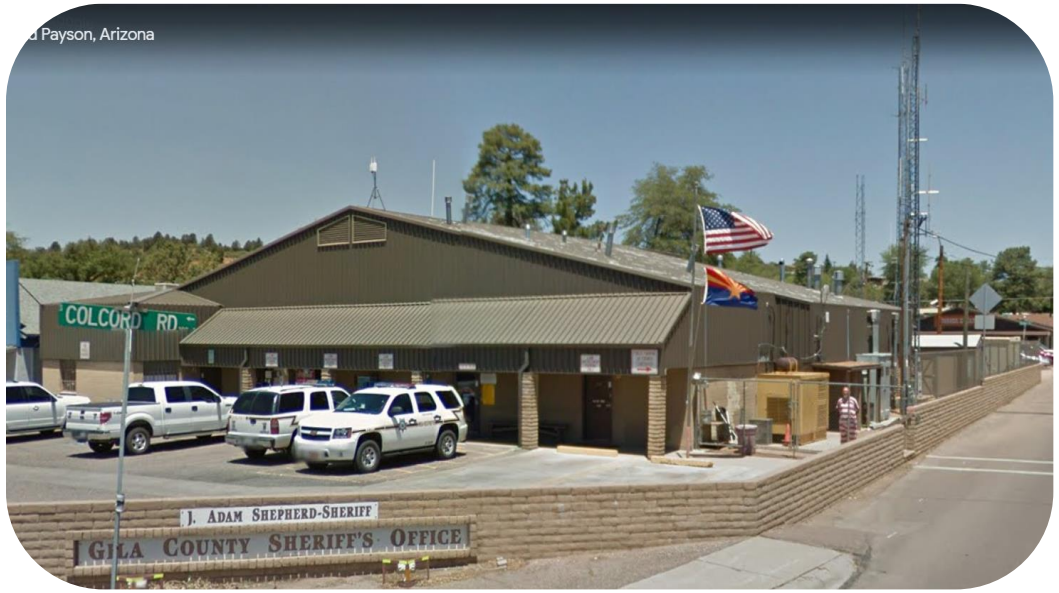
Payson S.O. Remodel

Description of Work: The remodel will consist of 7,340 Square Feet. The Administration Offices will be remodeled, the booking area, the kitchen and laundry will be relocated.

Design/Construction Status and Plans:

- Design – Start October 2020
- Remodel projected to begin January 2021
- Remodel projected to be completed by June 2021

- **Current status**: Bond Money has been budgeted for FY 2020/2021 for design and construction.

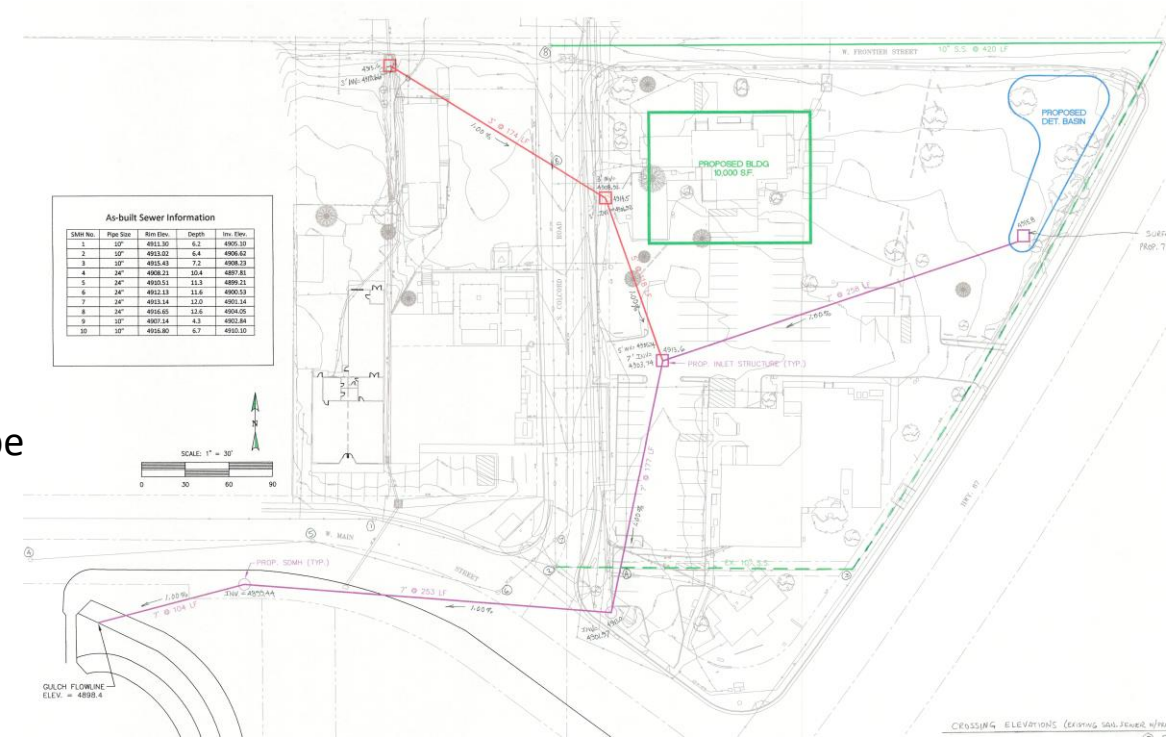


Budget/Actual	Funding Source	Project Cost	Construction Start	Complete Date
Budget	Capital Improvements/Bond	$1,000,000	01-01-2021	06-01-2021
Actual	Capital Improvements/Bond	$0	01-01-2021	06-01-2021

Regional Drainage – Payson Building Complex

Summary:

- Design Start May -2020
- Construction Start Aug 2020
- Construction Complete Oct 2020
- **Current status**: Working with Engineering firm on scope work.



Budget/Actual	Funding Source	Project Cost	Construction Start	Complete Date
Budget	IGA with Town of Payson	$1,000,000	08-1-2020	10-31-2020

Security Upgrades

Multi Year Plan					
Building	**FY 2018**	**FY 2019**	**FY 2020**	**FY 2021**	**FY 2022**
Central Heights	$0	$0	$35,369	$0	$0
Globe Road Shop	$2,658	$0	$0	$0	$0
Payson Road Shop	$0	$0	$0	$0	$50,000
Payson Admin Building	$0	$0	$56,217	$0	$0
Justice/Superior Court	$0	$0	$2,275	$70,000	$0
Payson Recorder's Office	$0	$0	$494	$0	$0
Totals	**$2,658**	**$0**	**$94,355**	**$70,000**	**$50,000**

Funding: Non Capitalized Projects

FY 2019/2020 - $200,000 was budgeted for Security Upgrades
FY 2020/2021 - If funds available will budget as shown for FY 21 and pushout as necessary.

Current Status: Will continue to evaluate buildings yearly and make any changes to security measures if needed. This includes building walls, counters, access cards, installing cameras etc…