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City of Yuma

Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan

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ADOPTED



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Abbreviations

ADA – Americans with Disabilities Act

CFR – Code of Federal Regulations

CIP – Capital Improvement Projects

DOJ – United States Department of Justice

FHWA – Federal Highway Administration

MUTCD – Manual on Uniform Traffic Control Devices

PROWAG – Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

PSA – Programs, Services, and Activities

1.0 Introduction

1.1 Purpose

The purpose of this Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan is to summarize the activities completed to-date related to ADA compliance and to create a roadmap for the City of Yuma to update their ADA Transition Plan. Prioritization methodology for evaluating and implementing improvements was developed based on the applicable ADA Standards for Accessible Design (ADA Standards) and Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), and the details are provided in this document.

This document includes an overview of the ADA and provides recommendations for the City of Yuma based on guidance from the Federal Highway Administration (FHWA) and U.S. Department of Justice (DOJ) to improve accessibility for the public.

1.2 Legislative Mandate

The ADA is a civil rights law that mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to jobs, public accommodations, government services, public transportation, and telecommunications. Title II of the ADA also requires that all programs, services, and activities (PSAs) of public entities provide equal access for individuals with disabilities.

1.3 ADA Self-Evaluation and Transition Plan Development Requirements and Process

The City of Yuma is obligated to observe all requirements of Title I in its employment practices; Title II in its policies, programs, and services; any parts of Titles IV and V that apply to the City and its programs, services, or facilities; and all requirements specified in the applicable ADA Standards and PROWAG that apply to facilities and other physical holdings.

Title II has the broadest impact on the City. Included in Title II are administrative requirements for all government entities employing more than 50 people. These administrative requirements are:

- Providing notice to the public about the ADA;
- Designation of at least one (1) person who is responsible for overseeing Title II compliance;
- Adopting and publishing of an ADA complaint procedure;
- Self-Evaluation of current services, policies, and practices and modification if non-compliant;
- Operating each service, program, or activity so that it is readily accessible and useable by individuals with disabilities; and
- Development of a Transition Plan to schedule the removal of structural barriers. The Transition Plan will become a working document until all barriers have been addressed.

This document describes the process developed to complete the evaluation of the City of Yuma's services, policies, practices, programs, activities, and facilities, provides possible solutions to remove programmatic barriers, and presents a Transition Plan for the modification of facilities and public rights-of way to improve accessibility, which will guide the planning and implementation of necessary program and facility modifications over the next several years. The ADA Self-Evaluation and Transition Plan is significant in that it establishes the City's ongoing commitment to the development and maintenance of PSAs and facilities that accommodate all those who live in and visit the City.

1.4 Discrimination and Accessibility

Program accessibility means that, when viewed in its entirety, each program is readily accessible to and usable by individuals with disabilities. Program accessibility is necessary not only for individuals with mobility needs, but also to individuals with sensory and cognitive disabilities.

Accessibility applies to all aspects of a program or service, including but not limited to physical access, advertisement, orientation, eligibility, participation, testing or evaluation, provision of auxiliary aids, transportation, policies, and communication.

The following are examples of elements that should be evaluated for barriers to accessibility:

1.4.1 Physical Barriers

- Parking
- Path of travel to, throughout, and between buildings and amenities
- Doors
- Service counters
- Restrooms
- Drinking fountains
- Public telephones
- Access to pedestrian equipment at signalized intersections

1.4.2 Programmatic Barriers

- Building signage
- Customer communication and interaction
- Non-compliant sidewalks, pedestrian street crossing, pedestrian driveway crossings, or curb ramps
- Emergency notifications, alarms, and visible signals
- Participation opportunities for City sponsored events

1.4.3 Ongoing Accessibility Improvements

After the initial evaluations, City PSAs and facilities will continue to be evaluated on an ongoing basis, and the ADA Transition Plan will be revised to account for changes that have been or will be completed since the initial facility evaluations. This Plan will be posted on the City's website for review and consideration by the public.

1.4.4 City of Yuma Approach

The purpose of the Transition Plan is to provide the framework for achieving equal access to the City of Yuma's programs, services, and activities within a reasonable timeframe. The City's elected officials and staff believe that accommodating persons with disabilities is essential to good customer service, ensures the quality-of-life Yuma residents seek to enjoy, and guides future improvements.

The City of Yuma should make reasonable modifications in PSAs when the modifications are necessary to avoid discrimination based on disability, unless the City can demonstrate that making the modifications will fundamentally alter the nature of the program, service, or activity. The City of Yuma will not place surcharges on individuals with disabilities to cover the cost involved in making PSAs accessible.

1.5 Exceptions and Exemptions

A municipality is not required to take any action that would create any undue financial or administrative burden for the public entity, create a hazardous condition for other people, or threaten or destroy the historic significance of a historic property.

In determining whether an alteration would impose an undue financial or administrative burden on a covered entity, factors to be considered include: (i) the nature and cost of the alteration needed; (ii) the overall financial resources of the facility or facilities involved in the provision of the reasonable accommodation; the number of persons employed at such facility; the effect on expenses and resources, or the impact otherwise of such accommodation upon the operation of the facility; (iii) the overall financial resources of the covered entity; the overall size of the business of a covered entity with respect to the number of its employees; the number, type, and location of its facilities; and (iv) the type of operation or operations of the covered entity, including the composition, structure, and functions of the workforce of such entity; the geographic separateness, administrative, or fiscal relationship of the facility or facilities in question to the covered entity.

In determining whether an alteration would threaten or destroy the historic significance of a historic property, the City should first confirm if the property is on the National Register of Historic Places. Based on a search of the National Register of Historic Places NPGallery Database (<https://npgallery.nps.gov/nrhp>) and the associated geodatabase (<https://irma.nps.gov/DataStore/Reference/Profile/2210280>), there are 50+ registered historical places within the City of Yuma, but there may be other documentation available not provided on these websites. A map of these properties is provided on the City website:

<https://www.yumaaz.gov/home/showpublisheddocument/4182/637695699332130000>.

The City has established the Design and Historic Review Commission (DHRC). The DHRC holds a variety of responsibilities with the goal of promoting historical preservation in the City. The Commission and its members review plans for development in the City's Aesthetic Overlay (the gateways to the City) and within the City's three historic districts. Commission members use state and federal guidelines for development in addition to local City-approved neighborhood specific historic district and design guidelines.

The Design and Historic Review Commission should take the ADA into consideration when providing recommendations to ensure the current standards are being met when facilities are altered.

A municipality is not necessarily required to make each of its existing facilities accessible to and usable by individuals with disabilities. In the event the City determines a proposed action would generate undue financial or administrative burden, create a hazardous condition for other people, or threaten or destroy the historic significance of a historic property, a municipality has a responsibility to communicate and document the decision and the methodology used to reach it. If an action would result in such an alteration or such burdens, a municipality shall take any other actions that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive the benefits or services provided by the City.

1.6 New Construction and Alterations

If the start date for construction is on or after March 15, 2012, all newly constructed or altered state and local government facilities must comply with the 2010 ADA Standards. Before that date, the 1991 ADA Standards (without the elevator exemption), the Uniform Federal Accessibility Guidelines, or the 2010 ADA Standards may be used for such projects when the start of construction commences on or after September 15, 2010.

The most recent standard is the 2010 ADA Standards, which sets the minimum requirements – both scoping and technical – for newly designed and constructed or altered state and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities. It is

effectuated from 28 Code of Federal Regulations (CFR) 35.151 and the 2004 Americans with Disabilities Act Accessibility Guidelines (ADAAG). However, the FHWA and DOJ recommend using PROWAG for designing facilities within the public rights-of-way as a best practice until it is adopted at the federal level. The Manual on Uniform Traffic Control Devices (MUTCD) is also incorporated by reference within PROWAG. The Arizona Department of Transportation (ADOT) allows for compliance with PROWAG, when feasible, if a feature does not meet the 2006 ADA Standards for Transportation Facilities. It is recommended that the City of Yuma adopt PROWAG so that it becomes an enforceable document for all City projects within the public rights-of-way, regardless of its adoption status at the state and federal level.

2010 ADA Standards

The Department of Justice's revised regulations for Titles II and III of the Americans with Disabilities Act of 1990 (ADA) were published in the Federal Register on September 15, 2010. These regulations adopted revised, enforceable accessibility standards called the 2010 ADA Standards. On March 15, 2012, compliance with the 2010 ADA Standards was required for new construction and alterations under Titles II and III. March 15, 2012, is also the compliance date for using the 2010 ADA Standards for program accessibility and barrier removal.

PROWAG

The U.S. Access Board recently published new guidelines under the ADA and the Architectural Barriers Act (ABA) that address access to sidewalks and streets, crosswalks, curb ramps, pedestrian signals, on-street parking, and other components of public rights-of-way. These guidelines also review shared use paths, which are designed primarily for use by bicyclists and pedestrians for transportation and recreation purposes. PROWAG provides minimum guidelines for the accessibility of pedestrian facilities in the public rights-of-way. When these guidelines are adopted, with or without modifications, as accessibility standards in regulations issued by other federal agencies implementing the ADA, Section 504 of the Rehabilitation Act, and the ABA, compliance with those enforceable accessibility standards is mandatory. The final rule was published on August 8, 2023, and becomes effective on September 7, 2023. In a memorandum dated January 23, 2006 from the Federal Highway Administration, the PROWAG is the recommended best practice and can be considered the state of the practice that could be followed for areas not fully addressed by the 2010 ADA Standards.

MUTCD

Traffic control devices shall be defined as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, bikeway, or private road open to public travel by authority of a public agency or official having jurisdiction, or, in the case of a private road, by authority of the private owner or private official having jurisdiction. The Manual on Uniform Traffic Control Devices is incorporated by reference in 23 CFR, Part 655, Subpart F and shall be recognized as the national standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel in accordance with 23 U.S.C. 109(d) and 402(a). The policies and procedures of the FHWA to obtain basic uniformity of traffic control devices shall be as described in 23 CFR 655, Subpart F.

1.7 Maintenance Versus Alterations

The United States DOJ has issued a briefing memorandum on clarification of maintenance versus alteration projects. Information contained in the briefing memorandum is below. This clarification regarding when curb ramp installation is required as part of a project can be used as a reference for City of Yuma staff who regularly are involved in maintenance and alteration projects.

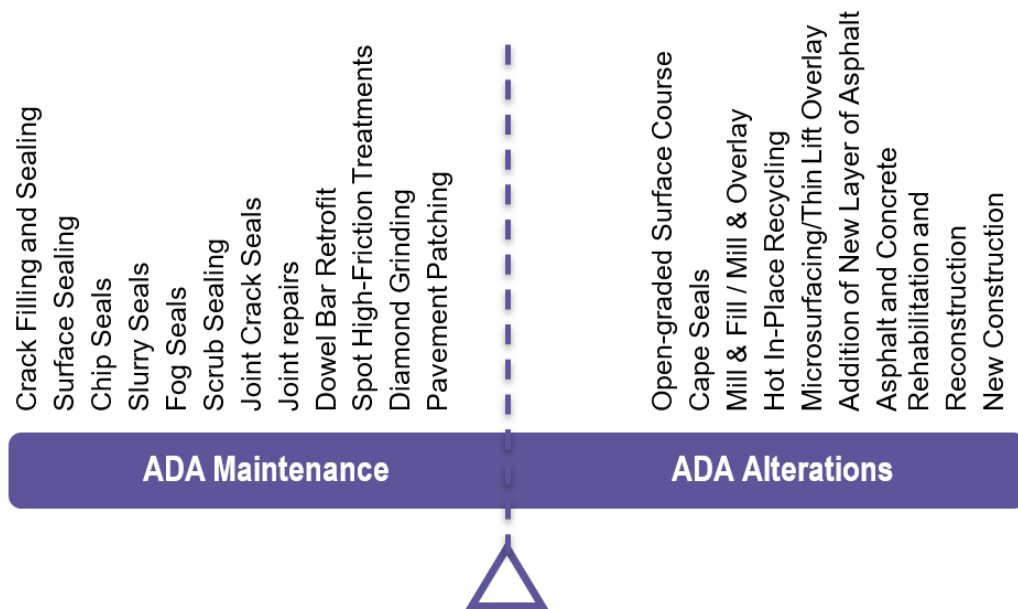
The Americans with Disabilities Act of 1990 (ADA) is a civil rights statute prohibiting discrimination against persons with disabilities in all aspects of life, including transportation, based on regulations promulgated by the United States DOJ. DOJ's regulations require accessible planning, design, and construction to integrate people with disabilities into mainstream society. Further, these laws require that public entities responsible for operating and maintaining the public rights-of-way do not discriminate in their programs and activities against persons with disabilities. FHWA's ADA program implements the DOJ regulations through delegated authority to ensure that pedestrians with disabilities have the opportunity to use the transportation system's pedestrian facilities in an accessible and safe manner.

FHWA and DOJ met in March 2012 and March 2013 to clarify guidance on the ADA's requirements for constructing curb ramps on resurfacing projects. Projects deemed to be alterations must include curb ramps within the scope of the project.

This clarification provides a single Federal policy that identifies specific asphalt and concrete-pavement repair treatments that are considered to be alterations – requiring installation of curb ramps within the scope of the project – and those that are considered to be maintenance, which do not require curb ramps at the time of the improvement. Figure 1 provides a summary of the types of projects that fall within maintenance versus alterations.

This approach clearly identifies the types of structural treatments that both DOJ and FHWA agree require curb ramps (when there is a pedestrian walkway with a prepared surface for pedestrian use and a curb, elevation, or other barrier between the street and the walkway) and furthers the goal of the ADA to provide increased accessibility to the public right-of-way for persons with disabilities. This single Federal policy will provide for increased consistency and improved enforcement.

Figure 1. Maintenance versus Alteration Projects



Source: DOJ Briefing Memorandum on Maintenance versus Alteration Projects

1.8 FHWA Guidance on Closing Pedestrian Crossings

An alteration that decreases or has the effect of decreasing the accessibility of a facility below the requirements for new construction at the time of the alteration is prohibited. For example, the removal of an existing curb ramp or sidewalk (without equivalent replacement) is prohibited. However, the FHWA has indicated a crossing may be closed if an engineering study (performed by the City and not included in the scope of this Transition Plan) determines the crossing is not safe for any user. The crossing should be closed by doing the following:

- A physical barrier is required to close a crossing at an intersection. FHWA has determined that a strip of grass between the sidewalk and the curb is acceptable as a physical barrier.
- A sign should be used to communicate the closure.

Agencies wishing to close certain intersection crossings should have a reasonable and consistent policy on when to do so written in their Transition Plan or as a standalone document. If safety concerns are established by an engineering study, a pedestrian crossing should not be accommodated for any user. The City of Yuma will only consider closing an existing pedestrian crossing if it is determined to be unsafe by an engineering study.

1.9 Existing City Programs that Implement ADA Upgrades

The City of Yuma currently implements ADA compliant designs through the following efforts:

- **Inclusive Play Project:** In 2022, the City began working on improvements to the Stewart Vincent Wolfe Creative Playground (282 N. 12th Avenue) with the addition of a new inclusive play area. The inclusive playground exceeds the minimum standards of accessibility to ensure every child can fully engage with the equipment without limitations. More information can be found on the City website: <https://www.yumaaz.gov/government/parks-recreation/inclusive-play-project>.
- **Multi-use Paths:** As part of the 2018 Yuma Bikeways Plan, 53 miles of bike paths are proposed to be added to the existing City network in addition to proposed bike lanes along existing or new roadways. Bike paths (also referred to as multi-use paths) are off-street paved paths that are physically separated from motorized traffic by an open space or barrier. Bike paths attract recreational users such as joggers, walkers, and other non-motorized users. Typically, bike paths are constructed of concrete or asphalt and are built to a standard width of 10 feet.

2.0 Public Outreach

In July 2023, the City established an ADA Advisory Commission for the purpose of advising the City Administrator and City staff in matters pertaining to the needs and interests of, and the barriers negatively impacting, the disability community. This City code text amendment ensures the City is Safe and Prosperous, Respected and Responsible, Connected and Engaged, and Active and Appealing by making the Yuma community accessible to those who experience disabilities, providing an avenue to communicate with the City regarding needs of disabled persons, and ensuring essential services are available to the public.

The Commission will be comprised of seven members to be appointed by the Mayor and City Council. The City of Yuma's ADA Coordinator shall serve as secretary to the Commission. The City will work with the Commission members to determine the frequency in which the Commission will meet and will also meet the fourth Tuesday of the first month of every quart of the year. The City plans to solicit feedback on the Self-Evaluation and Transition Plan directly from the Commission and work with the Commission to determine the best approach for receiving feedback from the disability community.

The City will also be hosting open houses and will have open public comment periods as part of the Master Transportation Plan (MTP) update. The MTP includes policies and investment strategies for traditional roadway improvement; but as a multimodal plan, it also outlines enhancements to public transportation, bicycle facilities, pedestrian environments, and other mobility and accessibility functions. The City will work with the ADA Advisory Commission to solicit feedback from the disability community.

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3.0 Self-Evaluation and Summary of Observations

The City of Yuma's Americans with Disabilities Act (ADA) Transition Plan will include the results of a comprehensive review of the programs, services, and activities provided to employees and the public. The Plan will also include the observations from facility evaluations of all City-owned/maintained buildings and associated parking lots, parks and associated parking lots, park sidewalk and associated curb ramps, signalized intersections, and public rights-of-way sidewalks and associated curb ramps.

3.1 Programs, Services, and Activities Review

Under the ADA, the City of Yuma is required to complete a Self-Evaluation of the City's programs, policies, practices, and associated facilities. The Self-Evaluation identifies and provides possible solutions to those policies and practices that are inconsistent with Title II requirements. To be compliant, the Self-Evaluation should consider all the City's programs, services, and activities, as well as the policies and practices the City uses to implement its various programs and services.

To comply with requirements of the plan, the City must take corrective measures to achieve program accessibility through several methods, including, but not limited to:

- (1) Relocation of programs to accessible facilities;
- (2) Modifications to existing programs so they are offered in an accessible manner;
- (3) Structural methods such as altering an existing facility;
- (4) Policy modifications to ensure nondiscrimination; and
- (5) Auxiliary aids needed to provide effective communication.

When choosing a method of providing program access, the City should attempt to give priority to the method that promotes inclusion among all users, including individuals with disabilities.

Programs, services, and activities offered by the City to the public must be accessible. Accessibility applies to all aspects of a program, services, or activity, including advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids, transportation, policies, and communication.

However, the City does not have to take any action that will result in a fundamental alteration in the nature of a program or activity, create a hazardous condition for other people, or result in an undue financial and/or administrative burden. This determination should generally be made by the ADA/504 Coordinator and/or an authorized designee of the City, such as the City Manager or their designee, and must be accompanied by a written statement detailing the reasons for reaching the determination.

The determination of undue burden must be based on an evaluation of all resources available for use. If a barrier removal action is judged unduly burdensome, the City must consider all other options for providing access that will ensure that individuals with disabilities receive the benefits and services of the program or activity. This process must be fully documented.

3.1.1 ADA/504 Coordinator

Under the ADA Title II, when a public entity has 50 or more employees based on an entity-wide employee total count, the entity is required to designate at least one (1) qualified responsible employee to coordinate compliance with ADA requirements. The name, office address, and telephone number of this individual must be available and advertised to employees and the public. This allows for someone to assist with questions and concerns regarding disability discrimination to be easily identified.

The City of Yuma has appointed Robert Duffy as ADA/504 Coordinator for Title I and Title II. Below is the ADA Coordinator's contact information. However, this information is not published on the City website or in other City documents:

Robert Duffy, ADA/504 Coordinator
Environmental and Safety Program Manager
Human Resources
City Hall, One City Place
Yuma, AZ 85364
Office: 928-373-5125
Relay: 7-1-1
robert.duffy@yumaAz.gov

The ADA/504 Coordinator contact information must be provided to interested parties. The following distribution methods should be considered:

- Post on the City website;
- Prominently display in common areas that are accessible to all employees and areas open to the public;
- Provide in materials that are distributed by the City for meetings and events where requests for auxiliary aids or services for effective communication might be needed; and
- Provide in materials that are distributed by the City where ADA questions or concerns may arise.

3.1.2 Roles and Responsibilities of the ADA/504 Coordinator

Below is a list of qualifications for ADA Coordinators that are recommended by U.S. Department of Justice:

- Familiarity with the entity's structures, activities, and employees;
- Knowledge of the ADA and other laws addressing the rights of people with disabilities, such as Section 504 of the Rehabilitation Act;
- Experience with people with a broad range of disabilities;
- Knowledge of various alternative formats and alternative technologies that enable individuals with disabilities to communicate, participate, and perform tasks;
- Ability to work cooperatively with local entities and people with disabilities;
- Familiarity with any local disability advocacy groups or other disability groups;
- Skills and training in negotiation and mediation; and
- Organizational and analytical skills.

The responsibilities of the ADA/504 Coordinator include coordinating the City's efforts to comply with Title II and investigating any complaints related to potential violations of Title II. The role of the ADA Coordinator typically includes being the primary contact when members of the public request an auxiliary aid or service for effective communication, such as a sign language interpreter or documents in Braille. An effective ADA Coordinator will be

able to efficiently assist people with disabilities with their questions. These roles and responsibilities are consistent with the Department of Justice’s guidance for “An Effective ADA Coordinator” (<https://www.ada.gov/pcatoolkit/chap2toolkit.htm>).

3.1.3 ADA Grievance Policy, Procedure, and Form with Appeal Process for the ADA

Local governments with 50 or more employees are required to adopt and publish procedures for resolving grievances in a prompt and fair manner that may arise under Title II of the ADA. The purpose of the ADA grievance procedure is to provide a mechanism for the resolution of discrimination issues at the City level, rather than require the complainant to resort to resolution at the federal level. ADA grievance policies and procedures were developed in January 2023. The DOJ recommends that all written complaints received by the City, appeals to the City, and responses from the City be retained by the City for at least three (3) years.

Grievance Policy: Completed Actions

The City of Yuma Grievance Policy, Procedure, and Form with Appeal Process for the ADA was developed in January 2023, and a copy of the City’s Grievance Procedure and Form are included in **Appendix A**. The City uses CivicPlus’ SeeClickFix to receive ADA grievances via text, email, and phone. SeeClickFix is a comprehensive and robust 311, request management, and resident engagement solution that is integrable with the most widely used Esri and asset management systems. SeeClickFix will be used to maintain an ADA grievance log as well.

3.1.4 Public Notice Under the ADA

The ADA public notice requirement applies to all state and local governments covered by Title II, including entities with fewer than 50 employees. The target audience for the public notice includes applicants, beneficiaries, and other people interested in the entity’s programs, services, and activities. This notice is required to include information regarding Title II of the ADA and how it applies to the programs, services, and activities of the public entity. The Department of Justice suggests including brief statements about:

- Employment;
- Effective communication;
- Making reasonable modifications to policies and programs;
- Not placing surcharges on modifications or auxiliary aids and services; and
- Filing complaints.

The notice should also include the name and contact information of the ADA/504 Coordinator. Publishing and publicizing the ADA notice is not a one-time requirement. State and local government entities should provide the information on an ongoing basis, whenever necessary. DOJ suggestions for ways to provide notice are provided at: <https://www.ada.gov/pcatoolkit/chap2toolkit.htm>.

Public Notice Under the ADA: Completed Actions

The City of Yuma Public Notice Under the ADA was developed in January 2023, and a copy of the City’s Public Notice Under the ADA is included in **Appendix B**. Publicizing the ADA notice is not a one-time requirement, and the City will provide the information on an ongoing basis, whenever necessary.

3.2 Program, Services, and Activities Inventory

The City of Yuma plans to compile a list of all City programs, services, and activities (PSAs) required to be reviewed for compliance with Title II of the ADA. The City will evaluate the current status regarding ADA requirements including eligibility requirements, participation requirements, facilities used, staff training, tours, transportation, communication, notifications, public meetings, the use of contracted services, purchasing, maintenance of accessible features, and emergency procedures.

Updates to the City's Transition Plan will be made to include observations and possible solutions for identified barriers as the inventory and Self-Evaluation of these PSAs are completed.

3.3 Self-Evaluation Action Plan

The Federal Highway Administration (FHWA) has provided guidance on the ADA Transition Plan process in their "INFORMATION: ADA Transition Plans" memo dated June 27, 2019 (see **Appendix C**). A copy of the memo is also available on the FHWA website: https://www.fhwa.dot.gov/civilrights/memos/ada_transition_plans_062719.cfm. While this memo specifically addresses state departments of transportations, FHWA also recommends this guidance for local municipalities until municipality-specific guidance is developed by FHWA. Provided in the memo is a checklist for elements to be included in an ADA Transition Plan and other ADA requirements that agencies must fulfill.

Items included in the FHWA checklist related to the public rights-of-way are:

- **Inventory of Barriers** (identification of physical obstacles)
 - Identify intersection information, including curb ramps and other associated accessibility elements.
 - Require an Action Plan to develop an inventory of sidewalks (slopes, obstructions, protruding objects, changes in level, etc.), signals (including accessible pedestrian signals), bus stops (bus pads), buildings, parking, rest areas (tourist areas, picnic areas, visitor centers, etc.), mixed use trails, linkages to transit.
 - Discuss jurisdictional issues/responsibilities for sidewalks.
- **Schedule**
 - Show a strong commitment toward upgrading ADA elements identified in the inventory of barriers in the short-term (planned capital improvement projects).
 - Show a strong commitment over time toward prioritizing curb ramps at walkways serving entities covered by the ADA.
 - Schedule should include prioritization information, planning, and investments directed at eliminating other identified barriers over time.
 - Dedicate resources to eliminate identified ADA deficiencies.
- **Implementation Methods**
 - Describe the methods that will be used to make the facilities accessible and include the governing standard (e.g., ADA Standards, PROWAG).

The City of Yuma has compiled a list of all City-owned and/or maintained facilities to be evaluated for compliance with applicable ADA Standards and PROWAG.

3.4 Existing Facility Inventory

The first step in completing a Self-Evaluation for physical facilities is understanding what facilities the City is responsible for maintaining and where each of these facilities is located. The existing facility inventory will include

City-owned or maintained buildings, parks, signalized intersections, sidewalk corridors, unsignalized intersections and driveways along sidewalk corridors, and railroad crossings along sidewalk corridors. Inventories for buildings, parks, signalized intersections, sidewalk corridors, have been developed and are summarized in the following sections

3.4.1 Buildings

The City of Yuma owns and maintains 22 buildings with public access. **Table 1** is a list of all City of Yuma-owned buildings.

Table 1. Summary of Buildings to be Reviewed

Location Name	Property Address	Sq. Ft.
1. Fire Station #1	353 S 3rd Avenue	14,064
2. City Hall	One City Plaza	61,497
3. Martin Luther King Jr Youth Career Center	300 S 13th Avenue	13,801
4. Facilities Maintenance	180 West 14th Street	12,149
5. City of Yuma Engineering & Public Works Department	155 W 14th Street	34,831
6. New Fleet Services	265 W 13th Street	3,592
7. City of Yuma Prosecutors	190 W 14th Street	14,404
8. City of Yuma Warehouse Surplus Auction	190 W 14th Street	5,582
9. Yuma Municipal Court	1515 S 2nd Avenue	17,533
10. Household Hazardous Waste	1473 S 2nd Avenue	1,177
11. Yuma Police Department	1500 S 1st Avenue	46,692
12. Fire Station #4	2850 W 16th Street	7,047
13. Harvest Preschool Childcare & Joe Henry Optimist	1793 S 1st Avenue	7,072
14. Fire Station #3	508 E 25th Street	10,358
15. Fire Station #2	3284 S Avenue A	11,692
16. Riverside Outdoor Education Center	Riverside Park, 50 Prison Hill Road	1,209
17. Classroom Fire Station #5 / AWC	6490 E 26th Street	2,377
18. Fire Station #5	6490 E 26th Street	12,033
19. Yuma Police Araby East Substation	6390 E 26th Street	4,000
20. Thomas F. Allt Utilities Complex	270 W 13th Street	20,175

All buildings with public access (see **Table 1**) will be evaluated for compliance with the applicable ADA Standards including parking lots, path of travel from the parking lot to the building, access into the building, signage, drinking fountains, telephones, bathrooms, and counter heights. All on-site sidewalk and all associated curb ramps, ramps, stairs, and other paths of travel required to be ADA compliant will also be evaluated.

If a City of Yuma employee requests an accommodation to be able to work at one of the buildings without public access, the City will evaluate the property at the time of the request.

A map of the buildings within the City of Yuma is included in **Appendix D**.

3.4.2 Recreation Facilities

The City of Yuma owns and maintains 9 recreational facilities. **Table 2** is a list of all City of Yuma-owned recreational facilities.

Table 2. Summary of Recreational Facilities to be Reviewed

Location Name	Property Address	Sq. Ft.
1. Carver Pool	1250 W 5th Street	2,312
2. Clymer Recreation Center	553 S. Orange Avenue	3,900
3. Historic Yuma Theater	254 S. Main Street	10,000
4. Kennedy Pool	890 E 24th Street	3,780
5. Marcus Pool	5th Street & 5th Avenue	3,702
6. North End Community Center	160 E. 1st Street	7,702
7. Yuma Arts Center	254 S. Main Street	18,000
8. Yuma Civic Center	1440 W Desert Hills Drive	49,735
9. Yuma Readiness & Community Center	6550 E 24th Street	24,882

All recreational facilities (see **Table 2**) will be evaluated for compliance with the applicable ADA Standards including parking lots, path of travel from the parking lot to the building, access into the building, signage, drinking fountains, telephones, bathrooms, and counter heights. All on-site sidewalk and all associated curb ramps, ramps, stairs, and other paths of travel required to be ADA compliant will also be evaluated.

A map of the recreational facilities within the City of Yuma is included in **Appendix D**.

3.4.3 Parks

The City of Yuma owns and maintains 49 parks. **Table 3** is a list of all City of Yuma-owned parks.

Table 3. Summary of Parks to be Reviewed

Location Name	Property Address
1. Armed Forces Park	281 Gila Street
2. Bark Park	1705 E. Palo Verde Street
3. Barkley Ranch Park	2750 S 48th Drive
4. Caballero Park	West 34th Street
5. Carver Park	S 13th Ave & W 5th Street
6. Centennial Athletic Complex	2650 W. 20th Street
7. Cibola Athletic Complex	4100 20th Street
8. Clymer Park	533 S. Orange Avenue
9. Desert Hills Golf Course <i>(includes pro shop, restaurant, and snack shack with public restrooms)</i>	1245 W. Desert Hills Drive
10. Desert Hills Golf Course – Par 3 <i>(includes double-wide trailer)</i>	1301 W. 32nd Street
11. Desert Ridge Park	26th Place & Avenue 7 3/4 E
12. Elena Orendain Curtis Athletic Complex	2100 W. 28th Street

Location Name	Property Address
13. Friendship Park	Avenue A & 34th Place
14. Gateway Park	1st Street & Gila
15. Hacienda Park 1	24th Lane & 18th Avenue
16. Hacienda Park 2	27th Drive & 18th Avenue
17. Hacienda Park 3	28th Lane & 18th Avenue
18. Hacienda Park 4	26th Street & 17th Avenue
19. Heritage Library Park <i>(excludes Heritage Library, which is County owned and maintained)</i>	3rd Street & 3rd Avenue
20. Jennifer Wilson Park (North Caballero Park)	14th Avenue & Colorado Street
21. Joe Henry Athletic Complex	2310 W. Colorado Street
22. Joe Henry Memorial Park	23rd Avenue and Colorado Street
23. Joe Henry Optimist Center Park	1793 S. 1st Avenue
24. John Morris Cottage	385 S. 13th Avenue
25. Keegan Athletic Complex	23rd Street & Kennedy Lane
26. Kennedy Athletic Complex	2251 S. Kennedy Lane
27. Kennedy Memorial Park	23rd Street & Kennedy Lane
28. Kiwanis Park	8th Street & Magnolia Avenue
29. Las Casitas Park	31st Place & 28th Drive
30. Marcus Park	5th Street & 5th Avenue
31. Netwest Park	12th Street & 14th Avenue
32. Ocotillo Park	42nd Place & Jojoba Avenue
33. Pacific Avenue Athletic Complex	1700 E 8th St, Yuma, AZ
34. Parkway Place Park	27th Street & 39th Drive
35. Ponderosa Park	26th Street & 29th Drive
36. Ray Kroc Sports Complex	1280 W. Desert Sun Drive
37. Riverside Park	Prison Hill Road & Giss Parkway
38. Roxaboxen Park	2nd Avenue & 8th Street
39. Saguaro Neighborhood Park	4183 Desert Willow Way
40. Sanguinetti Memorial Park	8th Avenue & 23rd Street
41. Smucker Memorial Park	Avenue A & 28th Street
42. Sunrise Optimist Park	20th Street & 45th Avenue
43. Terraces Park	2601 E. View Parkway
44. Valley Aquatic Center	4381 W. 18th Street
45. Victoria Meadows Park	23rd Street & 20th Drive
46. West Wetlands Park/Centennial Beach	282 N. 12th Avenue
47. Winsor Rotary Park	20th Street & Avenue B 1/2
48. Yuma Valley Park	3162 W. 24th Street

All existing parks will be evaluated for compliance with the applicable ADA Standards, including parking lots, path of travel from the parking lot to the park amenities, access into facilities, signage, drinking fountains and restrooms.

A map of the parks within the City of Yuma is included in **Appendix D**.

3.4.3 Signalized Intersections

All City-owned or maintained signalized intersections will be evaluated for compliance with PROWAG. Signalized intersection evaluations will document the conditions and measurements along the pedestrian path of travel, which includes street crossings, curb ramps, sidewalk adjacent to the curb ramps, and pedestrian signal equipment and adjacent clear spaces. Based on the inventory, the City maintains 89 signalized.

A map of the signalized intersections within the City of Yuma is included in **Appendix D**.

3.4.4 Sidewalk Corridors

Using aerial imagery, the City developed a GIS-based inventory of City-maintained sidewalk corridors and cross street locations along these corridors. Based on the inventory, the City of Yuma maintains approximately 652 miles of sidewalk corridors, including pedestrian street and driveway crossings. Additionally, there is one (1) location where City-maintained sidewalk intersects an existing at-grade railroad crossing with pedestrian access.

All City-maintained pedestrian paths of travel will be evaluated for compliance with PROWAG based on the conditions and measurements along the pedestrian path of travel, which includes the sidewalk, curb ramps, pedestrian driveway crossings, and pedestrian street crossings. At intersections where existing sidewalk does not cross the curb and curb ramps are not installed, no evaluations are needed. Locations where curb ramps are missing, but are required, will also be identified and included in the Transition Plan.

The ADA of 1990, Section 35.150, Existing Facilities, requires that the Transition Plan include a schedule for providing curb ramps or other sloped area at existing pedestrian walkways, which applies to all facilities constructed prior to 1992. For any sidewalk installations constructed from 1992 to March 15, 2012, the curb ramps should have been installed as part of the sidewalk construction project per the 1991 ADA Standards, Section 4.7 Curb Ramp, which states, “curb ramps complying with 4.7 shall be provided wherever an accessible route crosses a curb.” For sidewalk installations constructed on or after March 15, 2012, similar guidance is provided in the 2010 ADA Standards, Section 35.151 of 28 CFR Part 35, New Construction and Alterations, which states, “newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped area at any intersection having curb or other sloped area at intersections to streets, roads, or highways.”

A map of the sidewalk corridors to be evaluated is included in **Appendix D**.

3.4.5 Facility Inventory Summary

Based on the completed inventory, the City has identified the following facilities for future evaluation:

- 22 buildings;
- 9 recreational facilities;
- 49 parks;
- 89 signalized intersections; and
- 652 miles of sidewalk corridors, including pedestrian street crossings, pedestrian driveway crossings, and associated curb ramps.

3.5 City of Yuma Self-Evaluation Action Plan

This City's Facility Evaluation Action Plan assigns an evaluation priority level to all inventoried facilities, which allows the City to prepare a schedule to complete the evaluations.

Phased Facility Evaluation Approach

The Department of Justice (DOJ) does not have any requirements or guidelines on how to prioritize which facilities should be evaluated first if you plan to phase your data collection over time, only that all facilities must be evaluated in order for an agency's ADA Transition Plan to be complete.

However, minimizing risk for litigation and risk for pedestrians should be the goal when determining the order in which to evaluate facilities. There are several factors that can increase risk at a particular location, including:

- **Number of existing complaints** – Locations with complaints have already been identified by the public as problem areas and should be evaluated as soon as possible to determine if the if the complaints are valid.
- **Proximity to pedestrian attractors** – Locations near pedestrian attractor (e.g., hospitals, retirement facilities, medical offices, parking garages, major employers, disability service providers, event facilities, bus or transit stop/routes, schools, government and public facilities, parks, libraries, churches) are more likely to have a higher risk compared to those locations without pedestrian attractors.
- **Proximity to residential areas** – Locations near residential areas are more likely to have a higher risk than those locations adjacent to industrial areas where pedestrians are less likely to travel.
- **Number of crashes** – Locations with pedestrian-related crashes should be evaluated to determine if there is a design reason for the crashes.
- **Age of facility** – Facilities constructed after July 26, 1991 are a higher risk than those constructed before the 1991 ADA Standards were published since they were constructed out of compliance.
- **Street classification** – Arterials typically have higher pedestrian activity than local roadways and may be a higher risk.
- **Pedestrian/vehicle volumes** – Higher pedestrian/vehicle volume roadways are more likely to have higher risk than lower volume pedestrian/vehicle roadways. Pedestrian volumes may be quantified using indicators such as number of pedestrian activations as a signalized intersection.
- **Existing sidewalks** – The ADA does not require sidewalks to be installed, but existing sidewalks must be compliant and the accessible route maintained in an accessible condition. Locations with existing sidewalks are a higher risk than locations without existing sidewalks.
- **Public Input** – Receiving and taking into consideration feedback from the public to better understand their concerns is recommended. While formal complaints may not have been filed, areas of concern to the public are more likely to have a higher risk for litigation if no improvements are made and an issue exists.

There are also other factors to take into consideration, such as:

- **Spatial distribution of facilities** – Selecting facilities to be evaluated evenly across different areas of the City might be more well-received by the public, assuming all the risk factors above are equal.
- **Facility type** – Selecting a variety of different facilities to be evaluated during each phase, instead of all of the same facility type, may provide a better understanding of your high-risk areas. If the selected sidewalks are evaluated and are determined to be mostly compliant, but the selected curb ramps are evaluated and determined to be mostly non-compliant, the City may want to consider doing a higher percentage of curb ramp evaluations during next phase of evaluations.
- **Upcoming Capital Improvement Projects (CIP)** – If curb ramps will be completely removed and replaced as part of an upcoming project, the ADA compliance of the new construction should be confirmed during construction inspections and resources would be better spent evaluating curb ramps that are not planned for reconstruction.

The decisions on how to prioritize which facilities to evaluate first is entirely up to the City and may or may not include the factors above.

3.6 Schedule and Implementation Methods

It is acceptable for the City to phase the Self-Evaluation over several fiscal years; however, the DOJ and FHWA will not consider the initiative to be complete until all evaluations have been completed. The City should determine and document in the Transition Plan the anticipated number of years required to complete the Self-Evaluation of City programs, services, activities, and associated facilities identified in **Section 3.2 Program, Services, and Activities Inventory** and **Section 3.4 Existing Facility Inventory**.

After the Self-Evaluation is complete, possible solutions have been identified, and cost estimates have been determined for each improvement, an implementation plan can be developed. The implementation plan needs to show both a strong commitment toward upgrading ADA elements identified in the inventory of barriers in the short-term (planned capital improvement projects) and a strong commitment over time toward prioritizing curb ramps at walkways serving entities covered by the ADA. The implementation plan should also include prioritization information, planning, and investments directed at eliminating other identified barriers over time.

3.7 Prioritization

To aid in the development of the implementation plan, prioritization information has been provided for each facility type where compliance issues exist. **Table 4** provides the prioritization criteria for buildings and parks. **Table 5** provides the prioritization criteria for signalized and unsignalized intersections. **Table 6** provides the prioritization schedule for sidewalk corridors. All compliance elements included in the prioritization schedule are based on requirements from the ADA Standards and PROWAG. While every effort will be made to design and implement improvements to be consistent with these standards, the City will provide access to the maximum extent feasible where full compliance is technically infeasible. Priorities were assigned based on DOJ priorities for facility access, previous project experience, and case law with respect to the severity of non-compliance. FHWA and DOJ have not provided any guidance on how to prioritize issues, only that prioritization information should be included as part of the schedule; however, best practices suggest that the prioritization methodology and resulting thresholds be first based on the severity of non-compliance (e.g., slightly out of compliance versus out of compliance enough to create a potentially dangerous condition) and then second based on the barrier's proximity to pedestrian attractors (e.g.,

adjacent to a hospital or governmental facility with high daily pedestrian traffic). Any complaints received by the City will also be reviewed, and associated prioritization updates will be incorporated into the Transition Plan.

Sidewalk corridors include the entire pedestrian path of travel, including sidewalk, pedestrian street crossings, and pedestrian driveway crossings. However, for project design and costing purposes, the recommended improvements for pedestrian street crossings are more appropriately reported with the rest of the intersection improvements.

It should also be noted that sidewalks are not required by the ADA, but if they are installed, sidewalks must be compliant. Accordingly, missing sidewalk segments could be given a low priority. However, providing a complete sidewalk network is a priority of the City so missing sidewalk segments are assigned a high priority

To determine the priority for each facility, the raw measurements should be compared to the criteria in **Tables 4, 5, and 6**. To do this, start at Priority 1 and determine if any of the criteria apply. If yes, assign the facility a priority of 1. If no, move to Priority 2 and determine if any of the criteria apply. This process should be repeated until a priority has been assigned to all intersections and each sidewalk corridor segment.

3.7.1 Prioritization Factors for Facilities

Buildings and parks are recommended to be prioritized on a 12-point scale, which is defined in **Table 4**. This prioritization methodology was developed by the Consultant Team to aid the City in determining how buildings and parks should be prioritized for improvements based on the severity of non-compliance with ADA and DOJ priorities.

Signalized and unsignalized intersections are recommended to be prioritized on a 13-point scale, which is defined in **Table 5**. This prioritization methodology was developed by the Consultant Team to aid the City in determining which signalized and unsignalized intersections should be prioritized for improvements over other signalized and unsignalized intersections based on the severity of non-compliance with ADA and proximity to pedestrian attractors.

Sidewalk corridors are recommended to be prioritized on a 3-point scale and with a priority of either “High”, “Medium”, “Low” based on the severity of non-compliance, which is defined in **Table 6**. Compliant segments of the sidewalk corridor are recommended to be given a priority label of “Compliant”.

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Table 4. Prioritization Factors for Buildings/Parks

Priority	Criteria
1 (high)	Complaint known or imminent danger present
2 (high)	<ul style="list-style-type: none"> Element is more than twice the allowable requirement. No known complaint. AND (for exterior conditions) location is near a hospital, school, transit stop, government building, or other pedestrian attractor.
3 (high)	<ul style="list-style-type: none"> Element is more than twice the allowable requirement. No known complaint. AND (for exterior conditions) location is not near a hospital, school, transit stop, government building, or other pedestrian attractor.
4 (high)	Issues with parking or exterior conditions (DOJ level 1) – moderately out of compliance
5 (medium)	Issues with access to goods and services (DOJ level 2) – severely out of compliance
6 (medium)	Issues with: <ul style="list-style-type: none"> Access to goods and services (DOJ level 2) – moderately out of compliance; Parking or exterior conditions (DOJ level 1) – minimally out of compliance; OR Restrooms (DOJ level 3) – severely out of compliance
7 (medium)	Issues with: <ul style="list-style-type: none"> Access to goods and services (DOJ level 2) – minimally out of compliance; Restrooms (DOJ level 3) – moderately out of compliance; OR Drinking fountains or public phones (DOJ level 4 & 5) – severely out of compliance
8 (medium)	Issues with drinking fountains or public phones (DOJ level 4 & 5) - moderately out of compliance
9 (low)	Issues with restrooms (DOJ level 3) – minimally out of compliance
10 (low)	Issues with drinking fountains or public phones (DOJ level 4 & 5) - minimally out of compliance
11 (low)	<ul style="list-style-type: none"> Client is a Title II agency; AND Elements out of compliance, but may be able to be handled programmatically or do not need to be handled unless or until the agency hires a person with a disability
12 (low)	Element is fully compliant with an older standard (safe-harbored), but will need to be brought into compliance with current standards if altered

Table 5. Prioritization Factors for Signalized and Unsignalized Intersections

Priority	Criteria
1 (high)	Complaint filed on curb ramp or intersection or known accident/injury at site
2 (high)	Existing curb ramp with any of the following conditions: <ul style="list-style-type: none"> • Running slope > 12% • Cross slope > 7% • Obstruction to or in the curb ramp or landing • Level change > ¼ inch at the bottom of the curb ramp • No detectable warnings AND within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
3 (high)	<ul style="list-style-type: none"> • No curb ramp where sidewalk or pedestrian path exists AND within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
4 (high)	No curb ramps, but striped crosswalk exists
5 (medium)	Existing curb ramp with any of the following conditions: <ul style="list-style-type: none"> • Running slope > 12% • Cross slope > 7% • Obstruction to or in the curb ramp or landing • Level change > ¼ inch at the bottom of the curb ramp • No detectable warnings AND NOT within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
6 (medium)	<ul style="list-style-type: none"> • No curb ramp where sidewalk or pedestrian path exists AND NOT within a couple of blocks of a hospital, retirement facility, medical facility, parking garage, major employer, disability service provider, event facility, bus/transit stop, school, government facility, public facility, park, library, or church, based on field observations.
7 (medium)	Existing diagonal curb ramp (serving both crossing directions on the corner) is non-compliant and should be replaced with two curb ramps, one serving each crossing direction on the corner.
8 (medium)	Existing curb ramp with any of the following conditions: <ul style="list-style-type: none"> • Cross slope > 5% • Width < 36 inches • Median/island crossings that are inaccessible
9 (low)	Existing curb ramp with either running slope between 8.3% and 11.9% or insufficient turning space
10 (low)	Existing diagonal curb ramp without a 48-inch extension into the crosswalk
11 (low)	Existing pedestrian push button is not accessible from the sidewalk and/or curb ramp
12 (low)	Existing curb ramp with returned curbs where pedestrian travel across the curb is not protected
13 (low)	All other intersections not prioritized above

Table 6. Prioritization Factors for Sidewalk Corridors

Criteria	Priority 1 (high)	Priority 2 (medium)	Priority 3 (low)
Cross slope of sidewalk is greater than 2%	Value > 3.5%	3.5% ≥ Value > 2.0%	
Width of sidewalk is less than 48 inches	Value ≤ 36.0"	36.0" < Value < 42.0"	42.0" < Value < 48.0"
Obstruction present along sidewalk	Obstruction - Permanent	Obstruction - Temporary	
Heaving, sinking, or cracking present on sidewalk	Heaving Sinking Cracking		
Ponding on sidewalk		Ponding	
Missing sidewalk	Missing Sidewalk		
Signalized cross street cross slope is greater than 5%	Value > 9.0%	9.0% ≥ Value ≥ 7.0%	7.0% > Value > 5.0%
Unsignalized cross street cross slope is greater than 2%	Value > 6.0%	6.0% ≥ Value ≥ 4.0%	4.0% > Value > 2.0%
Cross street running slope is greater than 5%	Value > 7.0%	7.0% ≥ Value ≥ 6.0%	6.0% > Value > 5.0%
Driveway sidewalk width is less than 48 inches	Value ≤ 36.0"	36.0" < Value < 42.0"	42.0" < Value < 48.0"
Driveway (or sidewalk if applicable) cross slope is greater than 2%	Value > 6.0%	6.0% ≥ Value ≥ 4.0%	4.0% > Value > 2.0%
Driveway (or sidewalk if applicable) condition is poor or poor dangerous	Elevation change greater than 1/2 inch or gaps greater than 1 inch	Elevation change between 1/4 inch and 1/2 inch or gaps between 1/2 inch and 1 inch	
Railroad crossing excessive sidewalk vertical discontinuity	Elevation change greater than 1/4 inch or gaps greater than 1 inch)		
Railroad crossing prefabricated plate is plastic or does not exist	Yes – Plastic or No		
Railroad crossing flangeway gap > 3 inches (freight) or flangeway gap > 2.5 inches (non-fright)	Value > 3.0" (freight) or 2.5" (non-freight)		
Railroad crossing is missing detectable warning surface(s)	No – Neither Side or Yes – 1 Side Only		

3.8 Action Log

As the evaluations are completed, the City will institute an ADA Action Log to confirm follow-up on corrective actions required under the Transition Plan and documenting City efforts at compliance with the ADA. At a minimum, the Action Log will identify items that are not ADA compliant and will include anticipated completion dates. The ADA Action Log will be updated on an annual basis and should be available to the public upon request. See example of ADA Action Log provided in **Appendix E**.

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4.0 Funding Opportunities

Several alternative funding sources are available to the City to complete the improvements in this Transition Plan. The funding opportunities include applying for resources at the federal and state level, consideration of local options, and leveraging private resources. The following sections detail some different funding source options.

4.1 Federal and State Funding

There is federal and state funding available for the City to apply for through numerous agencies for various improvements. A summary of the available funding opportunities is provided in **Appendix F**. A copy of this information is also available on the FHWA website:

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm.

Most of these programs are competitive type grants; therefore, the City of Yuma is not guaranteed to receive these funds. It will be important for the City to track these programs to apply for the funds. Federal-aid funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis.

4.2 Local Funding

There are several local funding options for the City to consider, including:

- Community Development Block Grants (CDBG)
- General fund (sales tax and bond issue)
- Scheduled/funded CIP projects that are funded through bonds
- Special tax districts – A district with the power to provide some governmental or quasi-governmental service and to raise revenue by taxation, special assessment, or charges for services.
- ROAD Tax – local one-half percent transaction privilege tax approved by voters in 1994 for maintenance and construction of roadways

4.3 Private Funding

Private funding may include local and national foundations, endowments, private development, and private individuals. While obtaining private funding to provide improvements along entire corridors might be difficult, it is important for the City to require private developers to improve pedestrian facilities to current ADA requirements, whether it by new development or redevelopment of an existing property.

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5.0 Conclusion and Next Steps

This document serves as the Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan for the City of Yuma. The City intends to complete the Self-Evaluation of City facilities identified in this document over the next five (5) years, with an approximated \$315,000 - \$390,000 annual budget.

The next steps for the City of Yuma are:

1. Complete evaluation of all City facilities. The City anticipates completing the evaluations in the phases listed below. Phases 2 – 4 will be conducted using a detailed data collection methodology and Phases 5 and 6 will be conducted using qualitative data collection methodology.

Phase 1 was completed in 2023 and include the development of a facility inventory to determine the quantity of facilities to be evaluated in future phases.

Phase 2 (18 months)

- 10 buildings and associated parking lots/paths of travel (50% of the buildings)
- 4 recreational facilities and associated parking lots/paths of travel (~50% of the recreational facilities)
- 24 parks and associated parking lots/paths of travel, park sidewalk and associated curb ramps (50% of the parks)
- 44 signalized intersections and associated curb ramps (~50% of the signalized intersections)
- 32 miles public rights-of-way arterial sidewalks and associated curb ramps and railroad crossings (50% of the arterial sidewalks)

Phase 3 (18 months)

- 10 buildings and associated parking lots/paths of travel (50% of the buildings)
- 5 recreational facilities and associated parking lots/paths of travel (~50% of the recreational facilities)
- 24 parks and associated parking lots/paths of travel, park sidewalk and associated curb ramps (50% of the parks)
- 45 signalized intersections and associated curb ramps (~50% of the signalized intersections)
- 32 miles public rights-of-way arterial sidewalks and associated curb ramps and railroad crossings (50% of the arterial sidewalks)

Phase 4 (18 months)

- 46 miles public rights-of-way collector sidewalks and associated curb ramps and railroad crossings (100% of the collector sidewalks)

Phase 5 (18 months)

- 272 miles public rights-of-way local sidewalks and associated curb ramps and railroad crossings (50% of the local sidewalks)

Phase 6 (18 months)

- 272 miles public rights-of-way local sidewalks and associated curb ramps and railroad crossings (50% of the local sidewalks)

Facility evaluations should include the following:

- a. Facility reports with the compliance status of each element evaluated based on the applicable ADA Standards and access-related state and local standards that were applicable at the time of construction for buildings, recreational facilities, and parks and PROWAG and applicable access-related state and local standards for pedestrian facilities in the public rights-of-way;
 - b. Possible solutions to remove any barriers and bring the element into compliance;
 - c. Planning-level cost estimates of possible solutions,
 - d. Prioritization of the individual facility, independent of other locations of the same facility type; and
 - e. Field work data in GIS format with associated metadata, compatible with the City's GIS system.
2. Develop an Implementation Plan, including schedule for completing the recommended facility improvements and funding sources to be used.
 3. Update the City's ADA Transition Plan after each evaluation phase.
 4. Continue to update the City's ADA Transition Plan as projects are implemented and requests/complaints are received.
 5. Determine the best approach for receiving public input on the ADA Self-Evaluation and Transition Plan and include outreach efforts in Phase 2.
 6. Document the Self-Evaluation findings from the City's review of current services, policies, practices, programs, and activities, including modifications that have been made or will be made to bring these into compliance, if needed.

Appendix

Appendix A: Grievance Procedure

City of Yuma Title II Grievance Procedure

City of Yuma Title II Grievance Form

Appendix B: Public Notice Under the ADA

Appendix C: Federal Highway Administration ADA Transition Plans Memo

Appendix D: Facility Inventory Map

Appendix E: Sample Action Log

Appendix F: Federal and State Funding Opportunities

Appendix A: Grievance Procedure

City of Yuma Title II Grievance Procedure

City of Yuma Title II Grievance Form



CITY OF YUMA, ARIZONA TITLE II GRIEVANCE PROCEDURE UNDER THE AMERICANS WITH DISABILITIES ACT

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 (ADA). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of Yuma. The City's Administrative Regulations and Personnel Rules govern employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities, upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Robert Duffy, ADA/504 Coordinator
Environmental and Safety Program Manager
Human Resources
City Hall, One City Place
Yuma, AZ 85364
Office: 928-373-5125 / Relay: 7-1-1
robert.duffy@yumaAz.gov

Within 15 calendar days after receipt of the complaint, Robert Duffy or his designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, Robert Duffy or his designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of Yuma and offer options for substantive resolution of the complaint.

If the response by Robert Duffy or his designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the City Administrator or his/her designee.

Within 15 calendar days after receipt of the appeal, the City Administrator or his/her designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the City Administrator or his/her designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by Robert Duffy or his designee, appeals to the City Administrator or his/her designee, and responses from these two (2) offices will be retained by the City of Yuma for at least three (3) years.



OFFICE USE ONLY DATE COMPLAINT OPENED: _____ DATE COMPLAINT CLOSED: _____

CITY OF YUMA, ARIZONA TITLE II ADA GRIEVANCE FORM

The City of Yuma ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination by, any program, service, or activity administered by the City, its recipients, sub-recipients, or contractors. To request an accommodation and/or an alternate format, please contact Robert Duffy, ADA/504 Coordinator, at 928-373-5125 (office).

Instructions: Please complete and sign the form and email or mail it to the City within 60 calendar days of any incident to:

Robert Duffy, ADA/504 Coordinator
Environmental and Safety Program Manager
City Hall, One City Place
Yuma, AZ 85364
Phone: 928-373-5125 (office) / 7-1-1 (relay)
Email: robert.duffy@yumaAz.gov

Type of Grievance (check all that apply):

- Accommodation Request
- Program/Service
- Facility Accessibility
- Other:

CONTACT INFORMATION

1. Reporting Individual:

Full Name:

Address:

City, State, Zip code:

Phone:

Alternate Phone:

Email:

2. Authorized Representative of Reporting Individual (if any):

Full Name:

Address:

City, State, Zip code:

Phone:

Alternate Phone:

Email:

DETAILS OF COMPLAINT / INCIDENT

3. Date/Time of Incident:

4. Department/Facility/Location Involved:

5. Describe the incident/complaint with enough detail so the nature of the grievance can be understood. Add additional pages if necessary:

6. **Have attempts been made to resolve the complaint through a City Department? If yes, please describe the efforts made and any response(s).**

7. **Remedy Sought. What action do you request?**

Signature

Date

Attach additional pages as necessary. If you need assistance, require an accessible format, or have questions about this form, please contact the City's ADA/504 Coordinator at:

Robert Duffy, ADA/504 Coordinator
Environmental and Safety Program Manager
City Hall, One City Place
Yuma, AZ 85364
Phone: 928-373-5125 (office) / 7-1-1 (relay)
Email: robert.duffy@yumaAz.gov



Appendix B: Public Notice Under the ADA



CITY OF YUMA, ARIZONA NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the City of Yuma will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: City of Yuma does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Effective Communication: City of Yuma will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in City of Yuma's programs, services, and activities, such as qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: City of Yuma will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in City of Yuma offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City of Yuma, should contact the office of **Robert Duffy, ADA/504 Coordinator at 928-373-5125 (office) / 7-1-1 (relay) or robert.duffy@YumaAz.Gov** as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City of Yuma to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the City of Yuma is not accessible to persons with disabilities should be directed to **Robert Duffy, ADA/504 Coordinator at 928-373-5125 (office) / 7-1-1 (relay) or robert.duffy@YumaAz.Gov**.

City of Yuma will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.



Appendix C: Federal Highway Administration ADA Transition Plans Process Memo

ADA Transition Plans Memoranda

U.S. Department of Transportation
Federal Highway Administration
Memorandum

[ada_transition_plans_062719.pdf](#) (694.07 KB)

Date: June 27, 2019

Subject: **INFORMATION:** ADA Transition Plans

Irene Rico 
Associate Administrator

From:

To: Division Administrators, Civil Rights Specialists

In Reply Refer to: HCR-40

THIS MEMORANDUM SUPERSEDES THE OFFICE OF CIVIL RIGHTS' (HCR) NOVEMBER 12, 2015 MEMORANDUM IN ITS ENTIRETY.

PURPOSE: To explain new process for review of submitted ADA transition plans (TPs). The TP review process is being delegated to Division Administrators in the 14 States that do not have either a self-certified TP or a TP that was found to meet the regulatory minimum attributes by the FHWA TP Review Team.

BACKGROUND: Over the last three years, FHWA has worked to ensure that every State, along with the District of Columbia and Puerto Rico, has an ADA Transition Plan (TP) that meets the minimum attributes provided in the Department of Justice's ADA Title II regulations, found at 28 CFR 35.150(d). In November of 2015, HCR issued guidance laying out the process for reviews of submitted TPs by an FHWA national review team. To date, 38 States (including DC) have a transition plan in place. Of these, 14 TPs have been vetted by the Team and found to have met the minimum regulatory attributes, and 24 TPs are self-certified plans. Over the course of the last year, that number has held steady at 38.

STATUS: The 38 jurisdictions that already have TPs in place, including the 24 self-certified States, can implement those TPs while continuing to update and improve

them. Of the 14 remaining jurisdictions, only two have not yet submitted any plan. The other 12 have submitted plans that have not yet been deemed to meet the minimum attributes. Those 12 States can continue to update and improve those TPs before submitting them to the Division Offices in their States for review. The Resource Center is available to assist any of the 50 jurisdictions with submitted plans in updating and improving their TPs. The two jurisdictions that have not yet submitted TPs will be offered individual TA visits to assist them with getting plans in place so they can be submitted to the Division Offices in those States for review.

BENEFITS: FHWA's efforts over the last three years to assist States in developing and improving their TPs have been successful, but the process has sometimes been cumbersome. By delegating the remaining TP review to DAs and continuing plan improvement efforts, we can continue to work collaboratively with States in a more productive way than under the current process. FHWA can maintain positive working relationships with the States through a more streamlined process that leverages the Division Offices' working relationships with the State DOTs. The DAs have local knowledge and relationships in their States to ease collaboration efforts to better implement TPs.

MINIMUM REQUIREMENTS:

The U.S. Department of Justice's (DOJ's) ADA Title II regulations at 28 CFR 35.150(d) set forth a list of minimum transition plan requirements as follows:

1. Identification of the official responsible for implementation of the transition plan (See 28 CFR 35.150(d)(3)(iv));
2. An inventory of barriers (i.e., identification of physical obstacles) (See 28 CFR 35.150(d)(3)(i) & 28 CFR 35.105(a));
3. A prioritized schedule of when barriers will be eliminated and deficiencies corrected (See 28 CFR 35.150(d)(2) & 28 CFR 35.150(d)(3)(iii)); and
4. A description of the methods that will be used to make facilities accessible (See 28 CFR 35.150(d)(3)(ii)).

More details about each requirement are available in the attached tools, "State DOT Transition Plan Attributes Review Guide" (Review Guide) and "Transition Plan Review Tool" (Tool). These tools are provided to assist Division Administrators in their review of TPs in States that do not have either a self-certified TP or a TP that was found to meet the regulatory minimum attributes by the FHWA TP Review Team. If you believe that the State's TP does not meet the minimum attributes, you should work with the State DOT to address the identified deficiencies. When the deficiencies, if any, are sufficiently

addressed, the Division Administrator will notify the State DOT. HCR and the Resource Center are available to provide technical assistance upon request.

LOCAL PUBLIC AGENCIES (LPAs): LPAs are required to conduct self-evaluations of the accessibility of pedestrian facilities in their public rights-of-way and to correct deficiencies by making necessary modifications. In addition, LPAs with fifty or more employees are required to have a TP. FHWA will not review TPs from LPAs as a matter of course. When FHWA investigates a complaint filed against an LPA, FHWA will review the LPA's compliance with the self-evaluation and TP requirements as part of its investigation. While FHWA review of an LPA's TP is not required, a Division Office may assist LPAs with TPs and/or review LPA TPs if it wishes to do so.

POINTS OF CONTACT: If you have any questions related to this memorandum, please contact Sharon Field at sharon.field@dot.gov or Patrick Gomez at patrick.gomez@dot.gov

Last updated: Thursday, July 6, 2023

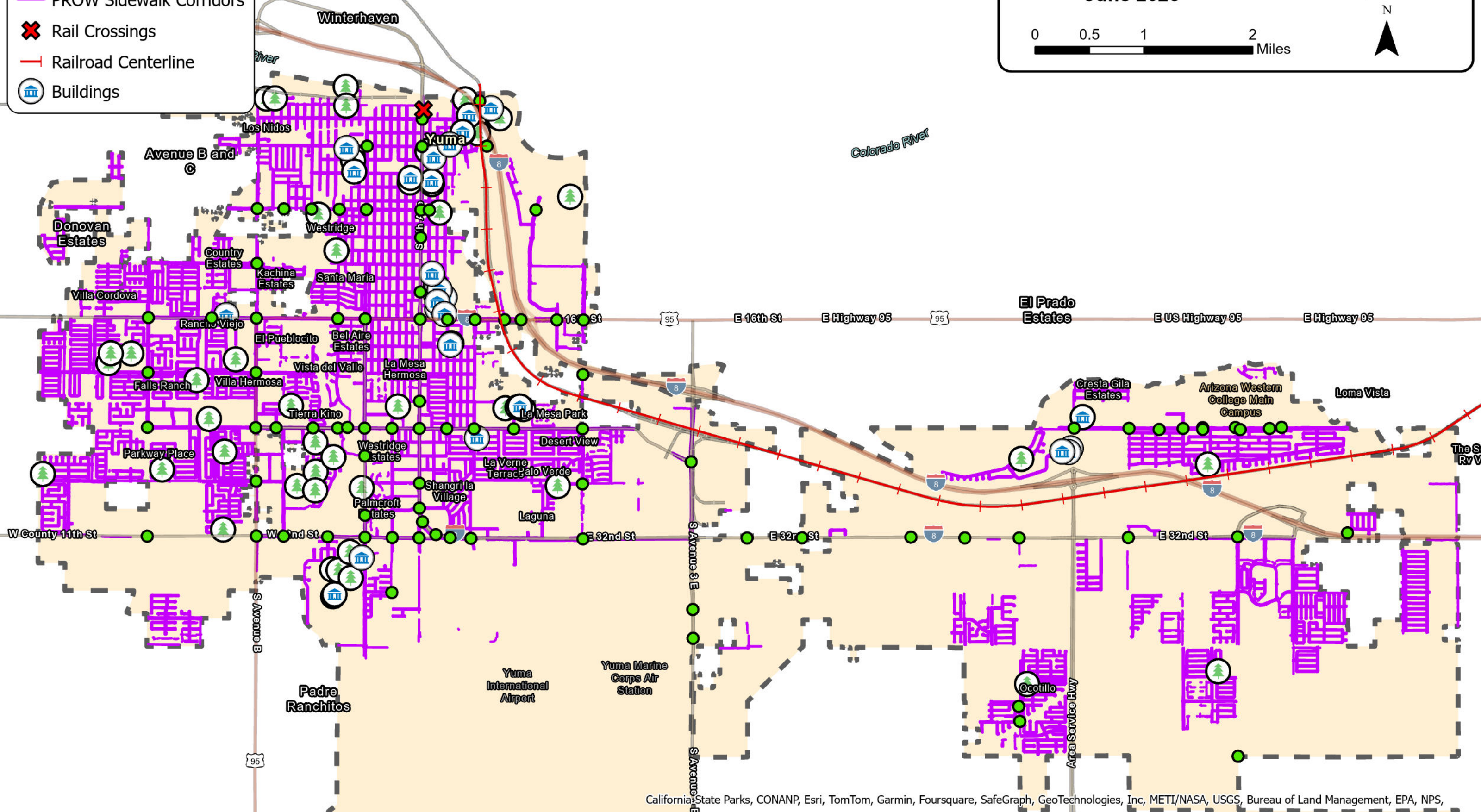
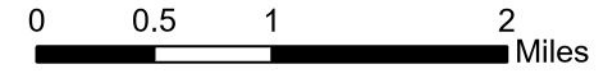
Source: <https://highways.dot.gov/civil-rights/programs/ada/ada-transition-plans-memoranda>

Appendix D: Facility Inventory Map

Legend

- Parks
- Traffic Signals
- PROW Sidewalk Corridors
- Rail Crossings
- Railroad Centerline
- Buildings

City of Yuma ADA Transition Plan Facility Inventory June 2023



Appendix E: Sample Action Log

City of Metropolis
ADA Self-Evaluation and Transition Plan Action Log
1/1/2023

Facility Type	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Building	1	Ashley's Place Child Advocacy Center	4	The maneuvering space on the pull side of the main entrance door is only 3 inches where a minimum of 18 inches is required.	\$ 3,000	2	High		
Building	17	Clearview Park Recreation Center	1	There are 15 parking spaces provided none of which are accessible parking spaces.	\$ 3,000	2	High		
Building	17	Clearview Park Recreation Center	2	There are 11 parking spaces provided none of which are accessible parking spaces. One is required for compliance and it must be a van accessible space.	\$ 3,000	2	High		
Building	5	Fire Hall #1	1	There are no accessible parking stalls provided in this parking lot. A total of 20 spaces are provided therefore 1 accessible space that is van accessible is required to be provided.	\$ 3,500	3	High		
Building	5	Fire Hall #1	2	The main entrance door into the facility requires a 2-1/2" step for entry.	\$ 1,500	3	High		
Building	6	Fire Hall #2	1	There are no accessible parking stalls provided in this parking lot. A total of 6 spaces are provided therefore 1 accessible space that is van accessible is required to be provided.	\$ 3,500	3	High		
Building	6	Fire Hall #2	2	The main entrance door into the facility requires a 6" step for entry.	\$ 1,500	3	High		
Building	10	Police Annex	5	The accessible route leading from the access aisle to the building entrance has a 9% running slope.	\$ 3,500	3	High		
Building	13	Rosemont House Museum	1	There is no accessible route to the main building. Stairs only access is provided.	\$ 5,000	3	High		
Building	13	Rosemont House Museum	12	The lanterns project more than 4 inches into the circulation path at 57" above ground surface.	\$ 650	3	High		
Building	13	Rosemont House Museum	20	There is a 6-5/8" step to get into the kitchen area of the carriage house.	\$ 3,000	3	High		
Building	1	Ashley's Place Child Advocacy Center	1	There are 10 parking spaces serving this facility none of which are accessible.	\$ 3,000	4	High		
Building	2	Metropolis Public Utilities Main Office	1	The access aisle has a 2.5% cross slope where a maximum of 1:48 (2.08%) is required.	\$ 3,000	4	High		
Building	2	Metropolis Public Utilities Main Office	2	The connection between the access aisle and the walkway has an abrupt change in level with grass growing along the connection.	\$ 300	4	High		
Building	2	Metropolis Public Utilities Main Office	5	The transaction counter is too high at 41-1/2".	\$ 2,000	4	High		
Building	2	Metropolis Public Utilities Main Office	7	The transaction counter is too high at 42-1/2".	\$ 2,000	4	High		
Building	2	Metropolis Public Utilities Main Office	9	The restroom 76" wide which is not large enough to accommodate a wheelchair turning space.	\$ 12,000	4	High		
Building	2	Metropolis Public Utilities Main Office	15	The restroom 76" wide which is not large enough to accommodate a wheelchair turning space.	\$ 12,000	4	High		
Building	2	Metropolis Public Utilities Main Office	24	The sink in the kitchenette is 36" high where 34" maximum is required. Additionally no knee or toe space is provided.	\$ 2,000	4	High		
Building	2	Metropolis Public Utilities Main Office	30	Exiting the Men's restroom only has a 4-1/2" maneuvering clearance on the pull side where a minimum of 18" is required.	\$ 1,500	4	High		
Building	2	Metropolis Public Utilities Main Office	32	The restroom 65" wide which is not large enough to accommodate a wheelchair turning space.	\$ 12,000	4	High		
Building	3	City Hall	4	The access aisle is missing at the accessible parking stall.	\$ 2,000	4	High		
Building	3	City Hall	5	The access aisle is missing at the accessible parking stall.	\$ 2,000	4	High		
Building	3	City Hall	7	The accessible parking space has a 7.0% cross slope where a maximum of 1:48 (2.08%) is required.	\$ 3,000	4	High		
Building	3	City Hall	9	The access aisle is missing at the accessible parking stall.	\$ 2,000	4	High		
Building	5	Fire Hall #1	16	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	4	High		
Building	5	Fire Hall #1	17	The restroom is 60" wide which is not large enough to accommodate a wheelchair turning space.	\$ 8,000	4	High		
Building	5	Fire Hall #1	18	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	4	High		
Building	5	Fire Hall #1	19	The restroom is 57" wide which is not large enough to accommodate a wheelchair turning space.	\$ 8,000	4	High		
Building	6	Fire Hall #2	13	There are 2 toilet compartments none of which are wheelchair accessible. 5% and a minimum of 1 toilet compartment must be wheelchair accessible.	\$ 3,000	4	High		
Building	6	Fire Hall #2	16	There are no accessible shower stalls provided.	\$ 2,500	4	High		
Building	7	Fire Hall #3	1	The access aisle is missing at the accessible parking stall.	\$ 700	4	High		
Building	7	Fire Hall #3	2	The accessible parking stall is not wide enough.	\$ 700	4	High		
Building	7	Fire Hall #3	12	The water closet's clear floor space is 38" wide to the edge of the lavatory.	\$ 3,000	4	High		
Building	7	Fire Hall #3	18	There are 2 toilet compartments neither of which are wheelchair accessible. 5% and a minimum of 1 toilet compartment must be wheelchair accessible.	\$ 3,000	4	High		
Building	8	Fire Hall #4	1	The accessible parking space has a 3.8% running slope where a maximum of 1:48 (2.08%) is required.	\$ 2,500	4	High		
Building	8	Fire Hall #4	2	The access aisle has a 4.2% running slope where a maximum of 1:48 (2.08%) is required.	\$ 2,500	4	High		
Building	10	Police Annex	1	The access aisle has a 3.8% running slope where a maximum of 1:48 (2.08%) is required.	\$ 3,000	4	High		
Building	10	Police Annex	2	The accessible parking space has a 3% running slope where a maximum of 1:48 (2.08%) is required.	\$ 3,000	4	High		
Building	10	Police Annex	3	The accessible parking stall is not wide enough for a van accessible parking stall.	\$ 300	4	High		
Building	10	Police Annex	6	The entrance is not accessible and is missing signage. An identification sign identifying that this entrance is not accessible and directional signage pointing in the direction to the accessible entrance is required. □ When a directional sign is required it should be located to minimize backtracking. In some cases this could mean locating a sign at the beginning of a route not just at the inaccessible entrances to a building.	\$ 250	4	High		
Building	10	Police Annex	8	The restroom is 6'-5" wide which is not large enough to accommodate a wheelchair turning space.	\$ 12,000	4	High		
Building	10	Police Annex	13	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	4	High		
Building	10	Police Annex	14	The restroom is 35" wide which is not large enough to accommodate a wheelchair turning space.	\$ 12,000	4	High		
Building	10	Police Annex	16	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	4	High		
Building	10	Police Annex	17	The restroom is 55" wide which is not large enough to accommodate a wheelchair turning space.	\$ 12,000	4	High		
Park Sidewalk	2006	Triple Creek Park	N/A	See facility report and GIS data for detailed sidewalk evaluation observations.	\$ 536,471	1	High		
Park Unsignalized Intersection	90000	Intersection of Triple Creek Park and Touchdown Dr (Lat. 36.4095; Long. -86.426)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Triple Creek Park and Touchdown Dr (Lat. 36.4095; Long. -86.426)	\$ 30,000	2	High		

City of Metropolis
ADA Self-Evaluation and Transition Plan Action Log
1/1/2023

Facility Type	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Park Unsignalized Intersection	90001	Intersection of Triple Creek Park Trail and Touchdown Dr (Lat. 36.4097; Long. -86.426)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Triple Creek Park Trail and Touchdown Dr (Lat. 36.4097; Long. -86.426)	\$ 7,000	2	High		
Park Unsignalized Intersection	90002	Intersection of Triple Creek Park and driveway (Lat. 36.4081; Long. -86.427)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Triple Creek Park and driveway (Lat. 36.4081; Long. -86.427)	\$ 16,000	2	High		
Park Unsignalized Intersection	90008	Intersection of Triple Creek Park and parking lot (Lat. 36.4137; Long. -86.424)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Triple Creek Park and parking lot (Lat. 36.4137; Long. -86.424)	\$ 6,000	2	High		
Park Unsignalized Intersection	90009	Intersection of Triple Creek Park and midblock crossing (Lat. 36.4117; Long. -86.425)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Triple Creek Park and midblock crossing (Lat. 36.4117; Long. -86.425)	\$ 18,000	2	High		
Park Unsignalized Intersection	90011	Intersection of Triple Creek Park and parking lot (Lat. 36.4116; Long. -86.425)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Triple Creek Park and parking lot (Lat. 36.4116; Long. -86.425)	\$ 4,000	2	High		
Park Unsignalized Intersection	90013	Intersection of Triple Creek Park and parking lot (Lat. 36.4120; Long. -86.425)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Triple Creek Park and parking lot (Lat. 36.4120; Long. -86.425)	\$ 10,000	2	High		
Park Unsignalized Intersection	90014	Intersection of Triple Creek Park and parking lot (Lat. 36.4124; Long. -86.425)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Triple Creek Park and parking lot (Lat. 36.4124; Long. -86.425)	\$ 10,000	2	High		
Park Unsignalized Intersection	90015	Intersection of Triple Creek Park and parking lot (Lat. 36.4132; Long. -86.425)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Triple Creek Park and parking lot (Lat. 36.4132; Long. -86.425)	\$ 3,000	2	High		
Park Unsignalized Intersection	90021	Intersection of Municipal Park and parking lot (Lat. 36.4038; Long. -86.438)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Municipal Park and parking lot (Lat. 36.4038; Long. -86.438)	\$ 8,000	2	High		
Park Unsignalized Intersection	90023	Intersection of Municipal Park and driveway (Lat. 36.4028; Long. -86.439)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Municipal Park and driveway (Lat. 36.4028; Long. -86.439)	\$ 9,000	2	High		
Park Unsignalized Intersection	90024	Intersection of Municipal Park and parking lot (Lat. 36.4034; Long. -86.436)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Municipal Park and parking lot (Lat. 36.4034; Long. -86.436)	\$ 10,000	2	High		
Park Unsignalized Intersection	90039	Intersection of Long Hollow Golf Course and parking lot (Lat. 36.3881; Long. -86.487)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Long Hollow Golf Course and parking lot (Lat. 36.3881; Long. -86.487)	\$ 8,000	2	High		
Park Unsignalized Intersection	90005	Intersection of Triple Creek Park Trail and parking lot (Lat. 36.4106; Long. -86.427)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Triple Creek Park Trail and parking lot (Lat. 36.4106; Long. -86.427)	\$ 3,000	3	High		
Park Unsignalized Intersection	90006	Intersection of Triple Creek Park and Joseph Shafer Middle School (Lat. 36.4077; Long. -86.435)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Triple Creek Park and Joseph Shafer Middle School (Lat. 36.4077; Long. -86.435)	\$ 18,000	3	High		
Park Unsignalized Intersection	90010	Intersection of Triple Creek Park and parking lot (Lat. 36.4147; Long. -86.425)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Triple Creek Park and parking lot (Lat. 36.4147; Long. -86.425)	\$ 3,000	3	High		
Park Unsignalized Intersection	90026	Intersection of Municipal Park and concession stand (Lat. 36.4023; Long. -86.435)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Municipal Park and concession stand (Lat. 36.4023; Long. -86.435)	\$ 6,000	3	High		
Park Unsignalized Intersection	90027	Intersection of Clearview Park and parking lot (Lat. 36.3976; Long. -86.460)	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Clearview Park and parking lot (Lat. 36.3976; Long. -86.460)	\$ 3,000	3	High		
Signalized Intersection	3	Intersection of W Broadway/W Main St and Red River Rd/W Main St	N/A	See facility report and GIS data for detailed evaluation observations at intersection of W Broadway/W Main St and Red River Rd/W Main St	\$ 61,000	2	High		
Signalized Intersection	4	Intersection of W Main St and S Locust Ave	N/A	See facility report and GIS data for detailed evaluation observations at intersection of W Main St and S Locust Ave	\$ 55,000	2	High		
Signalized Intersection	6	Intersection of S Water Ave and Smith St	N/A	See facility report and GIS data for detailed evaluation observations at intersection of S Water Ave and Smith St	\$ 87,000	2	High		
Signalized Intersection	7	Intersection of E Main St and Boyers Ave	N/A	See facility report and GIS data for detailed evaluation observations at intersection of E Main St and Boyers Ave	\$ 71,000	2	High		
Signalized Intersection	16	Intersection of Maple St and Hancock St/Dan P. Herron	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Maple St and Hancock St/Dan P. Herron	\$ 118,000	2	High		
Building	1	Ashley's Place Child Advocacy Center	2	There is no accessible route to the play elements.	\$ 3,000	5	Medium		
Building	1	Ashley's Place Child Advocacy Center	3	There is no accessible route to the gazebo.	\$ 3,000	5	Medium		
Building	1	Ashley's Place Child Advocacy Center	9	There is no accessible route to the main area of the building which includes an open seating area the observation rooms boys' and girls' restrooms and the kitchen.	\$ 15,000	5	Medium		
Building	1	Ashley's Place Child Advocacy Center	10	The door opening does leading to the boys' and girls' restrooms is only 30" wide.	\$ 2,500	5	Medium		
Building	1	Ashley's Place Child Advocacy Center	13	The door opening leading into the conference room does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	5	Medium		
Building	1	Ashley's Place Child Advocacy Center	14	The door opening leading into the main office does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	5	Medium		
Building	1	Ashley's Place Child Advocacy Center	15	The maneuvering space on the pull side of the doors or gate does not adequately extend beyond the latch side of the door.	\$ 5,000	5	Medium		
Building	1	Ashley's Place Child Advocacy Center	17	The door opening leading into the kitchen area does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	5	Medium		
Building	2	Metropolis Public Utilities Main Office	11	The toilet is not located within the range allowed from the side wall or partition.	\$ 2,300	5	Medium		
Building	2	Metropolis Public Utilities Main Office	20	The maneuvering space on the pull side of the door 128 only has a 12" maneuvering clearance where a minimum of 18" is required.	\$ 2,500	5	Medium		
Building	2	Metropolis Public Utilities Main Office	22	The maneuvering space on the pull side of door 123 only has an 17" maneuvering clearance where a minimum of 18" is required.	\$ 2,500	5	Medium		
Building	2	Metropolis Public Utilities Main Office	34	The toilet is not located within the range allowed from the side wall or partition.	\$ 2,300	5	Medium		
Building	2	Metropolis Public Utilities Main Office	46	There are 12 doors throughout the warehouse that have door knob style hardware that requires grasping and twisting to operate.	\$ 4,500	5	Medium		
Building	2	Metropolis Public Utilities Main Office	58	Water and drain pipes under lavatories are not adequately insulated.	\$ 100	5	Medium		
Building	2	Metropolis Public Utilities Main Office	66	Water and drain pipes under lavatories are not adequately insulated.	\$ 100	5	Medium		
Building	3	City Hall	14	There is not enough space between the back wall and the front return wall of the elevator car. Elevator cars must provide 51 inches minimum between the back wall and the front return wall.	\$ 150,000	5	Medium		
Building	3	City Hall	15	The centerline of the car control buttons are too high to the top "Emergency Call" button at 53" above finished floor.	\$ -	5	Medium		

City of Metropolis
ADA Self-Evaluation and Transition Plan Action Log
1/1/2023

Facility Type	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Building	3	City Hall	16	There are 16 doors on the basement level that have door hardware that requires grasping and twisting to operate.	\$ 6,000	5	Medium		
Building	3	City Hall	18	The coat racks (2) project more than 4 inches into the circulation path.	\$ 300	5	Medium		
Building	3	City Hall	19	The coat racks (2) are positioned too high for either a side or front approach.	\$ 200	5	Medium		
Building	3	City Hall	22	The ramp does not have handrails.	\$ 1,000	5	Medium		
Building	3	City Hall	30	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	5	Medium		
Building	3	City Hall	37	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	5	Medium		
Building	3	City Hall	38	The maneuvering space on the pull side of the door only has an 11" maneuvering clearance where a minimum of 18" is required.	\$ 2,500	5	Medium		
Building	3	City Hall	44	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	5	Medium		
Building	3	City Hall	51	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	5	Medium		
Building	3	City Hall	59	There are 55 doors throughout the first floor that are equipped with knob style door hardware requiring grasping and twisting to operate.	\$ 20,625	5	Medium		
Building	3	City Hall	70	There are not enough accessible toilet compartments. 5% and a minimum of 1 toilet compartment must be wheelchair accessible.	\$ 4,500	5	Medium		
Building	3	City Hall	75	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	5	Medium		
Building	3	City Hall	76	The maneuvering space on the pull side of the door only has an 18" maneuvering clearance where a minimum of 18" is required.	\$ 2,500	5	Medium		
Building	3	City Hall	85	The transaction counter is too high at 40".	\$ 2,000	5	Medium		
Building	3	City Hall	88	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	5	Medium		
Building	3	City Hall	89	The maneuvering space on the pull side of the door only has a 2" maneuvering clearance where a minimum of 18" is required.	\$ 2,500	5	Medium		
Building	3	City Hall	91	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	5	Medium		
Building	3	City Hall	92	The maneuvering space on the pull side of the door only has a 2-1/2" maneuvering clearance where a minimum of 18" is required.	\$ 2,500	5	Medium		
Building	3	City Hall	99	There are 5 doors throughout the Mayor's office that have openings that do not provide at least 32 inches between the face of the door and the opposite stop.	\$ 12,500	5	Medium		
Building	3	City Hall	100	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	5	Medium		
Building	3	City Hall	104	The transaction counter is too high at 42-3/8".	\$ 2,000	5	Medium		
Building	3	City Hall	107	There are 41 doors throughout the second floor that are equipped with knob style door hardware requiring grasping and twisting to operate.	\$ 15,375	5	Medium		
Building	3	City Hall	109	There is no accessible route to the council seating area.	\$ 2,000	5	Medium		
Building	3	City Hall	111	There are 2 door openings that do not provide at least 32 inches between the face of the door and the opposite stop.	\$ 5,000	5	Medium		
Building	3	City Hall	113	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	5	Medium		
Building	3	City Hall	114	The maneuvering space on the pull side of the door only has a 19-1/2" maneuvering clearance where a minimum of 18" is required.	\$ 2,500	5	Medium		
Building	3	City Hall	120	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	5	Medium		
Building	3	City Hall	128	There are 2 sets of doors leading into the Women's employee restroom. Neither of them have openings that provide at least 32 inches between the face of the door and the opposite stop.	\$ 5,000	5	Medium		
Building	3	City Hall	129	The maneuvering space on the pull side of the door only has a 2-1/2" maneuvering clearance where a minimum of 18" is required.	\$ 2,500	5	Medium		
Building	3	City Hall	135	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	5	Medium		
Building	4	Farmers Market	5	The water and drain pipes under the lavatory are not adequately insulated.	\$ 100	5	Medium		
Building	4	Farmers Market	6	The toilet is not located within the range allowed from the side wall or partition.	\$ 2,300	5	Medium		
Building	4	Farmers Market	13	The water and drain pipes under the lavatory are not adequately insulated.	\$ 100	5	Medium		
Building	4	Farmers Market	14	The toilet is not located within the range allowed from the side wall or partition.	\$ 2,300	5	Medium		
Building	5	Fire Hall #1	6	The maneuvering space on the pull side of the door leading from reception only has a 9" maneuvering clearance where a minimum of 18" is required.	\$ 2,500	5	Medium		
Building	5	Fire Hall #1	8	There are 24 doors throughout the facility that have door hardware that requires grasping and twisting to operate.	\$ 9,000	5	Medium		
Building	5	Fire Hall #1	32	The exit door from the bay area has an opening that does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	5	Medium		
Building	6	Fire Hall #2	4	The door maneuvering clearance on the pull side of the door leading from the back area to the front lobby does not adequately extend beyond the latch side of the door.	\$ 2,500	5	Medium		
Building	6	Fire Hall #2	5	The door leading from the lobby area into the bay area is in a 12" alcove with no maneuvering clearance on the push side.	\$ 2,500	5	Medium		
Building	6	Fire Hall #2	6	There are approximately 6 doors throughout the facility with door operating hardware that requires grasping and twisting to operate.	\$ 2,250	5	Medium		
Signalized Intersection	17	Intersection of E Main St and Westland Ave	N/A	See facility report and GIS data for detailed evaluation observations at intersection of E Main St and Westland Ave	\$ 81,000	5	Medium		

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Facility Type	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Signalized Intersection	18	Intersection of W Broadway and N Locust Ave	N/A	See facility report and GIS data for detailed evaluation observations at intersection of W Broadway and N Locust Ave	\$ 103,000	5	Medium		
Signalized Intersection	19	Intersection of Nashville Pk and Wall St/Metropolis Plaza	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Nashville Pk and Wall St/Metropolis Plaza	\$ 21,000	5	Medium		
Signalized Intersection	20	Intersection of Nashville Pk and Village Green Dr	N/A	See facility report and GIS data for detailed evaluation observations at intersection of Nashville Pk and Village Green Dr	\$ 20,000	5	Medium		
Signalized Intersection	12	Intersection of E Broadway and N Water Ave	N/A	See facility report and GIS data for detailed evaluation observations at intersection of E Broadway and N Water Ave	\$ 65,000	7	Medium		
Signalized Intersection	15	Intersection of SR 174 (Long Hollow Pike) and Big Station Camp	N/A	See facility report and GIS data for detailed evaluation observations at intersection of SR 174 (Long Hollow Pike) and Big Station Camp	\$ 27,000	7	Medium		
Building	2	Metropolis Public Utilities Main Office	13	The mirror is mounted too high at 41-1/2" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	2	Metropolis Public Utilities Main Office	18	The mirror is mounted too high at 41" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	2	Metropolis Public Utilities Main Office	29	The mirror is mounted too high at 49" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	2	Metropolis Public Utilities Main Office	37	The mirror is mounted too high at 41" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	2	Metropolis Public Utilities Main Office	42	The mirror is mounted too high at 41" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	3	City Hall	34	The mirror is mounted too high at 48" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	3	City Hall	41	The mirror is mounted too high at 46-1/2" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	3	City Hall	48	The mirror is mounted too high at 48" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	3	City Hall	55	The mirror is mounted too high at 48" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	3	City Hall	62	The rear grab bar does not extend adequately past the centerline of the toilet on the wall side.	\$ 400	9	Low		
Building	3	City Hall	63	The toilet paper is not installed within the compliant range.	\$ 200	9	Low		
Building	3	City Hall	65	The mirror is mounted too high at 40-1/2" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	3	City Hall	71	The water and drain pipes under the lavatory are not adequately insulated. □ Water supply and drain pipes under lavatories and sinks shall be insulated or otherwise configured to protect against contact. There shall be no sharp or abrasive surfaces under lavatories and sinks.	\$ 150	9	Low		
Building	3	City Hall	72	The mirror is mounted too high. Mirrors must have the bottom edge of the reflecting surface a maximum of 40 inches above the floor if above a sink or counter. Mirrors not located above lavatories or countertops shall be installed with the bottom edge of the reflecting surface 35 inches maximum above the finish floor or ground.	\$ 1,500	9	Low		
Building	3	City Hall	79	The mirror is mounted too high at 48-1/2" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	3	City Hall	95	The mirror is mounted too high at 48" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	3	City Hall	117	The mirror is mounted too high at 48" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	3	City Hall	125	The mirror is mounted too high at 48-1/2" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	3	City Hall	132	The mirror is mounted too high at 49" to the bottom of the reflective surface. □	\$ 100	9	Low		
Building	3	City Hall	139	The mirror is mounted too high at 49" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	4	Farmers Market	10	The mirror is mounted too high at 52-1/2" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	4	Farmers Market	18	The mirror is mounted too high at 52-1/2" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	6	Fire Hall #2	15	The mirror is mounted too high at 48-1/2" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	8	Fire Hall #4	12	The accessible toilet compartment door is not self-closing.	\$ 100	9	Low		
Building	8	Fire Hall #4	20	The door exceeds the maximum pressure of 5 lb to open the door.	\$ 100	9	Low		
Building	8	Fire Hall #4	21	The compartment door is not self-closing.	\$ 100	9	Low		
Building	10	Police Annex	31	The mirror is mounted too high at 54-1/2" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	11	Police Station	24	The mirror is mounted too high at 51-1/2" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	11	Police Station	25	The toilet seat cover dispenser is mounted too high.	\$ 200	9	Low		
Building	11	Police Station	26	The toilet paper dispenser is mounted too close to the top of the grab bar minimizing the gripping surface.	\$ 200	9	Low		
Building	11	Police Station	27	The paper towel dispenser's operation mechanism is too high off the floor.	\$ 200	9	Low		
Building	11	Police Station	29	The transaction counter is only 19" long and mounted too high at 43" above finished floor.	\$ 2,000	9	Low		
Building	11	Police Station	47	The coat hook is installed greater than 48 inches above the finished floor. □ Where a forward reach is unobstructed the high forward reach shall be 48 inches maximum above the finished floor.	\$ 100	9	Low		
Building	11	Police Station	65	The toilet seat cover dispenser is mounted too high at 58" above finished floor.	\$ 200	9	Low		
Building	11	Police Station	68	The mirror is mounted too high at 51-1/2" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	11	Police Station	73	The toilet seat cover dispenser is mounted too high at 58" above finished floor.	\$ 200	9	Low		
Building	11	Police Station	76	The mirror is mounted too high at 51-1/2" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	15	Civic Center	43	The mirror is mounted too high at 41" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	15	Civic Center	50	The mirror is mounted too high at 41" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	15	Civic Center	67	The coat hook is installed greater than 48 inches above the finished floor.	\$ 100	9	Low		
Building	15	Civic Center	74	The coat hook is installed greater than 48 inches above the finished floor.	\$ 100	9	Low		
Building	15	Civic Center	80	The top rim of the lavatory is too high.	\$ 2,000	9	Low		
Building	15	Civic Center	84	The hand dryer projects more than 4 inches into the path to the lavatory.	\$ 200	9	Low		
Building	15	Civic Center	85	The coat hook is installed greater than 48 inches above the finished floor.	\$ 100	9	Low		
Building	15	Civic Center	87	The threshold at the restroom door is broken and heaving.	\$ 300	9	Low		
Building	15	Civic Center	92	The hand dryer projects more than 4 inches into the path leading to the lavatory.	\$ 200	9	Low		
Building	15	Civic Center	98	The mirror is mounted too high at 41-1/2" to the bottom of the reflective surface.	\$ 100	9	Low		
Building	15	Civic Center	106	The mirror is mounted too high at 40-1/2" to the bottom of the reflective surface.	\$ 200	9	Low		
Building	1	Ashley's Place Child Advocacy Center	6	The threshold when exiting the door is 1-1/2" and 1-1/4" when entering the door from the outside.	\$ 400	11	Low		
Building	1	Ashley's Place Child Advocacy Center	16	The observation room contains storage items and/or supplies which obstruct the clear floor and/or turning space within the restroom.	\$ -	11	Low		

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Facility Type	GPS ID	Project Name	Barrier #	Self-Evaluation Barrier	Cost Projection	Priority Value	Priority Rank	Funding Year	Year Completed
Building	1	Ashley's Place Child Advocacy Center	18	The sink in the kitchenette is 36" high where 34" maximum is required. Additionally no knee or toe space is provided.	\$ 2,000	11	Low		
Building	1	Ashley's Place Child Advocacy Center	19	The range controls are located such that operation require reaching across burners.	\$ 2,000	11	Low		
Building	1	Ashley's Place Child Advocacy Center	26	The door opening at the staff restroom does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	11	Low		
Building	1	Ashley's Place Child Advocacy Center	27	The threshold leading into the staff restroom is greater than 1/2 inch high.	\$ 500	11	Low		
Building	1	Ashley's Place Child Advocacy Center	28	The restroom is only 68" wide and has no compliant features.	\$ 15,000	11	Low		
Building	2	Metropolis Public Utilities Main Office	23	The transaction counter is too high at 41-3/8".	\$ 2,000	11	Low		
Building	2	Metropolis Public Utilities Main Office	44	The work surface is too high at 39" to the top of the counter.	\$ -	11	Low		
Building	2	Metropolis Public Utilities Main Office	45	The work surface is too high at 40" to the top of the counter.	\$ -	11	Low		
Building	2	Metropolis Public Utilities Main Office	49	The restroom 58" wide which is not large enough to accommodate a wheelchair turning space.	\$ 12,000	11	Low		
Building	2	Metropolis Public Utilities Main Office	51	The restroom 60" wide which is not large enough to accommodate a wheelchair turning space.	\$ 12,000	11	Low		
Building	2	Metropolis Public Utilities Main Office	53	The sink in the kitchenette is 35" high where 34" maximum is required. Additionally no knee or toe space is provided.	\$ 2,000	11	Low		
Building	2	Metropolis Public Utilities Main Office	56	There are no accessible showers in the locker room.	\$ 8,000	11	Low		
Building	2	Metropolis Public Utilities Main Office	57	There is no compliant bench in the locker room.	\$ 800	11	Low		
Building	2	Metropolis Public Utilities Main Office	64	There are no accessible showers in the locker room.	\$ 8,000	11	Low		
Building	2	Metropolis Public Utilities Main Office	65	There is no compliant bench in the locker room.	\$ 800	11	Low		
Building	2	Metropolis Public Utilities Main Office	70	The sink in the kitchenette is 36" high where 34" maximum is required.	\$ 2,000	11	Low		
Building	3	City Hall	11	A 6" step up is required to enter the building.	\$ 700	11	Low		
Building	3	City Hall	12	A 1" step is required to enter the building.	\$ 700	11	Low		
Building	3	City Hall	13	A 6-1/2" step is required to enter the building at the employee only entrance.	\$ 700	11	Low		
Building	3	City Hall	27	The sink in the basement lounge is 36" high where 34" maximum is required.	\$ 2,000	11	Low		
Building	3	City Hall	45	The landing at the door does not provide compliant latch side clearance.	\$ 3,000	11	Low		
Building	3	City Hall	46	There are 2 toilet compartments neither of which are wheelchair accessible. 5% and a minimum of 1 toilet compartment must be wheelchair accessible.	\$ 3,000	11	Low		
Building	3	City Hall	52	The landing at the door does not provide compliant latch side clearance.	\$ 3,000	11	Low		
Building	3	City Hall	53	There are 2 toilet compartments neither of which are wheelchair accessible. 5% and a minimum of 1 toilet compartment must be wheelchair accessible.	\$ 2,000	11	Low		
Building	3	City Hall	81	The sink in the break room is 36" high where 34" maximum is required.	\$ 2,000	11	Low		
Building	3	City Hall	82	The paper towel dispenser's operation mechanism is too high off the floor.	\$ 200	11	Low		
Building	3	City Hall	83	The door opening does not provide at least 32 inches between the face of the door and the opposite stop.	\$ 2,500	11	Low		
Building	3	City Hall	84	The sink in the kitchenette is 36" high where 34" maximum is required.	\$ 2,000	11	Low		
Building	3	City Hall	86	The work surface is too high at 40" above finished floor where a maximum of 34" above finished floor is required.	\$ 2,000	11	Low		
Building	3	City Hall	97	The sink in the break room 36" high where 34" maximum is required.	\$ 2,000	11	Low		
Building	3	City Hall	101	The restroom is not large enough to accommodate accessible fixtures and wheelchair turning space.	\$ -	11	Low		
Building	3	City Hall	102	The sink in the small break area is 36" high where 34" maximum is required. Additionally no knee or toe space is provided.	\$ 2,500	11	Low		
Building	3	City Hall	103	The microwave is not positioned correctly for either a side or front approach.	\$ 300	11	Low		
Building	3	City Hall	105	The sink in the kitchenette is 36" high where 34" maximum is required.	\$ 2,000	11	Low		
Building	3	City Hall	110	The sink in the kitchenette is 35-5/8" high where 34" maximum is required.	\$ 2,000	11	Low		
Building	5	Fire Hall #1	4	Compliant knee and toe clearance is not provided at the accessible table.	\$ -	11	Low		
Building	5	Fire Hall #1	5	The shelving unit projects more than 4 inches into the circulation path.	\$ 200	11	Low		
Building	5	Fire Hall #1	7	The vision light panel is mounted too high.	\$ 2,500	11	Low		
Building	5	Fire Hall #1	10	The coat hooks are installed greater than 48 inches above the finished floor.	\$ 100	11	Low		
Building	5	Fire Hall #1	11	The sink in the kitchenette is 36" high where 34" maximum is required. Additionally no knee or toe space is provided.	\$ 2,000	11	Low		
Building	5	Fire Hall #1	13	A 3" step down is required to exit the door at the kitchen area leading to employee only outside smoking area.	\$ 1,500	11	Low		
Building	5	Fire Hall #1	20	The shelf projects more than 4 inches into the circulation path.	\$ 200	11	Low		
Building	5	Fire Hall #1	21	There is no compliant bench in the locker room.	\$ 700	11	Low		
Building	5	Fire Hall #1	23	There are 3 toilet compartments none of which are wheelchair accessible. 5% and a minimum of 1 toilet compartment must be wheelchair accessible.	\$ 3,000	11	Low		
Building	5	Fire Hall #1	24	The rim of the urinal is too high.	\$ 1,350	11	Low		
Building	5	Fire Hall #1	25	Knee clearance at 27 inches off the floor is not 8 inches minimum deep.	\$ 2,500	11	Low		
Building	5	Fire Hall #1	26	The water and drain pipes under the lavatory are not adequately insulated.	\$ -	11	Low		
Building	5	Fire Hall #1	27	The faucet controls require twisting of the wrist.	\$ -	11	Low		
Building	5	Fire Hall #1	28	The mirror is mounted too high at 48" to the bottom of the reflective surface.	\$ 100	11	Low		
Building	5	Fire Hall #1	29	There are no accessible shower stalls.	\$ 3,500	11	Low		
Building	5	Fire Hall #1	30	The paper towel dispenser projects more than 4 inches into the circulation path.	\$ 400	11	Low		
Building	5	Fire Hall #1	31	The paper towel dispenser's operation mechanism is too high off the floor.	\$ -	11	Low		
Building	5	Fire Hall #1	33	The threshold is greater than 1/2 inch high.	\$ 500	11	Low		
Building	5	Fire Hall #1	34	The path in the bay area contains cross slopes greater than 2%.	\$ -	11	Low		
Building	6	Fire Hall #2	8	The sink in the kitchen area is 36" high where 34" maximum is required. Additionally no knee or toe space is provided.	\$ 2,000	11	Low		
Building	6	Fire Hall #2	9	The microwave is positioned too high for either a side or front approach.	\$ 500	11	Low		
Building	6	Fire Hall #2	10	The controls are located such that operation require reaching across burners.	\$ 2,000	11	Low		
Building	6	Fire Hall #2	19	The clothes rod hook is installed greater than 48 inches above the finished floor.	\$ 200	11	Low		
Building	6	Fire Hall #2	20	There is no compliant bench in the locker room.	\$ 700	11	Low		



Appendix F: Federal and State Funding Opportunities

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

September 9, 2022

This table indicates potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																													
Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																													
	OST Programs							Federal Transit					NHTSA		Federal Highway Administration														
Activity or Project Type	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PRO TECT	STBG	TA	RTP	SRTS	PLAN	NSBP	ELTTP	TTP	TTPSF
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$			\$	\$	\$	\$				\$	\$	\$	
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan				\$	TA					\$	\$				\$						\$	\$	\$		\$		\$	\$	
Barrier removal for ADA compliance	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$				\$	\$	\$	\$	\$	\$		\$	\$	\$	
Bicycle plans			~\$	\$				\$		\$	\$				\$					\$	\$	\$		\$	\$		\$	\$	\$
Bicycle helmets (project or training related)												\$									\$	\$SRTS		\$				\$	
Bicycle helmets (safety promotion)																					\$	\$SRTS		\$				\$	
Bicycle lanes on road	~\$	~\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$	\$	\$	\$	\$	\$		\$			\$	\$	\$
Bicycle parking (see Bicycle Parking Solutions)	~\$	~\$	\$	\$		~\$	\$	\$	\$		~\$				\$	\$			\$		\$	\$	\$		\$	\$	\$		
Bike racks on transit	~\$		\$	~\$			~\$	\$	\$		~\$				\$	\$					\$	\$					\$	\$	
Bicycle repair station (air pump, simple tools)	~\$		\$	~\$		~\$	~\$	\$	\$						\$						\$	\$					\$	\$	
Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	~\$		~\$	~\$	\$	\$						\$	\$			\$		\$	\$					\$	\$	
Bicycle storage or service centers (example: at transit hubs)	~\$		\$	~\$		~\$	\$	\$	\$						\$	\$					\$	\$					\$	\$	
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$		~\$	~\$	\$	\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Bus shelters and benches	\$	\$	\$	~\$		~\$	~\$	\$	\$						\$	\$			\$	\$	\$	\$				\$	\$	\$	
Coordinator positions (State or local) (limits on CMAQ and STBG)				\$							\$					\$					\$	\$SRTS		\$					\$
Community Capacity Building (develop organizational skills/processes)				\$	TA					\$	\$														\$			\$	
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$						\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Curb ramps	\$	\$	\$	\$		~\$	~\$	\$	\$					\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Counting equipment		\$	\$	\$			~\$	\$	\$								\$		\$		\$	\$	\$	\$	\$		\$	\$	\$
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	\$			~\$	\$	\$	\$	\$				\$		\$		\$		\$	\$	\$	\$	\$		\$	\$	\$
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	~\$			\$	\$	\$	~\$	~\$				\$				\$	\$	\$	\$	\$	\$			\$	\$	
Historic preservation (pedestrian and bicycle and transit facilities)	~\$		~\$	~\$		~\$	~\$	\$	\$		~\$				\$						\$	\$				\$	\$	\$	
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~\$	~\$	~\$	~\$		~\$	~\$	\$	\$	~\$	~\$				\$				~\$	\$	\$	\$					\$	\$	
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Maps (for pedestrians and/or bicyclists)				\$				\$	\$	\$	~\$				\$	\$					\$	\$		\$	\$		\$	\$	
Micromobility projects (including scooter share)	\$		\$	~\$		~\$	~\$				~\$				\$	\$					\$	\$					\$	\$	
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$	\$		~\$	~\$							\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Pedestrian plans	\$	~\$	~\$	\$				\$		\$	\$				\$					\$	\$	\$		\$	\$		\$	\$	\$
Rail at-grade crossings	\$	\$	\$	~\$		\$	\$	\$	\$						\$		\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Recreational trails	\$		\$	~\$			~\$													\$	\$	\$	\$			\$	\$	\$	
Resilience Improvements for pedestrians and bicyclists	\$	\$	\$	~\$		~\$	~\$			\$	~\$			~\$	~\$	~\$			\$	\$	\$	\$	\$	\$		\$	\$	\$	
Road Diets (pedestrian and bicycle portions)	\$	\$	\$	\$		~\$	\$								\$	\$	\$		\$	\$	\$	\$		\$		\$	\$	\$	

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																													
Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																													
Activity or Project Type	OST Programs							Federal Transit					NHTSA		Federal Highway Administration														
	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PROTECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF
Road Safety Assessment for pedestrians and bicyclists			\$	\$	TA		~\$				~\$					\$	\$				\$	\$			\$		\$	\$	\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws				\$							~\$	\$	\$			\$					\$SRTS	\$SRTS		\$	\$				\$
Safety education positions				\$							~\$	\$									\$SRTS	\$SRTS		\$					\$
Safety enforcement (including police patrols)				\$								\$	\$			\$					\$SRTS	\$SRTS		\$					\$
Safety program technical assessment (for peds/bicyclists)			\$	~\$	TA						~\$	\$				\$					\$SRTS	\$SRTS		\$	\$		\$	\$	
Separated bicycle lanes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Shared use paths / transportation trails	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Sidewalks (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$				\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Signing for pedestrian or bicycle routes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$		\$	\$	\$	\$		\$		\$	\$	\$	\$
Spot improvement programs (for pedestrian and bicycle facilities)	\$	\$		\$		~\$	~\$	\$			~\$				\$		\$	\$	\$		\$	\$	\$	\$			\$	\$	\$
Stormwater impacts related to pedestrian and bicycle project impacts	\$	\$	\$	~\$		~\$	~\$	\$	\$							\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Traffic calming	\$	\$	\$	\$		~\$	~\$	\$							\$		\$		\$	\$	\$	\$		\$			\$	\$	\$
Trail bridges	\$	\$	\$	~\$		~\$	\$								\$	~\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$
Trail construction and maintenance equipment				~\$		~\$	~\$								\$						\$	\$	\$				~\$	~\$	~\$
Trail/highway crossings and intersections	\$	\$	\$	\$		~\$	~\$							\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$
Trailside/trailhead facilities (restrooms, water, not general park amenities)	~\$					~\$	~\$								~\$						\$	\$	\$			\$	\$	\$	
Training				\$	TA						~\$	\$				\$	\$				\$	\$	\$	\$	\$				\$
Training for law enforcement on ped/bicyclist safety laws				~\$								\$	\$			~\$	\$				\$SRTS	\$SRTS		\$					\$
Tunnels / underpasses for pedestrians and/or bicyclists	\$	\$	\$	\$		\$	\$	\$	\$						\$	\$	\$	\$	\$	\$	\$	\$	\$				\$	\$	\$
Vulnerable Road User Safety Assessment			\$	\$	TA												\$				\$	\$		\$				\$	\$

Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973

RAISE: Rebuilding American Infrastructure with Sustainability and Equity

INFRA: Infrastructure for Rebuilding America Discretionary Grant Program

RCP: Reconnecting Communities Pilot Program

SS4A: Safe Streets and Roads for All

Thrive: Thriving Communities Initiative (TA: Technical Assistance)

RRIF: Railroad Rehabilitation and Improvement Financing (loans)

TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)

FTA: Federal Transit Administration Capital Funds

ATI: Associated Transit Improvement (1% set-aside of FTA)

TOD: Transit-Oriented Development

AoPP: Areas of Persistent Poverty Program

NHTSA **402:** National Highway Traffic Safety Administration State and Community Highway Safety Grant Program

NHTSA **405:** National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)

BFP: Bridge Formula Program; **BIP:** Bridge Investment Program; **BRR:** Bridge Replacement and Rehabilitation Program

CRP: Carbon Reduction Program

CMAQ: Congestion Mitigation and Air Quality Improvement Program

HSIP: Highway Safety Improvement Program

RHCP: Railway-Highway Crossings (Section 130) Program

NHPP: National Highway Performance Program

PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation

STBG: Surface Transportation Block Grant Program

TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)

RTP: Recreational Trails Program

SRTS: Safe Routes to School Program (and related activities)

PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds

NSBP: National Scenic Byways Program

FLTTP: Federal Lands and Tribal Transportation Programs: [Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Tribal Transportation Program](#), [Federal Lands Planning Program](#) and related programs for Federal and Tribal lands

such as the [Nationally Significant Federal Lands and Tribal Projects](#) program.

TTP: Tribal Transportation Program

TTPSF: Tribal Transportation Program Safety Fund

Cross-cutting notes

This table indicates potential eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider [Complete Streets](#) and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. In these instances, the Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See [FHWA Bicycle and Pedestrian Planning, Program, and Project Development](#) (Guidance)
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under [STBG](#) and the [TA Set-Aside](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TA Set-Aside](#) funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs ([NHPP](#), [HSIP](#), [CMAQ](#)). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Pedestrian Hybrid Beacons](#), and [Rectangular Rapid Flashing Beacons](#).
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- The [DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- FHWA’s [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#).
- FHWA Links to [Technical Assistance and Local Support](#).

Program-specific notes

Federal-aid and other DOT funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

- [RAISE](#) (Infrastructure Investment and Jobs Act (Pub. L. 117-58) (IIJA), also known as the Bipartisan Infrastructure Law (BIL), § 21202): Funds capital and planning grants.
- [INFRA](#) (IIJA § 11110): For projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- [RCP](#) (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)): See [RCP Program Notice of Funding Opportunity](#) for full details. Planning grants and Capital Construction Grants must relate to a transportation facility that creates a barrier to community connectivity.
- [SS4A](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [Thrive](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title I): Technical assistance, planning, and capacity-building support in selected communities.
- [RRIF](#) (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of “economic development” projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- [TIFIA](#) (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.
- [FTA / ATI](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit](#), [Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle Related Funding Opportunities](#).
 - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
 - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA TOD](#): Provides planning grants to support community efforts to improve safe access to public transportation for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.
- [FTA AoPP](#) (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services in areas experiencing long-term economic distress, not for capital purchases.
- NHTSA [402](#) (23 U.S.C. 402): Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details.
- NHTSA [405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details. The [Bipartisan Infrastructure Law](#) expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024; however, for FY 2023 grants, FAST Act eligible uses remain in place.
- [BFP](#), (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [BRR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRP](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.

- [CMAQ](#) (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- [HSIP](#) (23 U.S.C. 148): Projects must be consistent with a State's [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain non-infrastructure safety projects can also be funded using HSIP funds as specified safety projects.
- [RHCP](#) (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- [NHPP](#) (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- [PROTECT](#) (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- [STBG](#) (23 U.S.C. 133) and [TA Set-Aside](#) (23 U.S.C. 133(h)): Activities marked "\$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)). There is broad eligibility for projects under 23 U.S.C. 206, 208, and 217.
- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be close to a designated scenic byway.
- [FLTTP](#) (23 U.S.C. 201-204): Projects must provide access to or within Federal or tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTTP) program.
 - [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
 - [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or tribal lands.
- [TTP](#) (23 U.S.C. 202): For federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- [TTPSF](#) (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to [federally recognized Indian tribes](#) through a competitive, discretionary program to plan and implement transportation safety projects.