

## EXECUTIVE BOARD REGULAR MEETING AGENDA

*Local Governments and Citizens Working Together*

EXECUTIVE BOARD  
Regular Meeting  
Thursday, February 29, 2024  
3:30 P.M.

The Meeting will be held In-Person and/or using  
GoToMeeting by Video and/or Teleconference from  
the Main Conference Room at the YMPO Offices at  
230 West Morrison Street, Yuma, Arizona 85364

### YMPO EXECUTIVE BOARD

|                     |  |
|---------------------|--|
| Chair               | Gary Knight, Councilmember, City of Yuma             |
| Vice-Chair          | Cecilia McCollough, Vice Mayor, Town of Wellton      |
| Secretary/Treasurer | Maria Cruz, Councilmember, City of San Luis          |
| Member              | Lynne Pancrazi, Board of Supervisors, Yuma County    |
| Member              | Martin Porchas, Board of Supervisors, Yuma County    |
| Member              | Bruce Fenske, Southwest District Administrator, ADOT |
| Member              | Michael Shelton, Councilmember, City of Yuma         |
| Member              | Art Morales, Councilmember, City of Yuma             |
| Member              | Wynnie Ortega, Councilmember, Cocopah Indian Tribe   |
| Member              | Luis Galindo, Vice-Mayor, City of Somerton           |

In the event the GoTo Meeting platform has a service outage the meeting will be held using the following dial-in conferencing information: Dial-In telephone number: (605) 313-5852, Access Code: 5852215#

- Call to Order and the Pledge of Allegiance  
The meeting will be called to order and members will be asked to recite the Pledge of Allegiance.
- Roll Call Attendance and Declaration of Votes  
Blenda Dale, YMPO Accountant II/Executive Assistant, will call the attendance roll, and if any members of the City of Yuma are not in attendance, those members that are in attendance will have the opportunity to declare the number of votes that each member will exercise, including any proxy votes.
- Title VI Declaration and Call to the Public  
Jesus Aguilar, Jr., YMPO Mobility Manager, will read a brief message reminding members of our Title VI obligations. In addition, this item provides an opportunity for comments by the public on subjects *not* on the agenda. Individuals wishing to address the Board need not request permission in advance and are limited to three (3) minutes. Any members of the Public attending by teleconference are requested to contact YMPO staff with any questions they may have prior to the meeting.

4. Welcome to New Members

The Chairman will offer any new members of the YMPO Executive Board the opportunity to introduce themselves. The City of Somerton appointed Vice-Mayor Luis Galindo as a representative on the YMPO Board.

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

5. Consent Agenda

- A. Approval of the January 25, 2024, Board Meeting Minutes
- B. YMPO Income/Expenditure Report for January 2024

A copy of the draft minutes of the Regular Board meeting from January 25, 2024, will accompany this agenda. Members will have the opportunity to review, report any changes, and/or approve the minutes of the January 25, 2024, Regular Board meeting. The combined November/December financial report is also expected to accompany this agenda and will be available for comment at this current meeting.

**This item is on the agenda for information, discussion, and possible action to approve the Consent Agenda. Copies of the draft minutes for January 25, 2024, and the financial report for January 2024 are attached as Items A and B respectively.**

6. Election of Executive Board Officers - Calendar Year 2024

YMPO By-Laws provide that elected officers of YMPO shall serve on a rotation basis. Usually, the Vice-Chairman assumes the position of Chairman, the Secretary/Treasurer assumes the position of Vice-Chairman, and the Board elects a new officer to fill the Secretary/Treasurer position. This rotation usually occurs during the February meeting.

The current Chair is City of Yuma Councilmember Gary Knight; the current Vice-Chair is Town of Wellton, Vice Mayor, Cecilia McCollough; and the current Secretary/Treasurer is City of San Luis, Councilmember, Maria Cruz. It is understood that Councilmember Gary Knight will remain as the City of Yuma representative; that Vice Mayor McCollough will take over as Chair and that Councilmember Cruz will take over as Vice-Chair. As a result, the only decision to make is to elect a new Secretary/Treasurer.

The By-Laws also require that, at any one time, three (3) elected officers on the Executive Board must be from three (3) different jurisdictions; and at least one office shall be held by the City of Somerton, City of San Luis, the Town of Wellton, or the Cocopah Indian Tribe. Any modification to this requirement must be unanimously approved by the YMPO Executive Board. If we keep historical precedence, the representative from the Cocopah Indian Tribe, currently

Councilmember Wynnne Ortega, would be expected to be nominated as the soon-to-be-vacant Secretary/Treasurer.

This year, the rotation seems to be reasonably well established; however, a change in historical precedence may be considered by the Board if necessary. Members may contact Chairman Knight and/or the Executive Director to make nominations (including self-nominations) or they may do so during the meeting, when called on by the Chair. To date, there have been no nominations received.

**This item is on the agenda for information, discussion, and possible action for members regarding the usual rotation of Board Officers, as indicated in the YMPO By-Laws and to elect a new Secretary/Treasurer. The YMPO Executive Director, Crystal Figueroa, will present this item and further information is provided in an Information Summary that is included as Item 6.**

7 Election of YMPO Subcommittee Members and Identification of Officials for Attending AZSTB and RTAC meetings - Calendar Year 2024

YMPO has three possible subcommittees:

- (a) the first is to oversee the annual Audit process;
- (b) the second is to oversee any changes to YMPO By-Laws; and YMPO Policies and Procedures;
- (c) the third carries out a performance evaluation on the Executive Director;

In addition, there are two Statewide Boards/Councils:

- (d) the Arizona State Transportation Board (AZSTB); and
- (e) the Rural Transportation Advisory Council (RTAC);

YMPO generally appoints members (and alternates) to attend and represent the region. The Chair of the Audit Committee is the current YMPO General Secretary/Treasurer, but the other two members have not been identified for 2024.

During the January Executive Board meeting, Vice Mayor Cecilia McCollough and Councilmember Maria Cruz self-nominated for the Audit Committee.

Members of the By-Laws and Personnel Policies and Procedures Subcommittee are usually only selected IF there are any proposed changes to the By-Laws or Personnel Policies and Procedures, and the members of the Evaluation Subcommittee are selected solely by the Board Chair.

Although subcommittee members follow a nomination/election process, AZSTB and RTAC representatives are usually appointed by the YMPO Chair. Elections are only held if more than one member volunteers their services. During the

January Executive Board meeting, Vice Mayor Cecilia McCollough self-nominated for RTAC as an alternate.

If any additional members are interested in taking on any of the responsibilities outlined above, they are encouraged to have someone nominate them and/or self-nominate.

**This item is on the agenda for information and discussion, only at this stage. Ms. Figueroa will present this item and further information is provided in an Information Summary that is included as Item 7.**

8 FY 2024-25 YMPO Unified Planning Work Program (UPWP) Amendment #3

The FY 2024-25 YMPO UPWP and Annual Budget (UPWP/B) was approved by the Board on May 25, 2023, and has since been amended two times, most recently on December 14, 2023. An amendment is needed to include an addition in the PL formula apportionment to the FY 2024 budget only.

**This item is on the agenda for information, discussion, and possible approval of the FY 2024-25 UPWP Amendment #3, FY 2024 only. Ms. Figueroa will present this item and further details are contained in an information summary that is included with this agenda packet, as Item 8.**

9 Status of State Legislation on RTAC Priority Project (HB2412) and Arizona SMART Fund Reform (HB2318)

The 2024 Legislative process at the State capitol is in full swing, and Representative David Cook sponsored the RTAC bill for possible appropriations for Greater Arizona transportation projects. YMPO staff will recap what has transcended in the past months with the Regional Project Priority list.

**This item is on the agenda for information, discussion, and possible comment at this stage. Ms. Figueroa will introduce Kevin Adam RTAC Liaison to present this item, further information is available in an Information Summary as Item 9.**

10 FY 2022-26 Transportation Improvement Program (TIP) Amendment #12

The FY 2022-26 YMPO TIP was initially approved on July 29, 2021, and has since been amended eleven times, most recently on December 14, 2023, by the Executive Board. Yuma County requested to increase the federal funding for the Avenue 3E Bridge over the "A" Canal and ADOT has requested a list of administrative changes to the TIP table.

**This item is on the agenda for information, discussion, and possible action to approve the FY2022-26 YMPO TIP Amendment #12. YMPO Senior Transportation Planner Fernando Villegas will present this item; further information is available in an information summary as Item 10.**

11 FY 2022-2045 YMPO Long-Range Transportation Plan (LRTP) – Amendment #1 and Air Quality Conformity Status Update

On December 11, 2023, YMPO requested feedback from the Interagency Consultation on the Long-Range Transportation Plan Amendment #1 and the updated Air Quality Conformity Analysis Report. Comments were received from the Environmental Protection Agency and Arizona Department of Environmental Quality. YMPO worked closely to address their questions and incorporated comments in the revised set of documents.

On February 18, 2024, a 30-day public review notice has been published for public input on the 2022-2045 LRTP Amendment #1 and the companion YMPO Air Quality Conformity Update. The Amendment proposes revisions to three transportation projects identified in the original LRTP. This item will be brought back to the Board for possible approval in March.

**This item is on the agenda for information, and discussion only. Mr. Villegas will present this item and further details are contained in the information summary that is included with this agenda packet, as Item 11.**

12 2024-2025 CO2 Emissions Target

The Federal Highway Administration (FHWA) released the final Greenhouse Gas (GHG) rule on November 22, 2023, governing national performance management measures for GHG emissions associated with transportation. The final rule requires the State Department of Transportation to set a declining carbon dioxide (CO2) emissions target for the National Highway System (NHS) by February 1, 2024.

Arizona Department of Transportation (ADOT) requests a letter within 180 days of this notification indicating whether YMPO supports ADOT's 2024 CO2 target or identify a CO2 target for the YMPO region. The TAC anticipates recommending approval to adopt the ADOT established state target of -0.1% reduction of CO2 emissions next month.

**This item is on the agenda for information, and discussion only. Mr. Villegas will present this item and further details are contained in the information summary that is included with this agenda packet, as Item 12.**

13 Summary of Current Events/Board Member Reports/Executive Director's Report & Comments by Other Participants

This agenda item is an opportunity for members and staff to update the Board regarding recent occurrences, as shown below. If written information is available, it will be included in an attached Information Summary.

A. Staff Reports - Future Meetings

- B. TAC Minutes
- C. Conference Updates (AZTA, AZRTS, and Roads and Streets)
- D. MPO/COG Director/Planner Meetings
- E. Rural Transportation Advocacy Council activities
- F. Projects - Economic Development and Transportation
- G. Status Report on AZ Smart Fund

**This item is on the agenda for information, discussion, and for Board members and other staff reports and comments.**

14 Possible Future Agenda Items

The following items will be heard at a future meeting. Members are encouraged to suggest topics for discussion at a future Board meeting:

- A. 2022-2045 LRTP Amendment #1, Conformity update
- B. Title VI Plan
- C. DCIP Grant
- D. Complete Streets Study

15 Progress Reports

Members are encouraged to suggest topics for discussion at a future Board meeting:

- a. Jan 25 – RTAP Request/Reimbursement Training (LL, BD, JR, FV)
- b. Jan 25 – YMPO Audit Committee Meeting (LL, CF, JH, BD)
- c. Jan 25 – Executive Board Meeting (CF, BD, JH, JR, LL, BD, FV)
- d. Jan 26 – PASS Training Day (JR)
- e. Jan 29 - RTAC Board Meeting and Legislator Lunch (CF, JH)
- f. Jan 31 – Coaching Through Conflict (CF, BD)
- g. Feb 1 - AZ Transportation Board Meeting/Study Session (CF)
- h. Feb 1 – YC HR Training – Employment Foundations: Standards of Conduct (LL)
- i. Feb 5 – LRTP Internal Staff Kick-Off Meeting (JH, CF, FV)
- j. Feb 5 – YMPO LRTP – Kick-off (JH, CF, FV)
- k. Feb 5 – YMPO RTP Planning Discussion (JH, CF, FV)
- l. Feb 6 – YMPO OT Training Verizon One Talk (LL, JH)
- m. Feb 6 – YMPO LRTP FY 2022-45 Amendment 1 Summary of Changes Requested (CF, FV)
- n. Feb 6 – YMPO Air Quality Meeting Kittleson & Associates (CF, FV)
- o. Feb 7 – YMPO-Saguaro Collaboration (CF)
- p. Feb 8 – TAC Meeting (CF, BD, LL, JH, FV)
- q. Feb 8 – YMPO: Internal Controls and Information Systems Meeting (CF, BD)
- r. Feb 8 – Arizona Mobility Managers Meeting (JR)
- s. Feb 8 – YMPO Monthly Update (FV)
- t. Feb 8 – YRBC Board Meeting (CF, JH, FV)

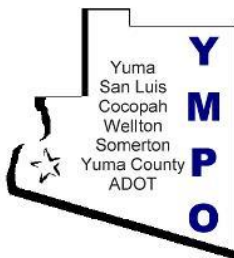
- u. Feb 9 – COG/MPO Planners Meeting (CF, JH, FV)
- v. Feb 12 - Staff Meeting (CF, LL, JR, JH, FV)
- w. Feb 12 – ADOT/YMPO Monthly Coordination Meeting (CF, JH, FV)
- x. Feb 13 - FY2024 Section 5310 Regional Mobility Management Notice of Funding Availability (NOFA) (CF, BD, LL, JH, JR, FV)
- y. Feb 14 – MPO/COG Directors Meeting (CF)
- z. Feb 14 – 5310 Grant Application (CF, BD)
- aa. Feb 15 – APA PS+CD Lunch + Learn: Holistic Vision Zero: Equitable and Healthy School Safety (FV)
- bb. Feb 15 – Networking for Community Resources -WACOG (JR)
- cc. Feb 16 – AZ State Transportation Meeting (CF)
- dd. Feb 19 – President's Day Observed
- ee. Feb 20 – RTAC Advisory Committee Meeting (CF, FV)
- ff. Feb 20 – Yuma PM SIP Update Meeting (CF, FV)
- gg. Feb 21 – Webinar: Shifting Gears: Toward a New Way of Thinking about Transportation (FV)
- hh. Feb 21 – APBP February Webinar: Floating Bus Stop Accessibility: What have we Learned? (FV)
- ii. Feb 21 – ATSAP TAC Meeting 2 (JH, CF, FV)
- jj. Feb 21 – Orientation New EB Member Vice-Mayor Luis (CF)
- kk. Feb 26 – RTAC Board Meeting (CF, FV)
- ll. Feb 27 – SunLife 2023: Compliance Year-in-Review Webinar (LL)
- mm. Feb 27 – Microsoft Excel: Beyond The Basic Fred Pryor Seminar (LL)
- nn. Feb 29 – Grants Training for Local Public Agencies (CF, JH, FV)
- oo. Feb 29 – FTA Bus Procurement Best Practices Update (JR)
- pp. Feb 29 – Yuma TMP Kick-off Meeting (CF)

16 Adjournment

*Notice: In accordance with the Americans with Disabilities Act (ADA) and section 504 of the Rehabilitation Act of 1973, YMPO does not discriminate on the basis of disability, in the admission of, or access to, or treatment or employment in, its programs, activities, or services. If you have any questions regarding YMPO programs, activities, or services, please contact Crystal Figueroa at 928-783-8911.*

Anticipated Future 2024 Meeting Locations.

All future meetings will continue to be held at the YMPO office at 230 West Morrison Street, Yuma, Arizona 85364. Members may participate in person, OR they may participate electronically by computer, and/or telephone (or both), using the GoToMeeting portal. The next two meetings will occur on Thursday, March 28, 2024, and Thursday, April 25, 2024.



## EXECUTIVE BOARD MEETING MINUTES

*Local Governments and Citizens Working Together*

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### EXECUTIVE BOARD

#### Regular Meeting

Thursday, January 25, 2023  
1:30 P.M.

The Meeting was held In-Person and/or using  
GoToMeeting by Video and/or Teleconference from  
the Main Conference Room at the YMPO Offices at  
230 West Morrison Street, Yuma, Arizona 85364

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#### 1. Call to Order and the Pledge of Allegiance

The Yuma Metropolitan Planning Organization (YMPO) Chair, Councilmember Gary Knight, called the YMPO Executive Board (the Board) meeting to order at 3:30 p.m. and asked the Board to join him in reciting the Pledge of Allegiance.

#### 2. Roll Call Attendance and Declaration of Votes

The YMPO Accountant II/Executive Assistant, Blenda Dale, called the roll as follows:

##### YMPO Executive Board Members Present:

|                     |  |
|---------------------|--|
| Chair               | Gary Knight, Councilmember, City of Yuma ^             |
| Vice-Chair          | Cecilia McCollough, Vice Mayor, Town of Wellton ~      |
| Secretary/Treasurer | Maria Cruz, Councilmember, City of San Luis ^          |
| Member              | Lynne Pancrazi, Board of Supervisors, Yuma County ~    |
| Member              | Martin Porchas, Board of Supervisors, Yuma County^     |
| Member              | Art Morales, Councilmember, City of Yuma ^             |
| Member              | Michael Shelton, Councilmember, City of Yuma^          |
| Member              | Wynnie Ortega, Councilmember, Cocopah Indian Tribe ^   |
| Member              | Bruce Fenske, Southwest District Administrator, ADOT ^ |

^ Attended in person.

~ Participated by teleconference.

As six of the seven constituent member agencies were present, the quorum requirement was met.

##### YMPO Executive Board Members Absent

Member Miguel Villalpando, Councilmember, City of Somerton \*

# Not present but was represented by proxy by another member.

\* Not present, and not represented by proxy by another member.

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Supervisor Porchas declared two votes for Yuma County as Supervisor Pancrazi had technical issues attending virtually, and left the meeting early.

YMPO Staff Present:

|                      |                                      |
|----------------------|--------------------------------------|
| Crystal Figueroa     | Executive Director                   |
| Blenda Dale          | Accountant II/ Executive Assistant   |
| Lourdes Lopez        | Bookkeeper/ Administrative Assistant |
| Jesus R Aguilar, Jr. | Mobility Manager                     |
| Jeff Heinrichs       | IT Manager/ Associate Planner        |
| Fernando Villegas    | Senior Transportation Planner        |

3. Title VI Declaration and Call to the Public

YMPO Mobility Manager, Jesus R Aguilar, Jr., read a brief message reminding members of our Title VI obligations. In addition, this item provided an opportunity for comments by the public on subjects *not* on the agenda. Individuals wishing to address the Board need not request permission in advance and were limited to three (3) minutes. Any members of the Public attending by teleconference were requested to contact YMPO staff with any questions they may have prior to the meeting. No individuals wishing to address the Board were in attendance.

4. Annual Declaration of Votes for Calendar Year 2024

Under YMPO By-Laws, the number of votes a voting member carries from his/her jurisdiction must be declared at the first meeting in January. There is only one agency that has more votes than members. The City of Yuma has five votes, but only three members. Yuma County has two votes but has two members. All other agencies only have one member and one vote. It is presumed that all agencies, other than the City of Yuma, will operate based on one member, and one vote, so only action from the City of Yuma is anticipated.

Councilmember Gary Knight stated Councilmember Morales and himself would have two votes each and Councilmember Shelton would have one vote, for a total of five votes for the City of Yuma.

5. Consent Agenda

Approval of the December 14, 2023, Board Meeting Minutes  
YMPO Income/Expenditure Report for November-December 2023

MOTION: Supervisor Porchas moved to approve the consent agenda as corrected for both items A and B. Councilmember Morales seconded, and the motion was unanimously approved.

6. Executive Board Meetings

YMPO Bookkeeper/Administrative Assistant Lourdes Lopez explained that during the December 14, 2023, Board meeting, a list of tentative meeting dates and times was provided. An action was approved to officially change the Board meeting time from 1:30 p.m. to 3:30 p.m.

7. FY 2023 YMPO Audit

YMPO Accountant/ Executive Assistant Blenda Dale said that the Audit of FY 2023 (July 1, 2022, through June 30, 2023) YMPO Accounts was completed. YMPO uses two firms for its accounting support; The Pun Group, who prepare the MPO's financial reports, and Walker & Armstrong, who conduct the audit. As in past years, staff would continue to pursue the COA for Excellence in Financial Reporting for the fiscal year ending June 30, 2023. She then introduced Jay Parke, from the Audit company, Walker and Armstrong, who provided a brief presentation regarding the audit results. He confirmed that there were no findings in the audit.

Mr. Jay Parke summarized that the opinion of the auditors on the financial statements was "clean." There were no accounting policy changes. The key financial Performance measures found that the total cash increased 27% over the prior year. The total cash represented 90.5% of the total expenditures for the fiscal year, and the total pension liability increased 20% over the prior fiscal year. He also mentioned that the auditors did not identify any deficiencies in internal controls.

He then reviewed some tables and charts to detail the auditor's summary. He concluded the presentation with the auditor's findings that there were no material weaknesses or deficiencies found in the financial statements, federal awards, major programs, or other matters.

Councilmember Cruz, a member of the YMPO Audit Committee, recommended the FY 2023 Audit be approved by the Executive Board.

MOTION: Councilmember Cruz moved to approve the YMPO FY2023 Audit. Councilmember Morales seconded and the motion was unanimously approved.

8. RAISE GRANT 2024 – Possible Letter of Support

YMPO Executive Director, Crystal Figueroa said that the RAISE Grant Notice of Funding Opportunity (NOFO) for FY2024 had been released, and the deadline to apply is February 28, 2024. The YMPO was notified that Yuma County intended to pursue a RAISE Grant for funding the extension of Avenue E from SR-195 north to connect to US-95 at the Avenue D alignment. This is its second attempt to receive the RASIE Grant for this project. Yuma County had requested a letter of support from YMPO to include in their application submittal.

MOTION: Vice Mayor McCollough moved to approve a YMPO Executive Board letter of support for the RAISE Grant to benefit the Yuma County project. Supervisor Porchas seconded, and the motion was unanimously approved.

9. FY 2026-2050 YMPO Long-Range Transportation Plan (LRTP) – Contract

Ms. Figueroa advised that an RFP for the FY 2026-2050 LRTP was advertised resulting in one RFP submission. The TAC then recommended approving the consulting firm contingent upon negotiating the project costs down, and the Executive Board then approved this during last month's Board meeting. Since then she has successfully negotiated the proposal cost with Kittelson & Associates, from \$450k to \$412k, which is within our budget for the project. This will be funded by Planning (PL), 5305, and Surface Transportation Block Grant (STBG) Grant Funds. YMPO has finalized the agreement and sent a notice to proceed to the consultant in early January. The project update will take sixteen months to complete. The TAC was currently reviewing the Scope of Work for the project and she anticipated a kick-off meeting shortly.

She explained that this plan is a federal requirement to receive federal funding. Some of the work tasks originally requested in the RFP were modified to reduce the project costs. This included removing the task related to researching the YMPO becoming a Transportation Management Area (TMA). This designation happens when an urbanized area exceeds 200,000 in population. Since the YMPO would not achieve this in the near future, this task was removed from the Scope of Work.

The last LRTP update cost YMPO \$350,000, and these updates are required every four years since the region resides in a non-attainment area for the concentration of particulate matter below 10 microns in the air. In addition to the LRTP Update, the consultant will be writing applications for the Highway Safety Improvement Program (HSIP). The applications, in the past, have brought in more than \$18 million in funding.

She said there will be public participation events throughout the sixteen-month process, to inform and include the public in these efforts. Throughout the project, the consultant would be reporting its progress to the Executive Board during the monthly meetings.

10. FY 2024 Defense Community Infrastructure Pilot (DCIP) Program Opportunity

Ms. Figueroa explained that the DCIP Program, is a competitive grant program that enables state and local projects to address deficiencies in community infrastructure that support a military installation. In 2022, YMPO successfully applied for and was awarded 13 million dollars for the US 95 project. The Notice of Funding Opportunity was anticipated to be issued sometime in March 2024.

ADOT has approved YMPO to apply again for funding the US-95 project, for which they are responsible for completing. Although Congress has yet to finalize the fiscal year 2024 appropriations and authorizations, eligible applicants were encouraged to start drafting their proposals for the DCIP now.

She explained that the Executive Board has already authorized the YMPO Executive Director to execute contracts for grant application writing up to \$10,000, however, this application was expected to cost closer to \$20,000. She therefore asked the Executive Board to authorize her to enter into a contract with Wilson and Company for a DCIP Grant application for the US 95 project.

MOTION: Councilmember Morales motioned to authorize the YMPO Executive Director to enter into a contract for a DCIP Grant for US 95. Councilmember Cruz seconded, and the motion was unanimously approved.

11. Entity Dues to Member Agencies

Ms. Dale explained that during the May 2018, Executive Board (the Board) meeting, YMPO staff presented, and the Board approved, a working policy and procedure for calculating matching funds in the YMPO Unified Planning Work Program (UPWP). She said the Unified Planning Work Program (UPWP) was usually developed between January to May timeframe each year and is reviewed and approved by the TAC, the Executive Board, and then by the Arizona Department of Transportation (ADOT) and the Federal Highway and Transit Administrations (FHWA and FTA). In February of 2023, the Board approved a change in how YMPO calculates Local Dues, to include the previously programmed local planning expenditures in arrears when calculating local dues to maintain the general fund over time.

She said in March of 2023, a preliminary assessment for entity dues was mailed to member agencies using projected numbers for planning purposes. Since the preliminary assessment, the final Entity Dues have been assessed, considering the changes and approval of the FY 2023-24 YMPO Unified Planning Work Program Amendment #2, and the recently updated, official population estimates from the State Office of Economic Opportunity. If approved, the Final Assessments will be mailed to member agencies this month, following the Board meeting.

Total actual entity dues had slightly increased from the preliminary assessment provided by \$3,808, from \$83,634 to \$87,442. She provided historical data to show entity dues for member agencies throughout the past 8 years and compared them to FY24's rate of change.

Councilmember Cruz asked about the reduced amount of entity dues for FY21 and FY22, to which Ms. Dale explained that during those years, there were COVID Grants, which required a zero match.

Ms. Figueroa added that due to the strain on member agencies during the pandemic, the YMPO decreased member dues as a courtesy. She explained that the entity dues totals are still lower than FY16 and are slowly approaching that amount. The matching In-Kind funds required for the federal grant program, as mentioned in prior Executive Board meetings, have been significantly reduced from Yuma County as they are no longer providing as many services as in past years. She anticipates this will continue to affect entity dues amounts. She then reviewed a chart that showed the average dues for each member agency for the past eight years against FY24 agency dues.

MOTION: Supervisor Porchas motioned to approve the FY24 Entities Dues to member agencies as presented. Councilmember Cruz seconded and the motion unanimously passed.

12. Safety Action Plan Collaboration Update

Ms. Figueroa said the City of Yuma applied for and was awarded a FY 23 Safe Streets For ALL (SS4A) Planning and Demonstration Grant to develop a comprehensive Safety Action Plan. The YMPO Technical Advisory Committee (TAC) was consulted about the effort and the benefits of a collaborative partnership with the rest of the region for inclusion in the City of Yuma's Safety Action Plan. FHWA was contacted to ensure this collaboration would be an acceptable action. They encouraged this collaborative effort.

The last Strategic Transportation Safety Plan Update for the region was in 2019. It was developed using crash data from 2014-2018. The TAC has recommended approval for the collaborative effort.

She explained that the Safety Action Plan identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. The SS4A program requires an eligible Action Plan to pursue funding for the implementation of projects and strategies which is the second grant portion under SS4A. Having a Safety Action Plan opens more opportunities for other grants for regional projects. She concluded by saying this collaboration would be advantageous for the region.

MOTION: Councilmember Cruz moved to approve a collaborative partnership with the City of Yuma to incorporate the rest of the region in a Safety Action Plan at a cost to YMPO. Supervisor Porchas seconded and the motion was unanimously approved.

13. Mobility Management Update and PASS Training

YMPO Mobility Manager JR Aguilar reviewed that the FTA 5310 program provided funding to the states and that the State of Arizona administers that funding to applicants to carry out Mobility Management activities. Some of the provider's 5310 capital funds have been delayed due to ADOT staffing issues and therefore they have not been able to purchase needed vehicles. ADOT is working as fast as possible to get these funds to the providers.

The Notice of Funding Opportunity (NOFO) for Regional Mobility Managers to apply for 5310 funding for the next two years was released last Monday. The available grant funds for small urban entities, which YMPO qualifies for, is \$2,072,512. The application will be available March 22-June 5, 2024.

He reported on the recent activities of the YMPO mobility management program, including the progress of a YMPO PASS Training program within the region. The first free class was in November and the second one will occur at the end of January. This is one of the premier training opportunities for our local providers.

14. Election of Executive Board Officers - Calendar Year 2024

Ms. Figueroa stated that the YMPO By-Laws require that elected officers of YMPO Executive Board members serve on a rotation basis. When the Chair or Vice Chair's position is vacated, the Vice Chair assumes the position of Chair, and the Secretary-Treasurer assumes the position of Vice Chair. The Executive Board must then elect another Executive Board member to the vacant office of Secretary-Treasurer in February. In addition, at any one time, the three elected officers on the Executive Board must be from three different jurisdictions; and at least one office shall be held by the City of Somerton, the City of San Luis, the Town of Wellton, or the Cocopah Indian Tribe.

She provided a visual chart showing the rotation of officers. She said that if the Board continues this rotation, then the representative from the Cocopah Indian Tribe, currently Councilmember Wynnne Ortega, would be expected to be nominated for Secretary/Treasurer. The reason for presenting this in the January meeting is to allow member agencies time to appoint their officials to the different boards. This is particularly necessary during election years.

15. Election of YMPO Subcommittee Members and Identification of Officials for Attending AZSTB and RTAC meetings - Calendar Year 2024

Councilmember Knight explained the YMPO's three subcommittees are: the Annual Audit Committee, which is automatically led by the current Executive Board's Secretary-Treasurer. The YMPO By-Laws; and YMPO Personnel Policies

and Procedures Committee, would only meet if changes are needed, and the YMPO Executive Director's Performance Evaluation Committee; which is led by the Executive Board Chair.

The two Statewide Boards/Councils for which YMPO Executive Board members attend and represent the region are the Arizona State Transportation Board (AZSTB), and the Rural Transportation Advocacy Council (RTAC).

Ms. Figueroa further explained that the two Statewide Boards/Councils for which YMPO Executive Board members attend and represent the region: the Arizona State Transportation Board (AZSTB) and the Rural Transportation Advocacy Council (RTAC)

The Arizona State Transportation Board and Rural Transportation Advocacy Board meet every month. Kevin Adams is the RTAC liaison.

Mr. Knight added that he is the representative for both boards and Vice Mayor McCollough is the alternate for the RTAC committee.

Both Vice Mayor McCollough and Councilmember Cruz expressed interest in serving on the Annual Audit Committee.

Mr. Knight said you can attend and present at the State Transportation Board meetings virtually.

Ms. Figueroa explained that the YMPO By-Laws; and YMPO Personnel Policies and Procedures Committees would only meet IF there were any changes needed. She anticipates a need to update the YMPO Procurement policy.

Vice Mayor McCollough stated she wished to remain as the RTAC representative.

16. Summary of Current Events/Board Member Reports/Executive Director's Report & Comments by Other Participants

This agenda item is an opportunity for members and staff to update the Board regarding recent occurrences, as shown below. If written information is available, it will be included in an attached Information Summary.

- A. Staff Reports - Future Meetings
- B. TAC Minutes
- C. Conference Updates (AZTA, AZRTS, and Roads and Streets)
- D. MPO/COG Director/Planner Meetings
- E. Rural Transportation Advocacy Council activities
- F. Projects - Economic Development and Transportation

G. Status Report on AZ Smart Fund

Ms. Figueroa advised that the Regional Priority Project List had been turned in a bill: HB2412. It will be heard by the House Transportation Committee on January 31, 2024, at 2:00 p.m. Both the Executive Board Chair and YMPO Executive Director have testified for this bill in the past. She urged Board members to reach out to the committee to show their support.

Mr. Knight explained the possibility of creating an individual account to show their views for or against current bills being heard by the State Legislature. He urged individuals to create an account as the legislators do look at the responses.

Ms. Figueroa said that the AzSMART Fund HB2318 passed the House Transportation Committee eleven to zero, thus changing the eligibility of those who can apply for this fund.

17. Possible Future Agenda Items

The following items will be heard at a future meeting. Members are encouraged to suggest topics for discussion at a future Board meeting:

- A. 2022-2045 LRTP Amendment #1, Conformity update
- B. YMPO FY TIP 2022-26 Amendment #12
- C. DCIP Grant
- D. Greenhouse Gas Emissions
- E. RTAC Priority Project Legislation

Ms. Figueroa said as stated.

18. Progress Reports

Members are encouraged to suggest topics for discussion at a future Board meeting:

- a. Dec 14 - TAC Meeting (CF, JH, JR, LL)
- b. Dec 14 - Executive Board Meeting (CF, JR, JH, BD, FV, LL)
- c. Dec 14 - YMPO Monthly Update with Eliana (JR)
- d. Dec 14 - YRBC December Board Meeting (JR)
- e. Dec 14 - FY27/28 HSIP Pre-Call-for-Projects Overview (CF, FV)
- f. Dec 14 - MAG/ADOT Members: MS2 Training (CF, FV)
- g. Dec 14 - Arizona State Transportation Board Dinner (CF, JH, BD, FV)
- h. Dec 14 - Yuma Workshop 3 (Construction) (FV)
- i. Dec 15 - Arizona State Transportation Board (STB) Meeting (CF)
- j. Dec 15 - BIA Bridge Rebuilding Project Discussion (CF, FV)
- k. Dec 18 - One-On-One (review budget template ideas) (CF, JH)
- l. Dec 18 - RTAC Board Meeting (CF)
- m. Dec 19 - Yuma PM10 SIP Update Meeting (External & Virtual) (CF, FV)



- n. Dec 19 - US Old Highway 80 - Town of Wellton (CF)
- o. Dec 20 - CAV Meeting (CF, JH)
- p. Dec 20 - US Old Highway 80 - Town of Wellton (CF, FV)
- q. Dec 20 - Yuma Roads Workshop 4 (CF, FV)
- r. Dec 21 - Project Initiation for Crane Schools TA Project (JH, ~~FV~~)
- s. Dec 21 - Entrance Conference - Achieve Human Services (JR)
- t. Dec 21 - Met with Roofers Almodovar for repair quote (LL)
- u. Dec 25 - Christmas Holiday Observed
- v. Dec 31 - YMPO/ ADOT 5310 Quarter Report Oct. 01, 22 - Dec. 31, 22 (JR)
- w. Jan 1 - New Year Holiday Observed
- x. Jan 4 - Hwy 80 Town of Wellton (CF, FV)
- y. Jan 8 - Staff Meeting (CF, FV, JH, JR, BD, LL)
- z. Jan 8 - ADOT/YMPO Monthly Coordination Meeting (CF, FV, JH)
- aa. Jan 8 - YMPO-Regional Mobility Committee (5310) (JR)
- bb. Jan 9 - ADOT ATSAP TAC Meeting 1 (CF, JH)
- cc. Jan 9 - Chamber Transportation Committee (FV)
- dd. Jan 11 - YMPO Monthly Update (JR)
- ee. Jan 11 - Arizona Statewide ITS Architecture Update (FV)
- ff. Jan 11 - YMPO TAC Meeting (CF, FV, JH, JR, BD, LL)
- gg. Jan 11 – 5311 Webinar (JR)
- hh. Jan 11 – YMPO Monthly Update with Eliana Parra (JR)
- ii. Jan 11 – Arizona Statewide ITS Architecture Update Meeting (FV)
- jj. Jan 12 – Arizona Transportation Board Meeting (CF)
- kk. Jan 15 - Martin Luther Kind Day Holiday Observed
- ll. Jan 16 – APS Virtual Energy Assessment (BD)
- mm. Jan 16 – Yuma PM10 SIP Update Meeting (CF, FV)
- nn. Jan 17 – ADOT’S Draft Greenhouse Gas Target (CF)
- oo. Jan 17 – YMPO LRTP Amendment 1 – EPA Questions (FC, FV)
- pp. Jan 18 – FY27/28 HSIP Webinar (CF, JH, FV)
- qq. Jan 18 – YRBC Board Meeting (CF, JH, JR)
- rr. Jan 19 – Mobility Management – Progress Report Workgroup (JR)
- ss. Jan 22 – HR Follow-up Meeting (CF, BD, FV)
- tt. Jan 22 – RTAC Advisory Committee Meeting (CF, FV)
- uu. Jan 25 – RTAP Request/Reimbursement Training (CF, FV)
- vv. Jan 25 – Executive Board Meeting (CF, JR, JH, BD, FV, LL)

Ms. Figueroa said as listed.

Supervisor Porchas added that there have been approximately 1000 house bills submitted for this legislative session. School vouchers are being affected by the state deficit.

Mr. Knight said he recommended that a state legislator introduce a bill to prevent the State of California from depositing their hazardous waste or transporting hazardous waste in Arizona. Currently, the state of California is putting its hazardous waste in Arizona landfills.

19. Adjournment

Having no further items to discuss, Chairman Knight adjourned the meeting at 5:06 p.m.

*Notice: In accordance with the Americans with Disabilities Act (ADA) and section 504 of the Rehabilitation Act of 1973, YMPO does not discriminate on the basis of disability, in the admission of, or access to, or treatment or employment in, its programs, activities, or services. If you have any questions regarding YMPO programs, activities, or services, please contact Crystal Figueroa at 928-783-8911.*

Anticipated Future 2024 Meeting Locations.

All future meetings will continue to be held at the YMPO office at 230 West Morrison Street, Yuma, Arizona 85364. Members may participate in person, OR they may participate electronically by computer, and/or telephone (or both), using the GoToMeeting portal. The next two meetings will occur on Thursday, March 28, 2024, and April 25, 2024.

Preparation and Approval of Minutes:      Minutes prepared by:

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Blenda Dale, Accountant II/  
Executive Assistant

Minutes reviewed to form by:

Minutes approved in regular session on  
January 25, 2024

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Crystal Figueroa, Executive Director,  
Yuma Metropolitan Planning Organization

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Councilmember Gary Knight,  
Chairman, YMPO Executive Board

# Yuma Metropolitan Planning Organization

## Revenue & Expense Budget Performance

### January 2024

|   | Jan 24     | Jul '23 - Jan 24 | YTD Budget   | % of Budget |
|---|------------|------------------|--------------|-------------|
| Ordinary Income/Expense                 |            |                  |              |             |
| Income                                  |            |                  |              |             |
| 4000 · ADOT Grant                       |            |                  |              |             |
| 4006 · CRP                              | 0.00       | 0.00             | 102,158.00   | 0.0%        |
| 4001 · PL                               | 76,949.91  | 209,864.55       | 611,839.00   | 34.3%       |
| 4002 · SPR                              | 29,924.96  | 83,396.17        | 335,811.00   | 24.83%      |
| 4004 · STBG                             | 0.00       | 0.00             | 44,154.00    | 0.0%        |
| 4005 · 5305d (CPG)                      | 18,356.74  | 43,486.00        | 117,354.00   | 37.06%      |
| Total 4000 · ADOT Grant                 | 125,231.61 | 336,746.72       | 1,211,316.00 | 27.8%       |
| 4010 · FTA Grant                        |            |                  |              |             |
| 4020 · 5303/5305                        | 0.00       | 0.00             | 0.00         | 0.0%        |
| Total 4010 · FTA Grant                  | 0.00       | 0.00             | 0.00         | 0.0%        |
| 4050 · ADEQ Grant                       | 0.00       | 0.00             | 10,000.00    | 0.0%        |
| 4055 · 5310 Funds                       |            |                  |              |             |
| 4053 · CARES Act MM                     | 0.00       | 0.00             | 0.00         | 0.0%        |
| 4056 · RTAP                             | 0.00       | 0.00             | 900.00       | 0.0%        |
| 4055 · 5310 Funds - Other               | 0.00       | 16,627.58        | 92,844.00    | 17.91%      |
| Total 4055 · 5310 Funds                 | 0.00       | 16,627.58        | 93,744.00    | 17.74%      |
| 4200 · YMPO UPWP Dues                   | 0.00       | 0.00             | 83,634.00    | 0.0%        |
| 4400 · Interest Income                  | 1,430.51   | 13,787.73        | 13,000.00    | 106.06%     |
| 4600 · Charges for Services             |            |                  |              |             |
| 4904 · Traffic Count Revenue            | 3,111.52   | 18,134.39        | 14,040.41    | 129.16%     |
| Total 4600 · Charges for Services       | 3,111.52   | 18,134.39        | 14,040.41    | 129.16%     |
| Total Income                            | 129,773.64 | 385,296.42       | 1,425,734.41 | 27.02%      |
| Gross Profit                            | 129,773.64 | 385,296.42       | 1,425,734.41 | 27.02%      |
| Expense                                 |            |                  |              |             |
| 5110 · Payroll Expenses                 |            |                  |              |             |
| 5111 · Fringe Benefits                  | 2,452.22   | 18,322.00        | 33,519.78    | 54.66%      |
| 5112 · Part Time Staff-Salaries         |            |                  |              |             |
| 5133 · Part Time Staff-Salaries- Local  | 0.00       | 6,292.83         | 10,456.82    | 60.18%      |
| 5112 · Part Time Staff-Salaries - Other | 3,476.36   | 34,261.78        | 76,033.11    | 45.06%      |
| Total 5112 · Part Time Staff-Salaries   | 3,476.36   | 40,554.61        | 86,489.93    | 46.89%      |
| 5113 · Full Time Staff-Salaries         | 28,611.83  | 199,197.43       | 362,134.00   | 55.01%      |
| 5115 · Health Insurance-ER Portion      | 0.00       | 30,856.50        | 56,916.00    | 54.21%      |
| 5116 · ASRS                             | 3,646.87   | 24,926.22        | 46,303.38    | 53.83%      |
| 5117 · Workman's Comp Insurance         | 0.00       | 1,367.00         | 1,366.88     | 100.01%     |
| 5118 · FUTA Payroll Expense             | 189.35     | 316.11           | 588.00       | 53.76%      |
| 5120 · Life Insurance                   | 234.00     | 1,092.00         | 1,928.16     | 56.63%      |
| Total 5110 · Payroll Expenses           | 38,610.63  | 316,631.87       | 589,246.13   | 53.74%      |
| 5123 · Consulting Services              |            |                  |              |             |
| 5134 · Contractual-Local                | 0.00       | 1,151.95         | 75,192.00    | 1.53%       |
| 5123 · Consulting Services - Other      | 0.00       | 21,887.05        | 471,627.00   | 4.64%       |
| Total 5123 · Consulting Services        | 0.00       | 23,039.00        | 546,819.00   | 4.21%       |
| 5124 · Staff Training/Education         |            |                  |              |             |
| 5137 · Staff Training/Edu Reimb-Local   | 0.00       | 0.00             | 5,000.00     | 0.0%        |
| 5124 · Staff Training/Education - Other | 0.00       | 0.00             | 6,000.00     | 0.0%        |
| Total 5124 · Staff Training/Education   | 0.00       | 0.00             | 11,000.00    | 0.0%        |
| 5125 · Audit Services                   | 0.00       | 15,000.00        | 23,500.00    | 63.83%      |
| 5126 · Payroll Processing Fees          | 362.26     | 2,675.80         | 4,500.00     | 59.46%      |
| 5128 · Accounting Services              | 22,975.50  | 22,975.50        | 25,000.00    | 91.9%       |
| 5129 · Public Participation             | 0.00       | 0.00             | 750.00       | 0.0%        |
| 5130 · Reimbursement of Expenses        | 0.00       | -2,560.54        | 7,000.00     | -36.58%     |
| 5131 · Data Process, Software, Hardware | 1,118.42   | 8,728.32         | 12,000.00    | 72.74%      |
| 5132 · Furniture and Equipment          | 0.00       | 0.00             | 12,000.00    | 0.0%        |

# Yuma Metropolitan Planning Organization

## Revenue & Expense Budget Performance

### January 2024

|   | Jan 24    | Jul '23 - Jan 24 | YTD Budget   | % of Budget |
|---|-----------|------------------|--------------|-------------|
| 5139 · PASS Training                        | 0.00      | 900.00           | 900.00       | 100.0%      |
| 5140 · Legal                                | 825.00    | 2,100.00         | 7,000.00     | 30.0%       |
| 5150 · IT Support                           | 0.00      | 0.00             | 1,500.00     | 0.0%        |
| 5151 · Building Ins, property tax           | 0.00      | 4,550.93         | 7,400.00     | 61.5%       |
| 5152 · Equipment Maintenance                | 95.49     | 653.00           | 900.00       | 72.56%      |
| 5153 · Office Supplies                      | 170.64    | 1,024.48         | 3,000.00     | 34.15%      |
| 5154 · Postage                              | 0.00      | 0.00             | 300.00       | 0.0%        |
| 5155 · Printing                             | 65.07     | 417.96           | 2,000.00     | 20.9%       |
| 5157 · Publications, Subscriptions          | 0.00      | 440.90           | 600.00       | 73.48%      |
| 5158 · Registration Fees                    | 4,170.00  | 8,895.00         | 10,000.00    | 88.95%      |
| 5159 · Special Meetings                     | 0.00      | 0.00             | 3,000.00     | 0.0%        |
| 5160 · Telecommunications                   | 954.45    | 7,318.06         | 11,500.00    | 63.64%      |
| 5161 · Vehicle Purchase                     | 0.00      | 0.00             | 35,000.00    | 0.0%        |
| 5162 · Vehicle Insurance                    | 0.00      | 2,463.70         | 4,500.00     | 54.75%      |
| 5163 · Vehicle Maint., Repairs, Parts       | 0.00      | 58.94            | 2,000.00     | 2.95%       |
| 5164 · YMPO Memberships & Dues              | 0.00      | 2,520.36         | 3,000.00     | 84.01%      |
| 5165 · Finance Charges and Interest         | -101.41   | 78.00            | 200.00       | 39.0%       |
| 5166 · Website Maintenance                  | 173.00    | 477.00           | 9,641.00     | 4.95%       |
| 5167 · Miscellaneous Consumables            | 120.46    | 2,047.53         | 3,500.00     | 58.5%       |
| 5168 · Employee Recruitment                 | 40.00     | 80.00            | 500.00       | 16.0%       |
| 5169 · Miscellaneous-Expense                | 0.00      | 1,727.14         | 7,000.00     | 24.67%      |
| 5171 · Alarm System                         | 120.00    | 403.35           | 750.00       | 53.78%      |
| 5173 · Electric Bill                        | 603.70    | 4,845.82         | 7,500.00     | 64.61%      |
| 5174 · Grounds Maintenance                  | 250.00    | 12,860.00        | 16,500.00    | 77.94%      |
| 5175 · Janitorial                           | 720.00    | 5,580.00         | 9,360.00     | 59.62%      |
| 5179 · Office Building Repairs              |           |                  |              |             |
| 5181 · Pest Control                         | 75.00     | 633.08           | 600.00       | 105.51%     |
| 5179 · Office Building Repairs - Other      | 0.00      | 61.62            | 20,000.00    | 0.31%       |
| Total 5179 · Office Building Repairs        | 75.00     | 694.70           | 20,600.00    | 3.37%       |
| 5182 · Sewer & Water                        | 135.52    | 1,261.57         | 3,500.00     | 36.05%      |
| 5190 · Travel - Local & Outside County      | 240.69    | 4,650.03         | 11,000.00    | 42.27%      |
| 5191 · T530- Traffic Count Fuel             | 0.00      | 1,547.97         | 2,700.00     | 57.33%      |
| 5630 · T530 Traffic Count Equipment         |           |                  |              |             |
| 5631 · T530-Local COY Materials             | 0.00      | 0.00             | 2,340.00     | 0.0%        |
| 5630 · T530 Traffic Count Equipment - Other | 170.00    | 4,333.66         | 4,500.00     | 96.3%       |
| Total 5630 · T530 Traffic Count Equipment   | 170.00    | 4,333.66         | 6,840.00     | 63.36%      |
| Total Expense                               | 71,894.42 | 458,420.05       | 1,424,006.13 | 32.19%      |
| Net Ordinary Income                         | 57,879.22 | -73,123.63       | 1,728.28     | -4,231.01%  |
| Other Income/Expense                        |           |                  |              |             |
| Other Income                                |           |                  |              |             |
| 4900 · In-Kind Match Revenue                | 6,831.43  | 60,679.69        | 158,894.00   | 38.19%      |
| Total Other Income                          | 6,831.43  | 60,679.69        | 158,894.00   | 38.19%      |
| Other Expense                               |           |                  |              |             |
| 9200 · In-Kind Match Expenses               | 6,831.43  | 60,679.69        | 158,894.00   | 38.19%      |
| Total Other Expense                         | 6,831.43  | 60,679.69        | 158,894.00   | 38.19%      |
| Net Other Income                            | 0.00      | 0.00             | 0.00         | 0.0%        |
| Net Income                                  | 57,879.22 | -73,123.63       | 1,728.28     | -4,231.01%  |

|  |                       |           |                   |
|--|-----------------------|-----------|-------------------|
| 10000 - Wells Fargo - YMPO General Account   | \$81,115.75           | \$        | 49,889.97         |
| 10009 - Wells Fargo - YMPO Payroll Account   | \$48,526.95           | \$        | 24,051.61         |
| 10100 - Yuma County Treasurer - YMPO Account | \$911,522.82          | \$        | 895,209.37        |
|  | <u>\$1,041,165.52</u> | <u>\$</u> | <u>969,150.95</u> |

# YMPO INFORMATION SUMMARY for Agenda Item #6

## Election of YMPO Officer for 2024

**DATE:** February 29, 2024

**SUBJECT:** Election of YMPO Officers for 2024

### **SUMMARY:**

YMPO By-Laws for the YMPO Executive Board require that members of the YMPO shall elect the following officers: Chair, Vice Chair, and Secretary-Treasurer. In the absence of the Chair, or upon his/her inability to act or serve, the Vice Chair shall have the powers of the Chair. The Chair, Vice Chair and Secretary-Treasurer will serve without compensation and, shall serve for a period of one year.

Other By-Laws require that elected officers of the YMPO shall serve on a rotation basis; when the Chair or Vice Chair's position is vacated, the Vice Chair assumes the position of Chair, and the Secretary-Treasurer assumes the position of Vice Chair. **The Executive Board must then elect another Executive Board member to the vacant office of Secretary- Treasurer in February.**

In addition, at any one time, the three elected officers on the Executive Board must be from three different jurisdictions; and at least one office shall be held by the City of Somerton, City of San Luis, the Town of Wellton, or the Cocopah Indian Tribe.

Under current circumstances, Vice Chair (and Town of Wellton Vice-Mayor) Cecilia McCollough assumes the position of Chair, Secretary-Treasurer (and City of San Luis Councilmember) Maria Cruz assumes the position of Vice Chair and the Board needs to elect a new officer to fill the Secretary/Treasurer position. If historical precedence is considered, the representative from the Cocopah Indian Tribe, currently Councilmember Wynnie Ortega, would be expected to be nominated as the soon to-be-vacant Secretary/Treasurer.

Members may contact Chair Gary Knight and/or the Executive Director to make nominations (including self-nominations) or they may do so during the meeting when called on by the Chair. Although there is no requirement to rotate the Secretary/Treasurer position amongst member agencies, the attached Table One shows the agencies from which YMPO officers have come from during the past several years and shows that it is customary for each agency to have an opportunity to supply YMPO Executive Board Officers.

**PUBLIC INPUT:** No public comments have been received on this subject to date.

# **YMPO INFORMATION SUMMARY for Agenda Item #6**

## **Election of YMPO Officer for 2024**

### **TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: YMPO staff usually try to meet with all new members of the YMPO Executive Board to help them get oriented to the YMPO mission and what it is that YMPO does. Furthermore, YMPO staff offer similar meetings to Officers to assist in the understanding of their increased duties.

POLICY: YMPO By-Laws specify most of the “how” Officers are chosen, and “when”.

### **ACTION NEEDED:**

This item is on the agenda for information, discussion, and possible action to elect Vice-Mayor Cecilia McCollough to the position of YMPO Chair; to elect Councilmember Mari Cruz to the position of YMPO Vice Chair; and then to accept nominations and elect a new YMPO Secretary/Treasurer.

### **CONTACT PERSON:**

Crystal Figueroa, Executive Director, 928-783-891

**Table One - Agencies Represented as YMPO Officers - 2008 to Date**

| <b>Year</b> | <b>Chair</b>         | <b>Vice Chair</b>    | <b>Secretary/Treasurer</b> |
|-------------|----------------------|----------------------|----------------------------|
| <b>2008</b> | San Luis             | City of Yuma         | Yuma County                |
| <b>2009</b> | City of Yuma         | Yuma County          | City of Somerton           |
| <b>2010</b> | Yuma County          | City of Somerton     | City of Yuma               |
| <b>2011</b> | City of Somerton     | City of Yuma         | Yuma County                |
| <b>2012</b> | City of Yuma         | Yuma County          | Cocopah Indian Tribe       |
| <b>2013</b> | Yuma County          | Cocopah Indian Tribe | City of Yuma               |
| <b>2014</b> | Cocopah Indian Tribe | San Luis             | City of Yuma               |
| <b>2015</b> | San Luis             | City of Yuma         | Yuma County                |
| <b>2016</b> | Yuma County          | City of Yuma         | Town of Wellton            |
| <b>2017</b> | City of Yuma         | Town of Wellton      | City of Somerton           |
| <b>2018</b> | Town of Wellton      | City of Somerton     | Cocopah Indian Tribe       |
| <b>2019</b> | Cocopah Indian Tribe | City of Somerton     | City of San Luis           |
| <b>2020</b> | City of Somerton     | City of San Luis     | Yuma County                |
| <b>2021</b> | City of San Luis     | Yuma County          | City of Yuma               |
| <b>2022</b> | Yuma County          | City of Yuma         | Town of Wellton            |
| <b>2023</b> | City of Yuma         | Town of Wellton      | City of San Luis           |
| <b>2024</b> | Town of Wellton      | City of San Luis     | Cocopah Indian Tribe?      |

# **YMPO INFORMATION SUMMARY for Agenda Item #7**

## **YMPO Subcommittee Members and Other Representatives for 2024**

**DATE:** February 29, 2024

**SUBJECT:** YMPO Subcommittee Members and Other Representatives for CY 2024.

### **SUMMARY:**

YMPO has three subcommittees, one to oversee the annual Audit process, a second to oversee any changes to YMPO By-Laws, and a third to evaluate the Executive Director.

The Audit Committee is required under YMPO By-Laws, consists of three members of the Executive Board, and is chaired by the elected YMPO Secretary/Treasurer. There are no restrictions on which agencies the members need to come from, and there are no stated term limits for members. The key role for the Audit Committee is to review the Annual Audit (also required under YMPO By-Laws) and report to the Executive Board. As stated, the Secretary/Treasurer is the Chair of the Committee, so only two additional members need to be identified.

The By-Laws Committee is not actually called-out in YMPO By-Laws, but such a Committee has been utilized in the past to review proposed changes to the By-Laws, on an as-needed basis, and report back to the Executive Board with recommendations. Due to the limited need for such a Committee, the composition of the By-Laws Committee is decided on a case-by-case, as needed, basis. Regardless, the Board may decide to wait before deciding on candidates.

The Executive Director Evaluation Committee is also not called out in YMPO By-Laws but is referred to as part of the YMPO Policies and Procedures Manual. In particular, Chapter II - Employment Structure and Compensation; Subchapter A - YMPO Staff; Section ii - Performance Reviews, calls for a subcommittee of three Board Members, from different agencies, one of whom will be the current Chair. This subcommittee meets with the Executive Director, discusses the Director's performance, and presents a report to the full Executive Board on possible action, including a recommendation for a raise, if appropriate.

In addition to the above subcommittees, there are two Statewide Boards/Councils, the Arizona State Transportation Board (AZSTB) and the Rural Transportation Advisory Council (RTAC). YMPO customarily appoints members (and alternates) to attend these, to represent the region. This agenda item is an advance notice that these appointments will most likely occur during the Executive Board meeting on February 29, 2024, in conjunction with the previous agenda item, and no action is anticipated at this meeting. Although subcommittee members are usually nominated and then elected, AZSTB and RTAC representatives are usually appointed by the YMPO Chair, although elections may be held if more than one member volunteers their services.

The Arizona State Transportation Board (AZSTB): The AZSTB comprises appointed officials from six districts around the State. These officials serve six-year terms, are appointed by the Governor, and are confirmed by the State Senate. The AZSTB holds approximately 12-15 meetings each year throughout the State, including two or three study sessions. District 6 comprises La Paz, Mohave, Yavapai, and Yuma Counties, and the current AZSTB District 6 member is City of Yuma Councilmember Gary Knight



who is serving his last year, as Board Chairman, in 2023. After that, the member from AZSTB District 6 will probably rotate to a representative from either Yavapai or Mohave County.

As indicated, the **official** position for District 6 represents four Counties, so YMPO MAY choose to identify a representative, and an alternate, who have expressed an interest in attending some of the AZSTB meetings to specifically lobby the AZSTB on behalf of the Yuma region's needs, **in addition to** Councilmember Knight.

Rural Transportation Advisory Council (RTAC): In the mid-90s, when the Casa Grande Resolves were being developed and implemented (benefitting mainly the substantially urban Maricopa and Pima Counties) a group of predominantly rural Arizona Counties decided to form a separate group to look after the transportation interests of the rural areas, which covers the majority of the area of the State. That agency is RTAC.

A Legislative Liaison person was appointed, whose main role is to track mainly transportation legislation, at both the Federal and State levels. This position is administered through the Northern Arizona Council of Governments (NACOG) and is funded by all the rural Councils of Government and the Metropolitan Planning Organizations, excluding the Maricopa and Pima Association of Governments (MAG and PAG). Funding is split on a population basis, and YMPO currently pays just over \$21,000, each year, to fund this effort. The current Liaison person is Kevin Adam. YMPO is a full voting, member of the RTAC and usually appoints an official representative, plus an alternate.

**PUBLIC INPUT:** No public comments have been made on this subject to date.

**TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** As Councilmember Knight is already a member of the STB (and has attended all of the meetings to date), the appointed STB member and the alternate usually only attend STB meetings during the Rural Transportation Summit and/or if the STB meets in Yuma. Representatives of the RTAC and the STB are usually selected from volunteers.

**POLICY:** Under the current By-Laws the newly elected Secretary-Treasurer becomes the Chair of the Audit Subcommittee.

**ACTION NEEDED:**

Action to appoint YMPO representatives to the AZSTB, the RTAC and the three subcommittees.

**PRIOR BOARD/COMMITTEE ACTIONS:**

RTAC Oversight: During CY 2023, the primary member was Councilmember Gary Knight and Mayor Cecilia McCollough was the alternate.

AZSTB Oversight: For CY 2023, Councilmember Maria Cruz was selected as the YMPO primary representative for attending AZSTB meetings and Councilmember Arturo Morales was the alternate. Councilmember Knight attended all of them, as the official Arizona State Transportation Board member for District 6.

The Audit Subcommittee: For CY 2023, Secretary/Treasurer Councilmember Maria Cruz, Vice-Mayor Cecilia McCollough, and Supervisor Lynne Pancrazi as members.

By-Laws Subcommittee: For CY 2023, Supervisor Lynne Pancrazi, Councilmember Arturo Morales, and Councilmember Maria Cruz as members.

Director Evaluation Subcommittee: For CY 2023, this subcommittee had been headed by Chair Knight, with Councilmember Maria Cruz and Supervisor Lynne Pancrazi as members.

**CONTACT PERSON:** Crystal Figueroa, Executive Director, 928-783-8911.

# **YMPO INFORMATION SUMMARY for Agenda Item 8**

## **FY 2024-25 YMPO Unified Planning Work Program Amendment #3**

**DATE:** February 29, 2024

**SUBJECT:** FY 2024-25 YMPO Unified Planning Work Program (UPWP) Amendment #3

### **SUMMARY:**

Every two years, the YMPO develops the UPWP and Annual Budget in steps over a several-month timeframe. The Executive Board originally approved the current FY 2024-25 UPWP on May 25, 2023, and since then two amendments on October 26, 2023, and December 14, 2023 respectively.

YMPO was recently informed of an additional PL apportionment to the FY 2024 award. This increase is the result of an annual increase in PL funding. When the YMPO FY 24-25 UPWP was created, we utilized the previous year's award amount for calculating purposes, as the annual increase was yet unknown. Since then, we have been notified that the annual increase is in the amount \$7,676.83. Therefore, this amount has been added to the original PL amount awarded for FY24.

### **PUBLIC INPUT:**

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

### **TECHNICAL & POLICY IMPLICATIONS:**

**TECHNICAL:** Many, but not all, of the Federal funds available to the region may be carried forward from one fiscal year to another. In addition, the Infrastructure Investment and Jobs Act (IIJA, also known as the Bipartisan Infrastructure Law, or BIL) and the change in local In-Kind donations may change the local match required by member agencies. This will be researched further and presented to the Executive Board in a future meeting.

**POLICY:** Title 23, Code of Federal Regulations (CFR) §450 et al., contains guidance on what projects need to be carried out by MPOs.

### **ACTION NEEDED:**

This item is on the agenda for review, discussion, and possible action to approve Amendment #3 to the current FYs 2024 and 2025 UPWP, specifically, the FY 2024 budget.

### **CONTACT PERSON:**

Crystal Figueroa, Executive Director, and Blenda Dale, Accountant II and Executive Assistant, 928-783-8911

# Yuma Metropolitan Planning Organization

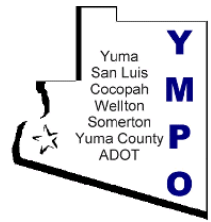
230 West Morrison Street

Phone: (928) 783-8911

Yuma, Arizona 85364

Fax: (928) 329-1674

[www.ympo.org](http://www.ympo.org)



*Local Governments and Citizens Working Together*

TO: Crystal Figueroa, Executive Director

FROM: Blenda Dale, Accountant II/Executive Assistant

Date: February 29, 2024

RE: Amendment #3 to the Fiscal Year 2024-25 YMPO Unified Planning Work Program (UPWP) and Annual Budget, changes pertain to FY 2024 only.

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The following is a list of the changes being requested to FY 2024 of the FY 2024-25 YMPO UPWP under Amendment # 3:

1. Corrected PL funds awarded for FY 24 by \$7,676.83. This increased PL Funds from \$454,098 to \$461,775.
2. PL funds applied to the Safety Study Update Plan. This would increase the study's total budget from \$118,650 to \$126,326.83.

The amount of the total (Federal & State funds) budgeted for FY 2024 of the FY 2024-2025 UPWP was increased from \$1,683,395 to \$1,691,071.83, which represents a total increase of \$7,676.83.

**FY 2024-25 YMPO Unified Planning Work Program**

**Amendment #3, Financial Tables (FY 2024 Only)**

| <b>Table One - Detail of Federal, State and Local Funding Sources</b>                           |                    |
|---|--------------------|
| <b>State Funds</b>  |                    |
| <b>Agency</b>   |                    |
| ADEQ  | \$10,000           |
| <b>FY 2022 Brought Forward (BF) Federal Funds</b>   |                    |
| SPR   | \$173,865          |
| PL (CPG)  | \$184,629          |
| PL (ISATO)  | \$9,842            |
| 5305d (CPG)   | \$53,585           |
| 5310  | \$16,628           |
| <b>FY 2023 New Federal Funds</b>  |                    |
| ADOT/SPR  | \$175,000          |
| ADOT/PL (CPG)   | \$461,775          |
| ADOT/PL (ISATO)   | \$9,842            |
| Carbon Reduction Program  | \$102,158          |
| STBG  | \$44,154           |
| 5310  | \$71,000           |
| 5305d (CPG) Oct 1, 2023-Sept 30, 2024   | \$114,186          |
| <b>Sub Total Federal &amp; State</b>  | <b>\$1,426,663</b> |
| <b>Local Area Funds (YMPO Funds)</b>  |                    |
| YMPO Local Contributions  | \$83,652           |
| City of Yuma Traffic Counts   | \$14,040           |
| <b>Sub Total Local</b>  | <b>\$97,692</b>    |
| <b>In-Kind 2024 (Match for SPR/PL/FTA)</b>  |                    |
| Agency: Yuma County Services/TAC/Regional Mobility Meetings/ Other YMPO planning by TAC Members | \$167,180          |
| <b>Sub Total In-Kind</b>  | <b>\$167,180</b>   |
| <b>Total Available</b>  | <b>\$1,691,536</b> |

## Tables Two and Three: Expenses by Work Elements and Categories

|       | WORK ELEMENT                       | EXPENSES            |                 |           |          | TOTAL COSTS |
|-------|------------------------------------|---------------------|-----------------|-----------|----------|-------------|
|       |                                    | Salaries & Benefits | Direct Expenses | Match     | Local    |             |
| I.    | ADMINISTRATION                     | \$174,456           | \$255,270       | \$52,461  | \$22,500 | \$504,686   |
| II.   | DATA COLLECTION / AIR QUALITY      | \$10,000            | \$0             | \$0       | \$0      | \$10,000    |
| III.  | TRANSPORTATION IMPROVEMENT PROGRAM | \$164,700           | \$37,473        | \$32,153  |          | \$234,326   |
| IV.   | REGIONAL PLANNING                  | \$57,590            | \$167,138       | \$22,643  | \$0      | \$247,371   |
| V.    | SPECIAL PROJECT PLANNING           | \$142,034           | \$133,527       | \$41,136  | \$74,040 | \$390,738   |
| VI.   | LONG RANGE TRANSPORTATION PLANNING | \$28,360            | \$223,729       | \$15,132  | \$1,152  | \$268,373   |
| VII.  | PUBLIC PARTICIPATION PLAN          | \$10,163            | \$0             | \$1,481   |          | \$11,644    |
| VIII. | PUBLIC TRANSPORTATION              | \$12,380            | \$0             | \$1,218   |          | \$13,597    |
| IX.   | ENVIRONMENTAL OVERVIEW             | \$2,712             | \$0             | \$164     |          | \$2,876     |
| X.    | CAPITAL EXPENDITURES               | \$4,246             | \$2,887         | \$793     | \$0      | \$7,926     |
| TOTAL |                                    | \$606,640           | \$820,024       | \$167,180 | \$97,692 | \$1,691,536 |

|       | WORK ELEMENT                     | Travel & Training | Contractual | Supplies | M&O       | Technology | Membership | TOTAL     |
|-------|----------------------------------|-------------------|-------------|----------|-----------|------------|------------|-----------|
| I.    | ADMINISTRATION                   | \$17,000          | \$48,500    | \$6,300  | \$156,970 | \$23,500   | \$3,000    | \$255,270 |
| II.   | DATA COLLECTION / AIR QUALITY    | \$0               | \$0         | \$0      |           |            | \$0        | \$0       |
| III.  | TRANSPORTATION PROGRAM           | \$0               | \$37,473    | \$0      | \$0       | \$0        | \$0        | \$37,473  |
| IV.   | REGIONAL TRANSPORTATION PLANNING | \$0               | \$167,138   |          | \$0       | \$0        | \$0        | \$167,138 |
| V.    | SPECIAL PROJECT PLANNING         | \$0               | \$126,327   | \$7,200  | \$0       | \$0        | \$0        | \$133,527 |
| VI.   | LONG RANGE PLANNING              | \$0               | \$223,729   |          | \$0       | \$0        | \$0        | \$223,729 |
| VII.  | PUBLIC PARTICIPATION             | \$0               | \$0         |          | \$0       | \$0        | \$0        | \$0       |
| VIII. | PUBLIC TRANSPORTATION            | \$0               | \$0         |          | \$0       | \$0        | \$0        | \$0       |
| IX.   | ENVIRONMENTAL OVERVIEW           | \$0               | \$0         | \$0      | \$0       | \$0        | \$0        | \$0       |
| X.    | CAPITAL EXPENDITURES             | \$0               | \$0         | \$0      | \$2,887   | \$0        | \$0        | \$2,887   |
| TOTAL |                                  | \$17,000          | \$603,167   | \$13,500 | \$159,857 | \$23,500   | \$3,000    | \$820,024 |

Table 2A: FY 2024-2025 YMPO UPWP; Budget Detail - Work Task by Fund Type

| #    | TITLE                                    | CONSOLIDATED PLANNING GRANT (CPG) |                |          |           |          | FHWA      |          |           |         | FTA      |          | ADEQ     | YMPO     | FY 2023     |
|------|--|-----------------------------------|----------------|----------|-----------|----------|-----------|----------|-----------|---------|----------|----------|----------|----------|-------------|
|      |  | PL                                | *ISATO<br>2.5% | MATCH    | 5305d     | MATCH    | SPR       | MATCH    | CRP/STBG  | MATCH   | 5310     | MATCH    | FUNDS    | Local    | TOTAL       |
| 100  | Administration & Management              | \$249,875                         |                | \$15,104 | \$40,125  | \$2,425  | \$139,726 | \$34,932 |           |         |          |          | \$10,000 |          | \$504,686   |
| 200  | Air Quality Conformity                   |                                   |                |          |           |          |           |          |           |         |          |          |          |          | \$10,000    |
| 300  | 2022-2026 TIP                            | \$36,114                          |                | \$2,183  | \$11,522  | \$696    | \$8,641   | \$2,160  |           |         |          |          |          |          | \$61,318    |
| 302  | Transportation Enhancement - AZ          | \$3,572                           |                | \$216    |           |          | \$893     | \$223    |           |         |          |          |          |          | \$4,903     |
| 304  | Intelligent Transportation Systems (ITS) | \$3,548                           |                | \$214    | \$4,280   | \$259    | \$2,208   | \$552    |           |         |          |          |          |          | \$11,060    |
| 305  | Goods/Freight/ Rail Planning             | \$5,018                           |                | \$303    | \$3,512   | \$212    | \$1,505   | \$376    |           |         |          |          |          |          | \$10,927    |
| 307  | Cross Border/Trade Corridor Planning     | \$3,237                           |                | \$196    | \$4,046   | \$245    | \$4,278   | \$1,069  |           |         |          |          |          |          | \$13,071    |
| 308  | HPMS                                     | \$22,171                          |                | \$1,340  |           |          |           |          |           |         |          |          |          |          | \$23,512    |
| 309  | Transportation Coordination              |                                   |                |          |           |          |           |          |           |         | \$87,628 | \$21,907 |          |          | \$109,535   |
| 400  | Regional Planning                        | \$24,097                          | \$9,842        | \$1,457  | \$7,758   | \$469    | \$39,115  | \$9,779  | \$102,158 | \$6,175 |          |          |          |          | \$200,850   |
| 401  | Review/Update Socio-Econ. File           | \$5,145                           |                | \$311    |           |          | \$1,286   | \$322    |           |         |          |          |          |          | \$7,064     |
| 404  | Port of Entry Planning                   |                                   |                |          | \$4,044   | \$244    | \$4,044   | \$1,011  |           |         |          |          |          |          | \$9,342     |
| 405  | Linking Trans/Land Use/ED/Tourism        | \$9,784                           |                | \$591    |           |          | \$5,268   | \$1,317  |           |         |          |          |          |          | \$16,961    |
| 406  | Coordination w/ADOT Studies              | \$8,531                           |                | \$516    | \$2,437   | \$147    | \$1,219   | \$305    |           |         |          |          |          |          | \$13,154    |
| 500  | Special Projects Planning                | \$1,982                           |                | \$120    | \$0       |          | \$1,622   | \$405    |           |         |          |          |          | \$60,000 | \$64,129    |
| 520  | Traffic Count Program                    | \$45,961                          |                | \$2,778  | \$28,725  | \$1,736  | \$28,515  | \$7,129  |           |         |          |          |          | \$11,700 | \$126,544   |
| 530  | Traffic Count Equipment                  | \$5,962                           |                | \$360    |           |          | \$7,862   | \$1,966  |           |         |          |          |          | \$2,340  | \$18,490    |
| 540  | Traffic Engin./<br>Planning Assistance   | \$4,586                           |                | \$277    |           |          | \$1,146   | \$287    |           |         |          |          |          |          | \$6,296     |
| 560  | Traffic Safety                           | \$49,636                          |                | \$3,000  |           |          | \$85,897  | \$21,474 |           |         |          |          |          |          | \$160,007   |
| 570  | GIS/Transportation Planning              | \$9,567                           |                | \$578    |           |          | \$4,100   | \$1,025  |           |         |          |          |          |          | \$15,270    |
| 600  | Long-Range Transportation Planning       | \$109,335                         | \$9,842        | \$6,609  | \$54,116  | \$3,271  |           |          | \$44,154  | \$2,669 |          |          |          |          | \$229,996   |
| 601  | Federal/State/Local Legislation          | \$28,910                          |                | \$1,747  |           |          |           |          |           |         |          |          |          | \$1,152  | \$31,809    |
| 602  | Small Community Assistance               | \$3,153                           |                | \$191    |           |          | \$2,579   | \$645    |           |         |          |          |          |          | \$6,567     |
| 700  | Public Participation Plan                | \$4,573                           |                | \$276    | \$1,016   | \$61     | \$4,573   | \$1,143  |           |         |          |          |          |          | \$11,644    |
| 800  | Public Transportation Planning (Transit) | \$3,714                           |                | \$224    | \$6,190   | \$374    | \$2,476   | \$619    |           |         |          |          |          |          | \$13,597    |
| 900  | Environmental Overview                   | \$2,712                           |                | \$164    |           |          |           |          |           |         |          |          |          |          | \$2,876     |
| 1000 | Capital Expenditures                     | \$5,222                           |                | \$316    |           |          | \$1,911   | \$478    |           |         |          |          |          |          | \$7,926     |
|      | TOTAL                                    | \$646,403                         | \$19,684       | \$39,072 | \$167,771 | \$10,141 | \$348,865 | \$87,216 | \$146,312 | \$8,844 | \$87,628 | \$21,907 | \$10,000 | \$97,692 | \$1,691,536 |

\*ISATO - Identified 2.5 % required of PL annual apportionment for increasing safe and accessible transportation options

# **YMPO INFORMATION SUMMARY for Agenda Item 9**

## **Status of State Legislation on RTAC Priority Project & AZ SMART Fund Reform**

**DATE:** January 23, 2023

**SUBJECT:** Status of State Legislation on RTAC Priority Project (HB2412) and Arizona SMART Fund Report (HB2318)

### **SUMMARY:**

During the August 24, 2023, Executive Board meeting, approved three prioritized regional projects totaling to \$48,327,320 for inclusion in the list the Rural Transportation Advocacy Council (RTAC) intended to present to the State Legislature to possibly receive funds for local projects for rural parts of the State out of the State budget process for FY 2025.

The 2024 Legislative process at the State capitol is in full swing, and Representative David Cook sponsored the RTAC-backed legislation for possible appropriations for Greater Arizona transportation projects. On January 31, HB2412 passed the House Transportation and Infrastructure Committee with a 9-1 vote.

While the votes and levels of support expressed by the committee members was very encouraging, the ability of lawmakers to direct additional funding to infrastructure will be very problematic this session based on the growing budget deficit which will need to be balanced. In fact, Governor Hobb's FY25 Executive Budget request proposes almost \$420 million in transportation "claw backs" which would take previously appropriated funding from transportation projects and redirect it back to the State General Fund. The RTAC Board has taken a position to oppose any "claw backs" that would complicate or delay transportation project deliveries.

HB2318, a bill sponsored by Yuma Representative Tim Dunn, which would enact RTAC-supported reforms to the Arizona SMART Fund, has also continued to progress. The SMART Fund has been an excellent resource assisting rural communities in their efforts to acquire competitive federal transportation grant funding. After an 11-0 vote by the House Transportation and Infrastructure Committee a week ago, the bill has moved through the additional steps required to be ready for consideration by the full House of Representatives.

### **PUBLIC INPUT:**

No specific input has been provided by members of the public on this subject.

### **ACTION NEEDED:**

This item is on the agenda for information, discussion, and possible comment at this stage.

### **CONTACT PERSON:**

Crystal Figueroa, YMPO Executive Director



# YMPO INFORMATION SUMMARY for Agenda Item 10

## FY 2022-26 YMPO Transportation Improvement Program – Amendment #12

**DATE:** February 29, 2024

**SUBJECT:** FY 2022-26 YMPO Transportation Improvement Program (TIP) – Amendment #12.

### SUMMARY:

The FY 2022-26 YMPO TIP was originally approved on July 29, 2021, and has since been amended eleven times, most recently on December 14, 2023. The following modifications have been requested:

Yuma County has requested to increase the STBG federal funding for the Avenue 3E bridge over the “A” Canal project. The HURF exchange amount will increase from \$900,000 to \$1,031,194. The increase will be possible using the STBG remaining balance in FY2025 of \$41,412 and a loan that was secured from the Sierra Vista MPO for \$104,359.

|           |      |          |  |                                 |        |       |     |                    |           |                    |
|-----------|------|----------|--|---------------------------------|--------|-------|-----|--------------------|-----------|--------------------|
| YC 24-11C | 2025 | Yuma Co. | Avenue 3E Bridge over "A" Canal (0.2 mile) | Bridge Replacement-Construction | FFC-5U | HURFX | \$0 | \$900,000          | \$200,000 | \$1,100,000        |
| YC 24-11C | 2025 | Yuma Co. | Avenue 3E Bridge over "A" Canal (0.2 mile) | Bridge Replacement-Construction | FFC-5U | HURFX | \$0 | <b>\$1,031,194</b> | \$200,000 | <b>\$1,231,194</b> |

ADOT requested the following changes:

The project below for the City of Yuma should be identified as a HSIP with 100% federal funding, no local match is required.

|           |      |      |                         |                                       |     |                    |           |     |           |           |
|-----------|------|------|-------------------------|---------------------------------------|-----|--------------------|-----------|-----|-----------|-----------|
| YU 23-07D | 2023 | Yuma | Five Citywide Locations | Five Pedestrian Hybrid Beacons-Design | N/A | HSIP - 5.7%        | \$273,000 | \$0 | \$121,460 | \$394,460 |
| YU 23-07D | 2023 | Yuma | Five Citywide Locations | Five Pedestrian Hybrid Beacons-Design | N/A | HSIP - <b>100%</b> | \$273,000 | \$0 | \$121,460 | \$394,460 |

A change to the project name and construction is being moved to FY2025 for the City of San Luis project below.

**FY 2024:**

|            |      |          |  |                                |        |           |         |     |     |         |
|------------|------|----------|--|--------------------------------|--------|-----------|---------|-----|-----|---------|
| SL 23-06C1 | 2024 | San Luis | 10th Avenue <b>and</b> Los Alamos Street Curve Realignment | Curve Realignment-Construction | FFC-6U | HSIP-100% | \$2,625 | \$0 | \$0 | \$2,625 |
|------------|------|----------|--|--------------------------------|--------|-----------|---------|-----|-----|---------|

**FY2025**

|            |      |          |                           |                                |        |             |             |     |          |             |
|------------|------|----------|---------------------------|--------------------------------|--------|-------------|-------------|-----|----------|-------------|
| SL 23-06C1 | 2025 | San Luis | 10th Avenue at Los Alamos | Curve Realignment-Construction | FFC-6U | HSIP-100%   | \$2,625     | \$0 | \$0      | \$2,625     |
| SL 23-06C2 | 2025 | San Luis | 10th Avenue at Los Alamos | Curve Realignment-Construction | FFC-6U | HSIP - 5.7% | \$1,310,638 | \$0 | \$79,222 | \$1,389,860 |

The project below for the City of San Luis has an incorrect total amount. Federal and local funding amounts don't add up.

|           |      |          |                                     |                      |        |           |           |     |          |                  |
|-----------|------|----------|-------------------------------------|----------------------|--------|-----------|-----------|-----|----------|------------------|
| SL 24-02D | 2024 | San Luis | US 95 Co. 20 1/2 St. to Co. 22nd St | Raised Median Design | FFC-3R | HSIP-5.7% | \$421,238 | \$0 | \$25,462 | <b>\$476,700</b> |
| SL 24-02D | 2024 | San Luis | US 95 Co. 20 1/2 St. to Co. 22nd St | Raised Median Design | FFC-3R | HSIP-5.7% | \$421,238 | \$0 | \$25,462 | <b>\$446,700</b> |

The project below for Yuma County has an incorrect federal funding amount.

|           |      |          |                           |  |     |      |                    |     |     |                    |
|-----------|------|----------|---------------------------|--|-----|------|--------------------|-----|-----|--------------------|
| YC 23-05C | 2025 | Yuma Co. | Thirteen Roadway Segments | Upgrade Pavement Markings-Construction | N/A | HSIP | <b>\$1,700,449</b> | \$0 | \$0 | <b>\$1,700,449</b> |
| YC 23-05C | 2025 | Yuma Co. | Thirteen Roadway Segments | Upgrade Pavement Markings-Construction | N/A | HSIP | <b>\$1,700,448</b> | \$0 | \$0 | <b>\$1,700,448</b> |

The Technical Advisory Committee recommends approval of FY2022-26 YMPO TIP Amendment #12.

### PUBLIC INPUT:

There has been limited public input on this subject, to date.

**ACTION NEEDED:**

This item is on the agenda for information, discussion, and possible action to approve the FY 2022-26 YMPO TIP Amendment #12.

**CONTACT PERSON:** Fernando Villegas, Senior Transportation Planner

| TIP No.     | FY   | Agency   | Project Name/Location                               | Project Description  | Func/Class | Fund Source | Federal \$   | HURF        | Local \$    | Total \$     |
|-------------|------|----------|---|--|------------|-------------|--------------|-------------|-------------|--------------|
| <b>2022</b> |      |          |   |  |            |             |              |             |             |              |
| DOT 22-00   | 2022 | ADOT     | I-8: MP 0.1 to MP 33                                | Rehab Bridge Decks   |            | NHPP        | \$4,245,300  | \$0         | \$254,700   | \$4,500,000  |
| DOT 22-02   | 2022 | ADOT     | US-95: MP 33.7 to MP 44.3                           | Rehab Pavement   |            | NHPP        | \$2,351,418  | \$0         | \$142,132   | \$2,493,550  |
| SL 22-01C   | 2022 | San Luis | Co. 24th Ext: Ave F to Ave H                        | Construct New Road   |            | STBG        | \$1,345,760  | \$0         | \$0         | \$1,345,760  |
| SL 22-01C   | 2022 | San Luis | Co. 24th Ext: Ave F to Ave H                        | Construct New Road   |            | HURFX       | -\$1,345,760 | \$1,211,184 | \$684,052   | \$549,476    |
| YMPO-22-1   | 2022 | YMPO     | LTAP  | Technical Assistance Program   |            | Local       | \$0          | \$0         | \$5,000     | \$5,000      |
| YC 20-01C   | 2022 | Yuma Co. | Ave B: 24th St to 32nd St                           | Construct Mill and Overlay   |            | HURFX       | \$0          | \$900,000   | \$334,592   | \$1,234,592  |
| YC BR-03    | 2022 | Yuma Co. | Ave 28E @ Co. 9th Street (Salinity Canal Bridge)    | Replace Bridge Structure #7639   |            | OSB         | \$717,100    | \$0         | \$143,900   | \$861,000    |
|             | 2022 | Totals   |   |  |            |             | \$7,313,818  | \$2,111,184 | \$1,564,376 | \$10,989,378 |
| <b>2023</b> |      |          |   |  |            |             |              |             |             |              |
| DOT 23-02   | 2023 | ADOT     | I-8: MP 71 to 82                                    | Pavement Rehabilitation  | FFC-1      | NHPP        | \$19,811,400 | \$0         | \$1,188,600 | \$21,000,000 |
| DOT 24-01D  | 2023 | ADOT     | US 95, Wellton-Mohawk Canal to Imperial Dam Rd.     | Widen Road - Design  | FFC-3R     | FED GRANT   | \$4,250,000  | \$0         | \$0         | \$4,250,000  |
| DOT 24-02D  | 2023 | ADOT     | US 95, Imperial Dam Road to Aberdeen Rd.            | Widen Road - Design  | FFC-3R     | FED GRANT   | \$4,250,000  | \$0         | \$0         | \$4,250,000  |
| YU 23-07D   | 2023 | Yuma     | Five Citywide Locations                             | Five Pedestrian Hybrid Beacons-Design                                    | N/A        | HSIP - 5.7% | \$273,000    | \$0         | \$121,460   | \$394,460    |
| YU 23-07D   | 2023 | Yuma     | Five Citywide Locations                             | Five Pedestrian Hybrid Beacons-Design                                    | N/A        | HSIP - 100% | \$273,000    | \$0         | \$121,460   | \$394,460    |
| YU 23-09    | 2023 | Yuma     | 5 Citywide Locations                                | Upgrade Striping to 6 inches wide  |            | HSIP        | \$136,500    | \$0         | \$0         | \$136,500    |
| MPO 23-1    | 2023 | Yuma     | LTAP  | Technical Assistance Program   |            | STBG        | \$5,000      | \$0         | \$0         | \$5,000      |
| YC 23-02D   | 2023 | Yuma Co. | Co. 19th and Ave G                                  | Design CL Rumble Strips  |            | HSIP        | \$189,000    | \$0         | \$0         | \$189,000    |
| YC 23-05D   | 2023 | Yuma Co. | 13 Countywide Roadway Segments                      | Design Striping Upgrade  |            | HSIP        | \$136,500    | \$0         | \$0         | \$136,500    |
| YC 23-04D   | 2023 | Yuma Co. | Co. 14th at Ave 4E                                  | Traffic Signal - N/S Turn lane   |            | HSIP        | \$207,931    | \$0         | \$12,569    | \$220,500    |
| YC 23-04R   | 2023 | Yuma Co. | Co. 14th at Ave 4E                                  | Right of Way - Traffic Signal - N/S Turn lane                            |            | HSIP        | \$0          | \$0         | \$78,750    | \$78,750     |
| YC 23-03D   | 2023 | Yuma Co. | Co. 11th at Ave G                                   | Curve Flattening   |            | HSIP        | \$443,682    | \$0         | \$26,819    | \$470,500    |
| YC 23-03R   | 2023 | Yuma Co. | Co. 11th at Ave G                                   | Right of Way - Curve Flattening  |            | HSIP        | \$99,015     | \$0         | \$5,985     | \$105,000    |
| YU-23-10D   | 2023 | Yuma     | 40th Street: 7 1/2 E to 6 3/4 E                     | Design Roadway   |            | Local       | \$0          | \$0         | \$100,000   | \$100,000    |
| YU-23-11D   | 2023 | Yuma     | "A" Canal: 7E and 40th Street                       | Design Roadway   |            | LOCAL       | \$0          | \$0         | \$91,000    | \$91,000     |
|             | 2023 | Totals   |   |  |            |             | \$30,075,028 | \$0         | \$1,746,643 | \$31,821,670 |
| <b>2024</b> |      |          |   |  |            |             |              |             |             |              |
| SL 23-06C1  | 2024 | San Luis | 10th Avenue and Los Alamos Street Curve Realignment | Curve Realignment-Construction   | FFC-6U     | HSIP-100%   | \$2,625      | \$0         | \$0         | \$2,625      |
| SL24-01D1   | 2024 | San Luis | Cesar Chavez Blvd. US95 to Ave. E (5 miles)         | Widen Roadway (2 to 4 lanes) Design by ADOT                              | FFC-3U     | AZ Smart    | \$0          | \$0         | \$2,787,435 | \$2,787,435  |
| SL 24-02D   | 2024 | San Luis | US 95 Co. 20 1/2 St. to Co. 22nd St                 | Raised Median Design   | FFC-3R     | HSIP-5.7%   | \$421,238    | \$0         | \$25,462    | \$446,700    |
| SL 24-02D   | 2024 | San Luis | US 95 Co. 20 1/2 St. to Co. 22nd St                 | Raised Median Design   | FFC-3R     | HSIP-5.7%   | \$421,238    | \$0         | \$25,462    | \$446,700    |
| SO 24-01D   | 2024 | Somerton | Co. 15th St Avenue D                                | Crest Curve Correction-Design  | FFC-5U     | HSIP-5.7%   | \$428,122    | \$0         | \$25,878    | \$454,000    |
| MPO 24-01   | 2024 | YMPO     | LTAP  | Technical Assistance Program   |            | STBG        | \$5,000      | \$0         | \$0         | \$5,000      |
| YC 24-11D   | 2024 | Yuma Co. | Ave 3E Bridge over 'A' Canal                        | Bridge Replacement - Design (1 of 2)                                     | FFC-5U     | Local       | \$0          | \$0         | \$100,000   | \$100,000    |
| YC 24-01D   | 2024 | Yuma Co. | Ave B: Co. 18th St to SR-195                        | Widen Shoulder & Install Rumble Strips - Design                          | FFC-5U     | HSIP-5.7%   | \$438,825    | \$0         | \$26,525    | \$465,350    |
| YC 24-02D   | 2024 | Yuma Co. | Ave G: Co. 11th St to Co. 16th St                   | Shoulder Widening and Rumble Strips - Design                             | FFC-5U     | HSIP-5.7%   | \$438,825    | \$0         | \$26,525    | \$465,350    |
| YC 22-09D1  | 2024 | Yuma Co. | Ave E Extension: Co. 23rd to Co. 18th               | New Roadway - Design (AZ Smart funds)                                    | FFC-3U     | AZ Smart    | \$0          | \$0         | \$610,000   | \$610,000    |
| YC 22-09D2  | 2024 | Yuma Co. | Ave E Extension: Co. 23rd to Co. 18th               | New Roadway - Design (Local funds)                                       | FFC-3U     | Local       | \$0          | \$0         | \$50,000    | \$50,000     |
| YC 24-03D   | 2024 | Yuma Co. | Co. 14th St at Ave C                                | Traffic Signal - Design  | FFC-5U     | HSIP-100%   | \$283,750    | \$0         | \$0         | \$283,750    |
| YC 24-04D   | 2024 | Yuma Co. | Co. 14th St at Ave G                                | Traffic Signal and Left-Turn Lanes - Design                              | FFC-5U     | HSIP-100%   | \$306,450    | \$0         | \$0         | \$306,450    |
| YC 24-05D   | 2024 | Yuma Co. | US-95 at Ave C                                      | Traffic Signal - Design  | FFC-3U     | HSIP-100%   | \$283,750    | \$0         | \$0         | \$283,750    |
| YU 23-07R   | 2024 | Yuma     | Five Citywide Locations                             | Five Pedestrian Hybrid Beacons-Construction                              | N/A        | HSIP        | \$0          | \$0         | \$100,000   | \$100,000    |
| YU-23-11C   | 2024 | Yuma     | "A" Canal: 7E at 40th Street (3/4 mile)             | Bridge Construction  | FFC-6U     | HURFX       | \$0          | \$900,000   | \$2,364,972 | \$3,264,972  |
| YU-22-11    | 2024 | Yuma     | Hotel Del Sol                                       | Rehabilitate Hotel Del Sol Construction                                  | N/A        | RAISE GRANT | \$10,614,225 | \$0         | \$3,538,075 | \$14,152,300 |
| YU 24-01D   | 2024 | Yuma     | Three City of Yuma Locations                        | Pedestrian Hybrid Beacons - Design                                       | N/A        | HSIP-100%   | \$493,725    | \$0         | \$0         | \$493,752    |
| YU 23-08C   | 2024 | Yuma     | Three Locations Citywide                            | Install Flashing Yellow Arrow Signals                                    | N/A        | HSIP-100%   | \$330,750    | \$0         | \$0         | \$330,750    |
| YC 24-06D   | 2024 | Yuma Co. | Shared Pathway at West Main Canal- Avenue B to C    | Shared Pathway at West Main Canal- Avenue B to C-Design                  | N/A        | CRP-5.7%    | \$170,000    | \$0         | \$10,275    | \$180,275    |
| YC 24-06D   | 2024 | Yuma Co. | Shared Pathway at West Main Canal- Avenue B to C    | Shared Pathway at West Main Canal- Avenue B to C-ADOT Design Review Fee  | N/A        | CRP-5.7%    | \$30,000     | \$0         | \$1,813     | \$31,813     |
| YU 24-02D   | 2024 | Yuma     | Bus Pull-Outs (Avenue A at 16th St.)                | Two far-side bus pull-outs on Avenue A at 16th St-Design                 | FFC-3U     | CRP         | \$0          | \$0         | \$100,000   | \$100,000    |
| YU 24-02D   | 2024 | Yuma     | Bus Pull-Outs (Avenue A at 16th St.)                | Two far-side bus pull-outs on Avenue A at 16th St-ADOT Design Review Fee | FFC-3U     | CRP         | \$0          | \$0         | \$30,000    | \$30,000     |

| TIP No.     | FY   | Agency   | Project Name/Location                                  | Project Description   | Func/Class | Fund Source    | Federal \$   | HURF        | Local \$     | Total \$     |
|-------------|------|----------|--|---|------------|----------------|--------------|-------------|--------------|--------------|
| YU 24-03D   | 2024 | Yuma     | Shared-Use Pathway East Wetland Park to Pacific Avenue | Shared-Use Pathway East Wetland Park to Pacific Avenue-Design                 | N/A        | CRP            | \$0          | \$0         | \$120,000    | \$120,000    |
| YU 24-03D   | 2024 | Yuma     | Shared-Use Pathway East Wetland Park to Pacific Avenue | Shared-Use Pathway East Wetland Park to Pacific Avenue ADOT Design Review Fee | N/A        | CRP            | \$0          | \$0         | \$30,000     | \$30,000     |
| DOT-23-03C  | 2024 | ADOT     | US 95: MP 44.3 to 54                                   | Pavement Rehabilitation   | FFC-3R     | NHPP           | \$13,153,223 | \$0         | \$795,052    | \$13,948,275 |
| DOT 24-01D  | 2024 | ADOT     | US 95, Wellton-Mohawk Canal to Imperial Dam Rd.        | Widen Road - Design   | FFC-3R     | AZ Smart       | \$0          | \$0         | \$3,750,000  | \$3,750,000  |
| DOT 24-02D  | 2024 | ADOT     | US 95, Imperial Dam Road to Aberdeen Rd.               | Widen Road  | FFC-3R     | AZ LEG Approp. | \$0          | \$0         | \$32,050,000 | \$32,050,000 |
| YU-24-07D   | 2024 | Yuma     | 32nd Street Shared Use Pathway                         | 32nd Street Shared Use Pathway from Ave. 3E to 7 1/2E                         | N/A        | TA             | \$314,879    | \$0         | \$19,033     | \$333,912    |
| YU-24-08D   | 2024 | Yuma     | 1st Street Shared-Use Pathways                         | 1st Street Shared-Use Pathways from 4th Ave. to Ave.B                         | N/A        | TA             | \$418,271    | \$0         | \$25,283     | \$443,554    |
| YU-24-09D   | 2024 | CES #13  | Crane Elementary School #13 Transportation Safety      | Gary A. Knox Elementary School (PHB or Traffic Light)                         | N/A        | TA             | \$144,281    | \$0         | \$8,721      | \$153,002    |
|             | 2024 | Totals   |  |   |            |                | \$28,699,177 | \$900,000   | \$46,620,511 | \$76,249,715 |
| <b>2025</b> |      |          |  |   |            |                |              |             |              |              |
| WE 25-02D   | 2025 | Wellton  | Williams St: Oakland Ave to Los Angeles Ave            | Design Roadway Reconstruction   | FFC-6R     | Local          | \$0          | \$0         | \$84,916     | \$84,916     |
| MPO 25-01   | 2025 | YMPO     | LTAP   | Technical Assistance Program  |            | STBG           | \$5,000      | \$0         | \$0          | \$5,000      |
| SL 23-06C1  | 2025 | San Luis | 10th Avenue at Los Alamos                              | Curve Realignment-Construction  | FFC-6U     | HSIP-100%      | \$2,625      | \$0         | \$0          | \$2,625      |
| SL 23-06C2  | 2025 | San Luis | 10th Avenue at Los Alamos                              | Curve Realignment-Construction  | FFC-6U     | HSIP - 5.7%    | \$1,310,638  | \$0         | \$79,222     | \$1,389,860  |
| SL24-01C    | 2025 | San Luis | Cesar Chavez Blvd. US95 to Ave. E (5 miles)            | Widen Roadway (2 to 4 lanes)-Construction                                     | FFC-3U     | AZ Leg         | \$33,000,000 | \$0         | \$0          | \$33,000,000 |
| YC 24-11C   | 2025 | Yuma Co. | Avenue 3E Bridge over "A"Canal (0.2 mile)              | Bridge Replacement-Construction   | FFC-5U     | HURFX          | \$0          | \$900,000   | \$200,000    | \$1,100,000  |
| YC 24-11C   | 2025 | Yuma Co. | Avenue 3E Bridge over "A"Canal (0.2 mile)              | Bridge Replacement-Construction   | FFC-5U     | HURFX          | \$0          | \$1,031,194 | \$200,000    | \$1,231,194  |
| YC 23-02C   | 2025 | Yuma Co. | Co. 19th and Ave G                                     | Centerline Rumble Strips-Construct  | FFC-4U     | HSIP-100%      | \$267,750    | \$0         | \$0          | \$267,750    |
| YC 23-04C1  | 2025 | Yuma Co. | Co. 14th at Ave 4E                                     | Traffic Signal and Turn Lanes-Construct (1 to 2)                              | FFC-5U     | HSIP-5.7%      | \$965,396    | \$0         | \$58,354     | \$1,023,750  |
| YC 23-04C2  | 2025 | Yuma Co. | Co. 14th at Ave 4E                                     | Traffic Signal and Turn Lanes-Construct (2 to 2)                              | FFC-5U     | HSIP-100%      | \$393,750    | \$0         | \$0          | \$393,750    |
| YC 23-05C   | 2025 | Yuma Co. | Thirteen Roadway Segments                              | Upgrade Pavement Markings-Construction  | N/A        | HSIP           | \$1,700,449  | \$0         | \$0          | \$1,700,449  |
| YC 23-05C   | 2025 | Yuma Co. | Thirteen Roadway Segments                              | Upgrade Pavement Markings-Construction  | N/A        | HSIP           | \$1,700,448  | \$0         | \$0          | \$1,700,448  |
| YC 24-05C   | 2025 | Yuma Co. | US-95 at Avenue C                                      | Traffic Signal Construction   | FFC-3U     | HSIP-100%      | \$716,756    | \$0         | \$0          | \$716,756    |
| YU 23-07C   | 2025 | Yuma     | Five Citywide Locations                                | Five Pedestrian Hybrid Beacons-Construction                                   | N/A        | HSIP-100%      | \$1,742,344  | \$0         | \$0          | \$1,742,344  |
| YU 23-09C   | 2025 | Yuma     | Five Citywide Streets                                  | Upgrade Pavement Markings-Construction  | N/A        | HSIP-100%      | \$568,890    | \$0         | \$0          | \$568,890    |
| YU 24-01C   | 2025 | Yuma     | Three City of Yuma Locations                           | Pedestrian Hybrid Beacons - Construction                                      | N/A        | HSIP-100%      | \$1,166,513  | \$0         | \$0          | \$1,166,513  |
| YU 24-01R   | 2025 | Yuma     | Three City of Yuma Locations                           | Pedestrian Hybrid Beacons-Acquire ROW   | N/A        | HSIP           | \$0          | \$0         | \$100,000    | \$100,000    |
| YU 24-02C   | 2025 | Yuma     | Bus Pull-Outs (Avenue A at 16th St.)                   | Two far-side bus pull-outs on Avenue A at 16th St                             | FFC-3U     | CRP-5.7%       | \$190,486    | \$0         | \$11,514     | \$202,000    |
| YU 24-03C   | 2025 | Yuma     | Shared-Use Pathway East Wetland Park                   | Pathway East Wetland Park to Pacific Avenue                                   | N/A        | CRP-5.7%       | \$284,156    | \$0         | \$17,176     | \$301,332    |
|             | 2025 | Totals   |  |   |            |                | \$44,015,201 | \$900,000   | \$627,142    | \$45,095,948 |
| <b>2026</b> |      |          |  |   |            |                |              |             |              |              |
| WE 25-02C   | 2026 | Wellton  | Williams St: Oakland Ave to Los Angeles Ave (1/2 mile) | Roadway Improvement-Construction  | FFC-6R     | HURFX          | \$0          | \$505,052   | \$42,948     | \$548,000    |
| MPO 26-01   | 2026 | YMPO     | LTAP   | Technical Assistance Program  |            | STBG           | \$5,000      | \$0         | \$0          | \$5,000      |
| SL 24-02C   | 2026 | San Luis | US 95 Co. 20 1/2 St. to Co. 22nd St                    | Raised Median -Construction   | FFC-3R     | HSIP-5.7%      | \$1,683,019  | \$0         | \$101,731    | \$1,784,750  |
| SO 24-01C   | 2026 | Somerton | Co. 15th St Avenue D                                   | Crest Curve Correction-Construction   | FFC-5U     | HSIP-5.7%      | \$1,587,045  | \$0         | \$95,930     | \$1,682,975  |
| YC 24-01C1  | 2026 | Yuma Co. | Ave B: Co. 18th St to SR-195                           | Widen Shoulder & Install Rumble Strips - Construct (1 of 2)                   | FFC-5U     | HSIP-100%      | \$580,471    | \$0         | \$0          | \$580,471    |
| YC 24-01C2  | 2026 | Yuma Co. | Ave B: Co. 18th St to SR-195                           | Widen Shoulder & Install Rumble Strips - Construct (2 of 2)                   | FFC-5U     | HSIP-5.7%      | \$3,229,311  | \$0         | \$195,197    | \$3,424,508  |
| YC 24-02C1  | 2026 | Yuma Co. | Ave G: Co. 11th St to Co. 16th St                      | Widen Shoulder and Install Rumble Strips - Construct                          | FFC-5U     | HSIP-100%      | \$147,500    | \$0         | \$0          | \$147,500    |
| YC 24-02C2  | 2026 | Yuma Co. | Ave G: Co. 11th St to Co. 16th St                      | Widen Shoulder and Install Rumble Strips - Construct                          | FFC-5U     | HSIP-5.7%      | \$3,791,902  | \$0         | \$229,203    | \$4,021,105  |
| YC 24-03C   | 2026 | Yuma Co. | Co. 14th St at Ave C                                   | Traffic Signal - Construction   | FFC-5U     | HSIP-100%      | \$733,889    | \$0         | \$0          | \$733,889    |
| YC 24-04C1  | 2026 | Yuma Co. | Co. 14th St at Ave G                                   | Traffic Signal and Left-Turn Lanes - Construction (1 of 2)                    | FFC-5U     | HSIP-100%      | \$663,927    | \$0         | \$0          | \$663,927    |

| TIP No.    | FY   | Agency   | Project Name/Location                         | Project Description   | Func/Class | Fund Source | Federal \$   | HURF      | Local \$  | Total \$     |
|------------|------|----------|---|---|------------|-------------|--------------|-----------|-----------|--------------|
| YC 24-04C2 | 2026 | Yuma Co. | Co. 14th St at Ave G                          | Traffic Signal and Left-Turn Lanes - Construction<br>(2 of 2) | FFC-5U     | HSIP-5.7%   | \$471,245    | \$0       | \$28,485  | \$499,730    |
| YC 24-06C  | 2026 | Yuma Co. | Pathway-Avenue B to Avenue C /West Main Canal | Shared Pathway at West Main Canal- Avenue B to C              | N/A        | CRP-5.7%    | \$536,752    | \$0       | \$32,444  | \$569,196    |
|            | 2026 | Totals   |   |   |            |             | \$13,430,061 | \$505,052 | \$725,938 | \$14,661,051 |

# **YMPO INFORMATION SUMMARY for Agenda Item 11**

## **FY 2022-2045 YMPO LRTP Amendment #1 and Air Quality Conformity Status Update**

**DATE:** February 29, 2024

**SUBJECT:** FY 2022-2045 YMPO LRTP Amendment #1 and Air Quality Conformity Status Update

### **SUMMARY:**

The consultant Kittleson and Associates continues to work on the FY 2022-2045 YMPO LRTP Amendment #1 and Air Quality Conformity update.

On December 11, 2023, YMPO requested feedback from the Interagency Consultation on the Long-Range Transportation Plan Amendment #1 and the updated Air Quality Conformity Analysis Report. Comments were received from the Environmental Protection Agency and Arizona Department of Environmental Quality. YMPO worked closely to address their questions and incorporated comments in the revised set of documents.

After a second review the final revised reports were submitted to the Interagency Consultation (IAC) on February 12<sup>th</sup>, the reports were reviewed, and no additional comments were received. The FY 2022-45 LRTP Amendment #1 and Air Quality Conformity Update are included as part of this packet.

YMPO has posted the reports online for a 30-day review period and a newspaper ad was published requesting comments from the public on Sunday, February 18, 2024. The Amendment proposes revisions to three transportation projects identified in the original LRTP. This item will be brought back to the Board for possible approval in March.

The TAC members will be making a recommendation to the Executive Board during the March 14, 2024, TAC meeting.

| <b>DATE</b>            | <b>ACTIVITY</b>  |
|------------------------|--|
| 2/01/2024              | YMPO submits LRTP Amendment #1 and Air Quality Conformity Update to EPA for review                                   |
| 2/12/2024 to 2/23/2024 | IAC Review & comment period (1 week)   |
| 2/18/2024 to 3/18/2024 | 30-day public review period  |
| 3/14/2024              | TAC draft review and recommended approval to Executive Board   |
| 3/28/2024              | Possible Executive Board approval  |
| 3/29/2024              | Submit final LRTP Amendment #1 and Air Quality Conformity update to ADOT. ADOT to share with FHWA for final approval |

**PUBLIC INPUT:** There has been limited public input on this subject, to date.

**ACTION NEEDED:** This item is on the agenda for information, discussion only.

**CONTACT PERSON:** Fernando Villegas, Senior Transportation Planner



**YUMA METROPOLITAN  
PLANNING ORGANIZATION**

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# **2022-2045 LONG-RANGE TRANSPORTATION PLAN UPDATE**

*Yuma Region in Motion*

**FINAL REPORT – AMENDMENT 1**

**February 2024**



# 1. SUMMARY OF CHANGES IN AMENDMENT 1

Since the completion of the Yuma Metropolitan Planning Organization's (YMPO) 2022-2045 Long-Range Transportation Plan (LRTP) in July 2021, some project needs have changed; and YMPO and its member agencies have been successful in securing additional funding to advance some projects. To accommodate these changes, YMPO is amending the 2022-2045 LRTP to include the following revisions to the original LRTP.

**Table 1: Proposed Project Revisions to the LRTP in Amendment #1**

| LRTP Project  | LRTP Horizon  | Comment   |
|---|---|---|
| <b>Original Project Limits:</b> Avenue E / Avenue D Extension: County 23rd Avenue to County 18th Street<br><br><b>Revised Project Limits:</b> Avenue E / Avenue D Extension: County 23rd Avenue to County 16th Street | <b>Original LRTP Horizon:</b> FY2027-FY2031<br><br><b>Revised LRTP Horizon:</b> FY2022-FY2026 | Yuma County sees the need to extend the project limits by 2 miles to County 16 <sup>th</sup> Street and also advance the project construction horizon as the County is actively working to secure funding for the project. This update in the LRTP allows the project to move forward with design and right-of-way acquisition programmed in FY2024/25. County 18 <sup>th</sup> St to County 16 <sup>th</sup> St is already included in the travel demand model, and this extension is primarily a paving and intersection improvements project. It does not add capacity. Paving / intersection enhancement projects are exempt under 40 CFR § 93.126. So, a conformity analysis is not needed for extending this project. |
| <b>Original Project Limits:</b> 40th Street Widening: Avenue 6 3/4 E to Desert Willow Way<br><br><b>Revised Project Limits:</b> 40th Street Widening/Extension: Avenue 6E to Fortuna Road                             | <b>Original LRTP Horizon:</b> FY2032-FY2036<br><br><b>Revised LRTP Horizon:</b> FY2022-FY2026 | The City of Yuma is currently working on a Design Concept Report and an Environmental Assessment for extending and/or widening 40 <sup>th</sup> Street from Avenue 6E to Fortuna Road. This project would combine three separate projects in the current LRTP. The City also anticipates advancing this project to the FY22-26 horizon.   |
| <b>Original Project Limits:</b> 40th Street Widening: Avenue 8E to Avenue 10E<br><br><b>Revised Project Limits:</b> 40th Street Widening/Extension: Avenue 6E to Fortuna Road   | <b>Original LRTP Horizon:</b> FY2032-FY2036<br><br><b>Revised LRTP Horizon:</b> FY2022-FY2026 |   |
| <b>Original Project Limits:</b> 40th Street Overpass: SR 195<br><br><b>Revised Project Limits:</b> 40th Street Widening: Avenue 6E to Fortuna Road  | <b>Original LRTP Horizon:</b> FY2032-FY2036<br><br><b>Revised LRTP Horizon:</b> FY2022-FY2026 |   |
| <b>Original Project Limits:</b> US 95 widening from Wellton Mohawk to Aberdeen<br><br><b>Revised Project Limits:</b> No Change  | <b>Original LRTP Horizon:</b> FY2032-FY2036<br><br><b>Revised LRTP Horizon:</b> FY2022-FY2026 |   |

These project updates could have an impact on air quality emissions. All project updates are within the Yuma PM10 non-attainment area and as a result, the PM10 analysis was updated. All project updates are outside and far away from the Yuma Ozone non-attainment area. Ozone emissions were NOT updated since all project updates are located outside the Yuma Ozone non-attainment area.

Each change to conformity document is highlighted with an **ORANGE** color shading.

## 2022-2045 YMPO LRTP Pages Amended



Figure 8.3. Roadway Improvement Needs

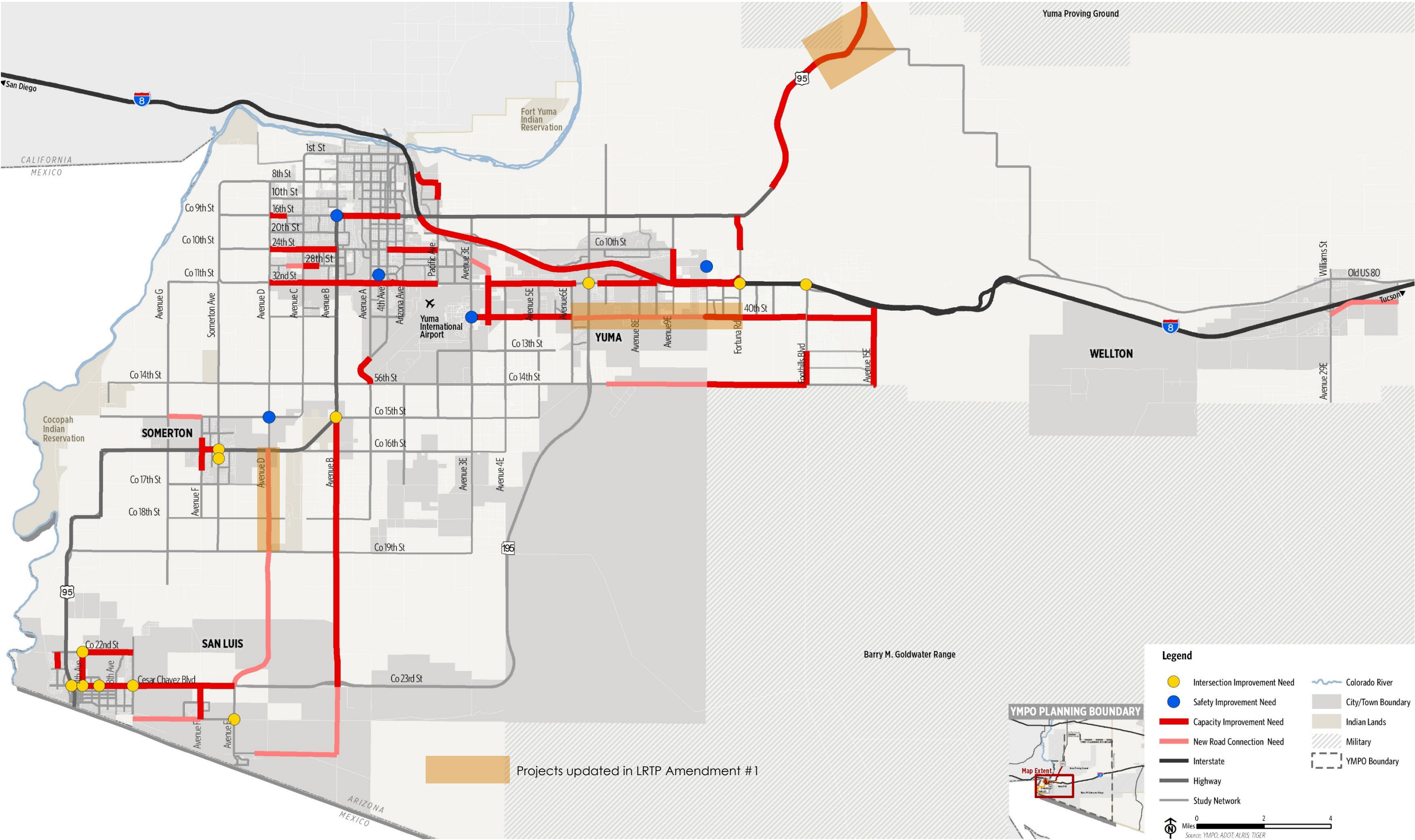
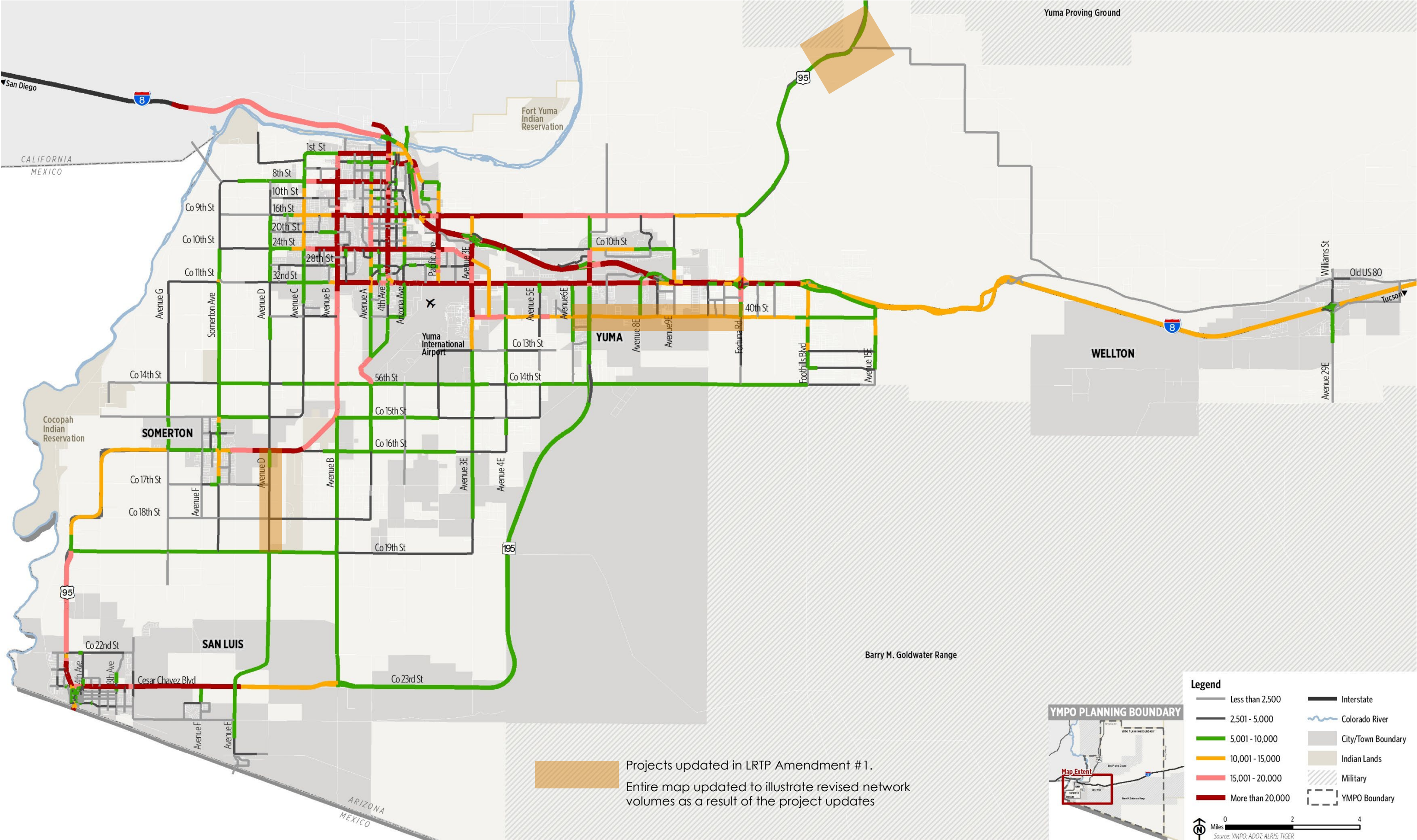




Figure 8.4. Projected 2045 Traffic Volumes with Roadway Improvements





**Figure 8.5. Projected 2045 Level of Congestion with Roadway Improvements**

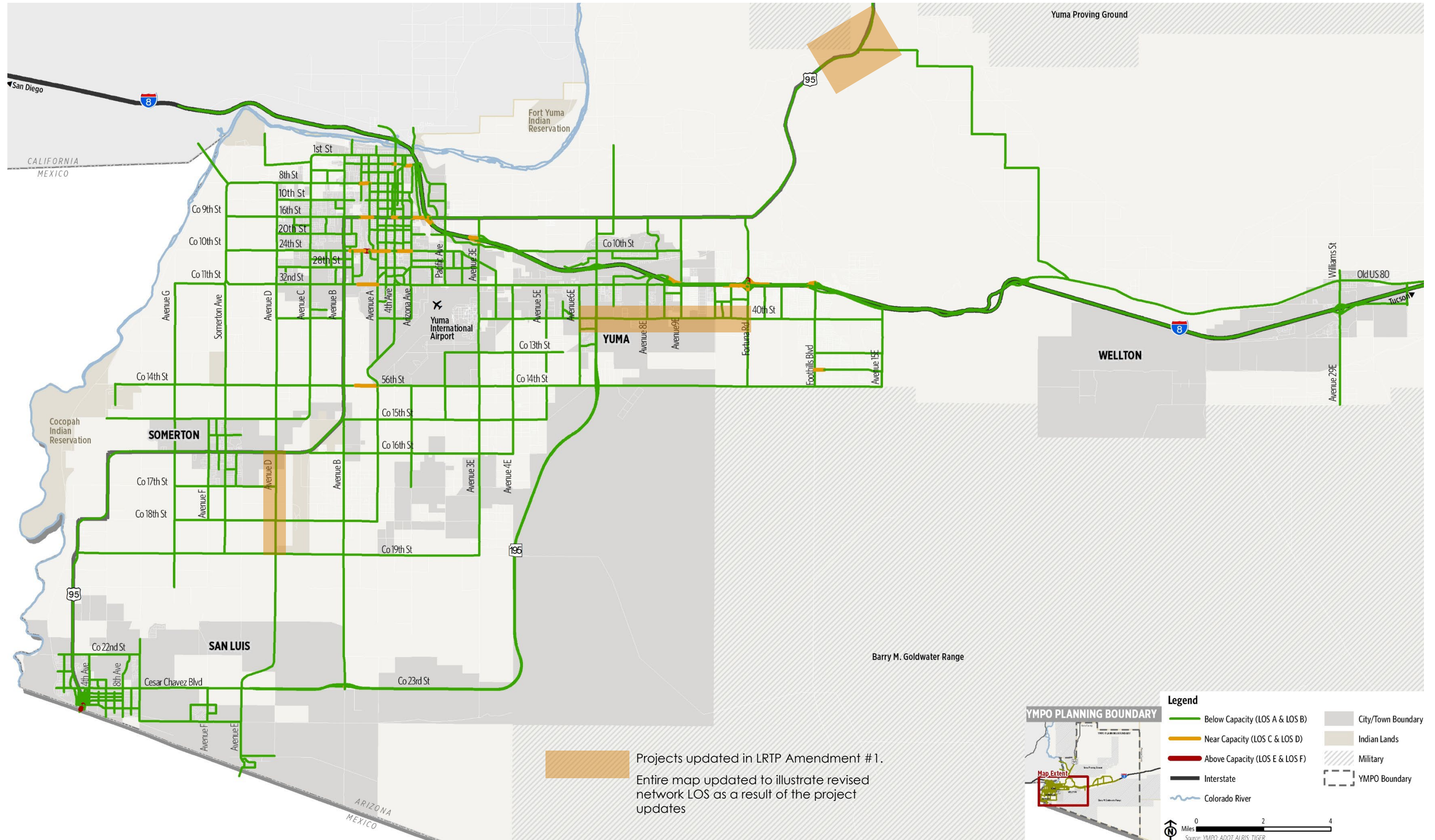




Table 9.7. Capacity and New Roadway Improvements by Implementation Phase

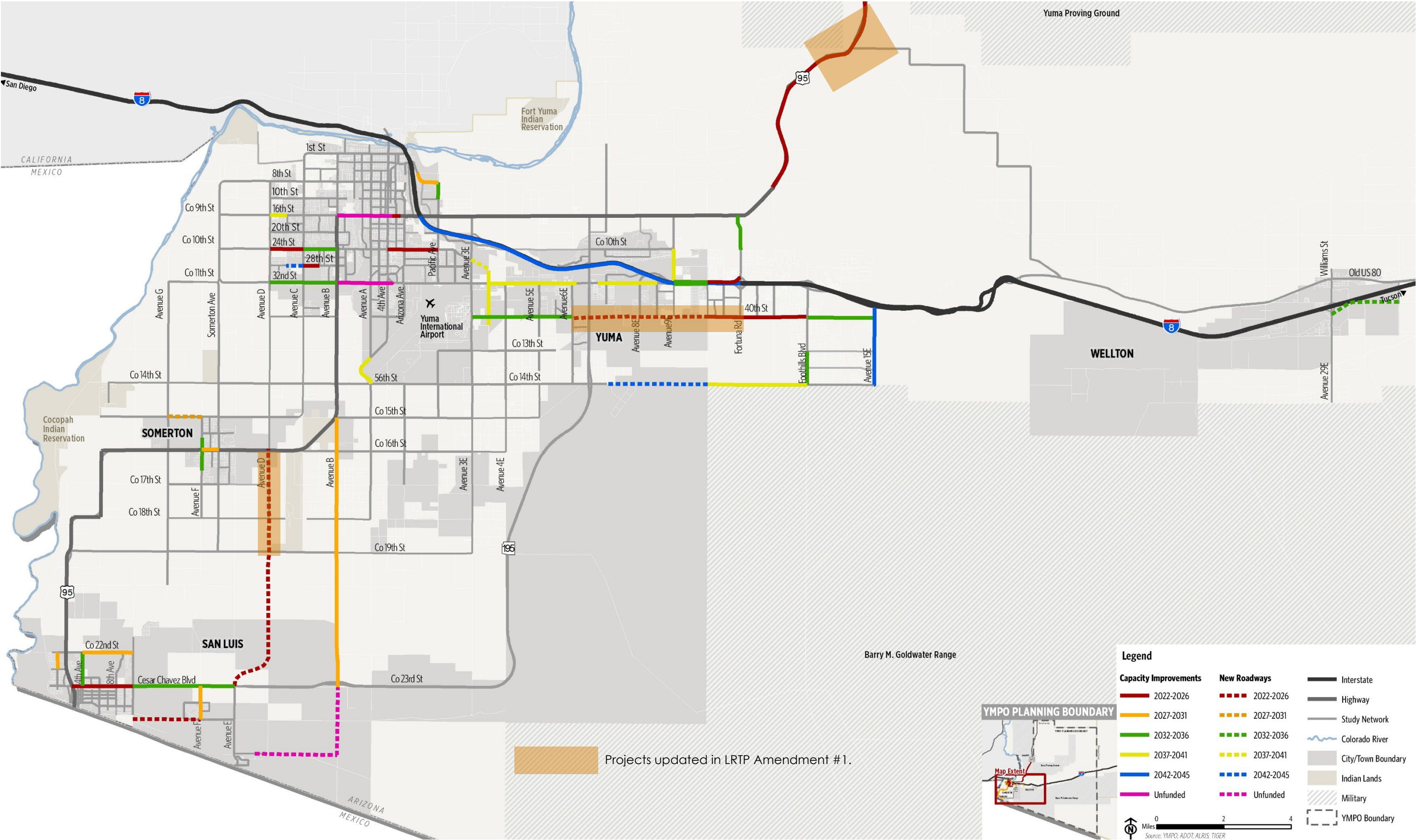
| ID     | Lead Agency                | Project  | Length (Mi) | Project Description  | 2022-2026 | 2027-2031 | 2032-2036 | 2037-2041 | 2042-2045 | Cost         | Cost at Year of Expenditure (YOE) |
|--------|----------------------------|--|-------------|--|-----------|-----------|-----------|-----------|-----------|--------------|-----------------------------------|
| CAP-0  | ADOT                       | US 95 Widening: Rifle Range Road to Wellton-Mohawk Canal                                     | 3           | Widen roadway from two lanes to four lanes.  | X         |           |           |           |           | \$10,601,000 | \$10,601,000                      |
| CAP-1  | City of Yuma               | 28th Street Widening: Avenue C to 33rd Avenue  | 1           | Widen roadway from two lanes to four lanes.  | X         |           |           |           |           | \$3,000,000  | \$3,000,000                       |
| CAP-3  | City of Yuma               | 24th Street Widening: Avenue C to Avenue D   | 1           | Widen roadway from two lanes to four lanes.  | X         |           |           |           |           | \$3,000,000  | \$3,000,000                       |
| CAP-2  | City of Yuma               | 28th Street Extension: Avenue C to 45th Avenue   | 0.5         | Construct new two-lane roadway.  | X         |           |           |           |           | \$1,300,000  | \$1,300,000                       |
| CAP-5  | City of San Luis           | County 24th Street Extension: 10th Avenue to Avenue F  | 2           | Construct new two-lane roadway.  | X         |           |           |           |           | \$1,345,760  | \$1,345,760                       |
| CAP-6  | City of San Luis           | Cesar Chavez Boulevard Widening: Main Street to 10th Avenue                                  | 1.8         | Widen roadway from two lanes to four lanes.  | X         |           |           |           |           | \$5,400,000  | \$5,400,000                       |
| CAP-7  | City of Yuma               | 16th Street Widening: 3rd Avenue to Maple Avenue   | 0.2         | Widen roadway from four lanes to six lanes.  | X         |           |           |           |           | \$5,520,000  | \$5,520,000                       |
| CAP-8  | Yuma County                | North Frontage Road Widening: Avenue 10E to Fortuna Road                                     | 1           | Widen roadway from two lanes to four lanes.  | X         |           |           |           |           | \$3,000,000  | \$3,000,000                       |
| CAP-9  | City of Yuma               | Airport Area Traffic Circulation Study: 32nd Street, Avenue B, County 14th Street, Avenue 3E | N/A         | Develop a traffic circulation plan for the Yuma International Airport area. Address congestion issues on Airport Loop Road; evaluate impacts of potential closure of Airport Loop Road and 4th Avenue extension. | X         |           |           |           |           | \$200,000    | \$200,000                         |
| CAP-10 | City of San Luis           | Merrill Avenue Widening: County 22nd Street to County 22 1/2 Street                          | 0.5         | Add center turn lane.  |           | X         |           |           |           | \$1,650,000  | \$2,245,422                       |
| CAP-11 | City of San Luis           | County 22nd Street Widening: 4th Avenue to 10th Avenue                                       | 1.5         | Widen roadway from two lanes to four lanes.  |           | X         |           |           |           | \$4,500,000  | \$6,123,878                       |
| CAP-12 | City of San Luis           | Avenue F Widening: Cesar Chavez Boulevard to San Luis Lane                                   | 1           | Widen to four lanes.   |           | X         |           |           |           | \$3,000,000  | \$4,082,585                       |
| CAP-13 | Yuma County                | County 12th Street Widening: Fortuna Road to Avenue 12E                                      | 1           | Widen roadway from two lanes to four lanes.  |           | X         |           |           |           | \$3,000,000  | \$4,082,585                       |
| CAP-14 | Town of Somerton           | County 15th Street Extension: Avenue G to Avenue F   | 1           | Construct new two-lane roadway.  |           | X         |           |           |           | \$2,600,000  | \$3,538,241                       |
| CAP-15 | Town of Somerton           | Main Street Reconfiguration: Cesar Chavez Avenue to Somerton Avenue                          |             | Reduce four lane road to three lane road. Enhance bike and pedestrian facilities.  |           | X         |           |           |           | \$450,000    | \$612,388                         |
| CAP-16 | Yuma County                | 40th Street Extension: Avenue 8E to Avenue 10E   | 2           | Construct new two-lane roadway.  |           | X         |           |           |           | \$9,800,000  | \$13,336,446                      |
| CAP-16 | City of Yuma / Yuma County | 40th Street Widening/Extension: Avenue 6E to Fortuna Road                                    | 5           | Construct new three lane roadway for missing segments. Widen existing segments to 3 lane segments;   | X         |           |           |           |           | \$60,000,000 | \$60,000,000                      |
| CAP-17 | Yuma County                | Avenue E/Avenue D Extension: County 23rd Street to County 16th Street                        | 5.6         | Construct new two-lane roadway. Portion from Co 18th to Co 16th St is repaving, not widening.  | X         |           |           |           |           | \$24,000,000 | \$24,000,000                      |
| CAP-18 | Yuma County                | Avenue B Safety Improvements: County 15th Street to SR 195                                   | 7           | Implement safety improvements along the corridor including pavement rehabilitation, pave/grade shoulders, wider pavement markings, and intersection improvements.  |           | X         |           |           |           | \$472,500    | \$643,007                         |
| CAP-19 | Yuma County                | 8th Street Widening: 6th Street to Pacific Avenue  | 0.8         | Widen roadway from two lanes to four lanes.  |           | X         |           |           |           | \$4,160,000  | \$5,661,185                       |
| CAP-20 | City of Yuma               | 32nd Street Widening: 1,500 Feet West of Avenue 7E to Avenue 8 1/2 E                         | 1.8         | Widen roadway from four lanes to six lanes.  |           |           | X         |           |           | \$5,400,000  | \$9,157,760                       |
| CAP-21 | City of Yuma               | 32nd Street Widening: Avenue 3E to Quarter Mile East of Avenue 6E                            | 3.25        | Widen roadway from four lanes to six lanes.  |           |           | X         |           |           | \$9,600,000  | \$16,280,462                      |
| CAP-22 | City of Yuma               | 40th Street Widening: Avenue 3E to Avenue 4E   | 1           | Widen roadway from two/three lanes to four lanes.  |           |           | X         |           |           | \$1,500,000  | \$2,543,822                       |
| CAP-23 | City of Yuma               | North Frontage Road Widening: Avenue 9E to Avenue 10E  | 1           | Widen roadway from two lanes to four lanes.  |           |           | X         |           |           | \$3,000,000  | \$5,087,644                       |
| CAP-24 | City of Yuma               | Pacific Avenue Widening: 8th Street to 12 Street   | 0.5         | Widen roadway from two lanes to four lanes.  |           |           | X         |           |           | \$1,500,000  | \$2,543,822                       |
| CAP-25 | City of Yuma               | South Frontage Road Widening: Avenue 9E to Avenue 10E  | 1           | Widen roadway from two lanes to four lanes.  |           |           | X         |           |           | \$3,000,000  | \$5,087,644                       |
| CAP-26 | ADOT                       | US 95 Widening: Wellton-Mohawk Canal to Aberdeen Road  | 9.5         | Widen roadway from two lanes to four lanes.  | X         |           |           |           |           | \$57,032,493 | \$57,032,493                      |

Table 9.7. Capacity and New Roadway Improvements by Implementation Phase (Continued)

| ID             | Lead Agency      | Project   | Length (Mi) | Project Description   | 2022-2026 | 2027-2031 | 2032-2036 | 2037-2041 | 2042-2045 | Cost          | Cost at Year of Expenditure (YOE) |
|----------------|------------------|---|-------------|---|-----------|-----------|-----------|-----------|-----------|---------------|-----------------------------------|
| CAP-27         | City of San Luis | 4th Avenue Widening: Cesar Chavez Boulevard to County 22nd Street   | 1           | Widen roadway from two lanes to four lanes.   |           |           | X         |           |           | \$3,000,000   | \$5,087,644                       |
| CAP-28         | Yuma County      | Fortuna Road Widening: US 95 to 28th Street   | 1.5         | Widen roadway from two lanes to four lanes.   |           |           | X         |           |           | \$4,500,000   | \$7,631,466                       |
| CAP-29         | Town of Wellton  | County 11th Street Extension: Avenue 29E to Avenue 31E  | 2           | Construct new two-lane roadway.   |           |           | X         |           |           | \$5,200,000   | \$8,818,583                       |
| CAP-30         | Yuma County      | 40th Street Widening: Avenue 6 3/4 E to Desert Willow Way   | 1           | Construct new two-lane roadway.   |           |           | X         |           |           | \$4,900,000   | \$8,309,819                       |
| CAP-31         | Yuma County      | 40th Street Widening: Avenue 4E to Avenue 6E  | 2           | Widen roadway from two lanes to four lanes.   |           |           | X         |           |           | \$7,000,000   | \$11,871,170                      |
| CAP-32         | Yuma County      | County 12th Street Widening: Foothills Boulevard to Avenue 15E  | 2           | Widen roadway from two lanes to four lanes.   |           |           | X         |           |           | \$6,000,000   | \$10,175,289                      |
| CAP-33         | Yuma County      | Foothills Boulevard Widening: County 13th Street to County 14th Street                                      | 1           | Widen roadway from two lanes to four lanes.   |           |           | X         |           |           | \$3,000,000   | \$5,087,644                       |
| CAP-34         | City of San Luis | Cesar Chavez Boulevard Widening: 10th Avenue to Avenue E  | 3           | Widen roadway from two lanes to four lanes.   |           |           | X         |           |           | \$9,000,000   | \$15,262,933                      |
| CAP-35         | City of Yuma     | 32nd Street Widening: Avenue B to Avenue D  | 2           | Widen roadway from two lanes to four lanes.   |           |           | X         |           |           | \$6,000,000   | \$10,175,289                      |
| CAP-36         | Town of Somerton | Cesar Chavez Avenue Widening: County 15-1/2 Street to County 16-1/2 Street                                  | 0.5         | Widen roadway from two lanes to four lanes.   |           |           | X         |           |           | \$1,500,000   | \$2,543,822                       |
| CAP-37         | City of Yuma     | Avenue 3-1/2 E to 24th Street Connection: 24th Street/Avenue 3E intersection to Avenue 3-1/2 E End Terminus | 0.75        | Construct new two-lane roadway.   |           |           |           | X         |           | \$3,675,000   | \$7,766,660                       |
| CAP-38         | City of Yuma     | Avenue 3-1/2 E Widening: 32nd Street to 44th Street   | 1.5         | Widen roadway from two lanes to four lanes.   |           |           |           | X         |           | \$4,500,000   | \$9,510,196                       |
| CAP-39         | City of Yuma     | Avenue 9E Widening: North Frontage Road to 24th Street  | 1           | Widen roadway from two lanes to four lanes.   |           |           |           | X         |           | \$3,000,000   | \$6,340,130                       |
| CAP-40         | City of Yuma     | 16th Street Widening: Avenue D to 45th Avenue   | 0.5         | Widen roadway from two lanes to four lanes.   |           |           |           | X         |           | \$1,500,000   | \$3,170,065                       |
| CAP-41         | Yuma County      | County 14th Street Extension: Avenue 10E to Avenue 13E  | 3           | Construct new two-lane roadway.   |           |           |           | X         |           | \$7,800,000   | \$16,484,339                      |
| CAP-42         | City of Yuma     | 24th Street Widening: Avenue C to Avenue B  | 1           | Widen roadway from two lanes to four lanes. Improve Ave B/24th Street intersection to include turn lanes and traffic signal upgrades. |           |           |           |           | X         | \$3,450,000   | \$9,086,099                       |
| CAP-43         | ADOT             | I 8 Widening: 16th Street to Fortuna Road   | 10          | Widen I 8 from two lanes to three lanes each direction.   |           |           |           |           | X         | \$97,000,000  | \$255,464,245                     |
| CAP-44         | City of Yuma     | County 14th Street Extension: Avenue 7E to Avenue 10E   | 3           | Construct new two-lane roadway.   |           |           |           |           | X         | \$7,800,000   | \$20,542,486                      |
| CAP-45         | Yuma County      | Avenue 15E Widening: South Frontage Road to County 14th Street  | 2.3         | Widen roadway from two lanes to four lanes.   |           |           |           |           | X         | \$6,900,000   | \$18,172,199                      |
| CAP-46         | City of Yuma     | 40th Street Overpass: SR 195  | 0.1         | Construct overpass.   |           |           |           |           | X         | \$15,000,000  | \$39,504,780                      |
| CAP-47         | City of Yuma     | 56th Street and SR 195 Service Traffic Interchange: SR 195  | 0.1         | Construct service traffic interchange.  |           |           |           |           | X         | \$18,000,000  | \$47,405,736                      |
|                |                  |   |             |   |           |           |           |           |           | \$393,654,260 | \$712,685,695                     |
| Unfunded Needs |                  |   |             |   |           |           |           |           |           |               |                                   |
| CAP-48         | City of San Luis | Avenue B Extension: SR 195 to County 25th Street Alignment  | 2           | Construct new two-lane roadway.   |           |           |           |           |           | \$5,200,000   | \$13,694,990                      |
| CAP-49         | City of San Luis | County 25th Street Extension: Avenue E to Avenue B Alignment  | 2.5         | Construct new two-lane roadway.   |           |           |           |           |           | \$6,500,000   | \$17,118,738                      |
| CAP-50         | City of Yuma     | 16th Street Widening: Avenue B to 3rd Avenue  | 1.6         | Widen roadway from four lanes to six lanes.   |           |           |           |           |           | \$44,160,000  | \$116,302,073                     |
| CAP-51         | City of Yuma     | 32nd Street Widening: Avenue B to 32nd Street Connection  | 1.6         | Widen roadway from four lanes to six lanes.   |           |           |           |           |           | \$44,160,000  | \$116,302,073                     |



Figure 9.3. Capacity and New Roadway Improvements by Implementation Phase





## Newly Paved Roads

In addition to the emissions reduction sources described above, there will be emissions reductions gained through newly-paved roads and widened roads that are recommended in the 2022–2045 LRTP. Emissions reductions were estimated by analysis year for these paving improvements.

## Results and Conclusions

**PM<sub>10</sub>:** Since the completion and conformity determination of the 2022-2026 YMPO TIP and 2022-2045 LRTP, EPA rescinded its previously issued clean data determination (CDD) for the Yuma, Arizona “Moderate” nonattainment area for the 1987 24-hour NAAQS for PM<sub>10</sub>. This was effective June 17, 2022. In addition to rescinding the CDD, the EPA also did an inadequacy finding for the previously submitted budgets, effective June 16, 2022 (87 FR 29830). As a result, the proposed 2022-2045 LRTP Amendment #1 determines conformity for PM<sub>10</sub> using interim emission test as outlined in 40 CFR 93.119, instead of the past maintenance plan Motor Vehicle Emissions Budgets (MVEBs).

**Ozone:** No budgets are currently established for the Yuma 2015 ozone nonattainment area. Since a budget has not been set for ozone, the baseline year test was used to demonstrate conformity. The baseline year is defined as the most recent year for which EPA’s Air Emissions Reporting Rule requires submission of on-road mobile source emissions inventories as of the effective date of designation, which is 2017 for the 2015 8-hour ozone NAAQS.

Results from the PM<sub>10</sub> interim emissions test (Build Vs No-Build) analysis are summarized in Table 10.1.

Emissions estimates from MOVES3.0.1 were determined for ozone for the years 2025, 2035, and 2045 and compared to the baseline year of 2017. Ozone is modeled for its precursors: NO<sub>x</sub> and VOC. **Table 10.2** shows the mobile source emissions results for the baseline year 2017 and analysis years for NO<sub>x</sub> and VOC.

**Table 10.1. Motor Vehicle Emissions Build Vs No-Build Comparison for PM<sub>10</sub>**

| Analysis Year | PM <sub>10</sub> Tons per Year (tpy)<br>No Build Scenario | PM <sub>10</sub> Tons per Year (tpy)<br>Build Scenario | Annual Reduction (tpy) | Total Adjusted PM <sub>10</sub> (tpy)<br>No Build Scenario | Total Adjusted PM <sub>10</sub> (tpy)<br>Build Scenario |
|---------------|---|--|------------------------|--|---|
| 2025          | 8,809.2   | 8,807.6  | 8.79                   | 8,800.4  | 8,798.8   |
| 2035          | 9,016.9   | 9,003.3  | 8.79                   | 9,008.1  | 8,994.5   |
| 2045          | 9,227.2   | 9,202.2  | 8.79                   | 9,218.4  | 9,193.4   |

**Table 10.2. NO<sub>x</sub> and VOC Emissions Comparison to 2017 Baseline Year Results**

| Budget Year | NO <sub>x</sub> Tons per Year (tpy) | NO <sub>x</sub> 2017 Baseline Year (tpy) | VOC Tons per Year (tpy) | VOC 2017 Baseline Year (tpy) |
|-------------|-------------------------------------|--|-------------------------|------------------------------|
| 2025        | 1.684                               | 3.759                                    | 3.174                   | 5.204                        |
| 2035        | 1.183                               | 3.759                                    | 2.205                   | 5.204                        |
| 2045        | 1.220                               | 3.759                                    | 2.206                   | 5.204                        |

The air quality analysis performed demonstrates conformity between the 2022-2026 Transportation Improvement Program, the 2022 - 2045 Long-Range Transportation Plan Amendment #1, and the interim emissions test (Build Vs No-Build). As illustrated in Tables 12 and 15, the analysis indicates that the projected emissions levels based on projects contained in the YMPO LRTP Update 2022-2045 Amendment #1 meet the applicable conformity tests. Therefore, it is the determination of this analysis that this plan conforms under the 1987 PM<sub>10</sub> and the 2015 8-hour ozone National Ambient Air Quality Standards.



# YUMA METROPOLITAN PLANNING ORGANIZATION

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## 2022-2045 LONG-RANGE TRANSPORTATION PLAN UPDATE

## 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM

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Air Quality Conformity  
Conformity Documentation

**FINAL REPORT – AMENDMENT #1**

**February 2024**

# 2022-2045 Air Quality Conformity Amendment #1

Since the completion of the Yuma Metropolitan Planning Organization's (YMPO) 2022-2045 Long-Range Transportation Plan (LRTP) in July 2021, some project needs have changed; and YMPO and its member agencies have been successful in securing additional funding to advance some projects. To accommodate these changes, YMPO is amending the 2022-2045 LRTP to include the following revisions to the original LRTP.

## Proposed Project Revisions to the LRTP in Amendment #1

| LRTP Project  | LRTP Horizon  | Comment  |
|---|---|--|
| <b>Original Project Limits:</b> Avenue E / Avenue D Extension: County 23rd Avenue to County 18th Street<br><br><b>Revised Project Limits:</b> Avenue E / Avenue D Extension: County 23rd Avenue to County 16th Street | <b>Original LRTP Horizon:</b> FY2027-FY2031<br><br><b>Revised LRTP Horizon:</b> FY2022-FY2026 | Yuma County sees the need to extend the project limits by 2 miles to County 16 <sup>th</sup> Street and also advance the project construction horizon as the County is actively working to secure funding for the project. This update in the LRTP allows the project to move forward with design and right-of-way acquisition programmed in FY2024/25. County 18 <sup>th</sup> St to County 16 <sup>th</sup> St is already included in the travel demand model, and this extension is primarily a paving and intersection improvements project. It does not add capacity. Paving / intersection enhancement projects are exempt under 40 CFR § 93.126. So a conformity analysis is not needed for extending this project. |
| <b>Original Project Limits:</b> 40th Street Widening: Avenue 6 3/4 E to Desert Willow Way<br><br><b>Revised Project Limits:</b> 40th Street Widening/Extension: Avenue 6E to Fortuna Road                             | <b>Original LRTP Horizon:</b> FY2032-FY2036<br><br><b>Revised LRTP Horizon:</b> FY2022-FY2026 | The City of Yuma is currently working on a Design Concept Report and an Environmental Assessment for extending and/or widening 40 <sup>th</sup> Street from Avenue 6E to Fortuna Road. This project would combine three separate projects in the current LRTP. The City also anticipates advancing this project to the FY22-26 horizon.  |
| <b>Original Project Limits:</b> 40th Street Widening: Avenue 8E to Avenue 10E<br><br><b>Revised Project Limits:</b> 40th Street Widening/Extension: Avenue 6E to Fortuna Road   | <b>Original LRTP Horizon:</b> FY2032-FY2036<br><br><b>Revised LRTP Horizon:</b> FY2022-FY2026 |  |
| <b>Original Project Limits:</b> 40th Street Overpass: SR 195<br><br><b>Revised Project Limits:</b> 40th Street Widening: Avenue 6E to Fortuna Road  | <b>Original LRTP Horizon:</b> FY2032-FY2036<br><br><b>Revised LRTP Horizon:</b> FY2022-FY2026 |  |
| <b>Original Project Limits:</b> US 95 widening from Wellton Mohawk to Aberdeen<br><br><b>Revised Project Limits:</b> No Change  | <b>Original LRTP Horizon:</b> FY2032-FY2036<br><br><b>Revised LRTP Horizon:</b> FY2022-FY2026 | YMPO/ADOT secured RAISE grant funding and would like to advance the construction horizon for this project as construction is anticipated in Y2025-26.  |

These project updates could have an impact on air quality emissions. All project updates are within the Yuma PM10 non-attainment area and as a result, the PM10 analysis was updated. All project updates are outside and far away from the Yuma Ozone non-attainment area. Ozone emissions were NOT updated since all project updates are located outside the Yuma Ozone non-attainment area.

Each change to conformity document is highlighted with an **ORANGE** color shading.

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# 1. INTRODUCTION

Air pollution from mobile sources has been identified as an important national health concern. Recognizing this connection, the 1990 Clean Air Act Amendments (CAAA90) and the Arizona Transportation Conformity Rules require transportation improvement plans, programs, and projects to conform to the purpose of the Arizona State Implementation Plan (SIP). Conformity to a SIP means that planned transportation activities will not produce new air quality violations, exacerbate existing violations, or delay timely attainment of the national ambient air quality standards (NAAQS).

The Yuma Metropolitan Planning Organization (YMPO) has the responsibility to ensure that the transportation plans and programs within the YMPO planning boundaries, generally the greater Yuma area, conform to the state and national air quality plans and standards. Specifically, the emissions generated from proposed projects in the YMPO's Transportation Improvement Program (TIP) for 2022-2026 and the Long-Range Transportation Plan (LRTP) for 2022-2045 and any subsequent amendments must be consistent with and conform to the NAAQS.

The YMPO is required to undertake an air quality conformity analysis for two specific reasons:

- To ensure that transportation investments (projects), strategies and programs, taken as a whole, have air quality impacts consistent with and conforming to state and national air quality plans and standards.
- To ensure that neither the transportation system as a whole nor individual transportation projects cause new air quality violations or worsen existing conditions.

The air quality conformity process establishes the connection between transportation planning and emission reductions from transportation sources and is intended to ensure that integrated transportation and air quality planning occurs in areas designated as Nonattainment or Maintenance Areas by the United States Environmental Protection Agency (EPA). A regional emissions analysis must be conducted to assess the impacts that transportation projects will have on emissions within an air quality planning area.

A Nonattainment Area (NAA) is an area that has violated one or more of the NAAQS. Yuma County comprises the southernmost part of the Colorado River Valley. The City of Yuma, the county seat, is located just south of the confluence of the Colorado and Gila Rivers. A portion of the greater Yuma area is currently designated as a Moderate NAA for the 1987 Particulate Matter Standard for particulate matter less than 10  $\mu\text{m}$  in aerodynamic diameter (PM<sub>10</sub>). Another area is designated as a NAA (Marginal) for the 2015 8-hour Ozone Standard.

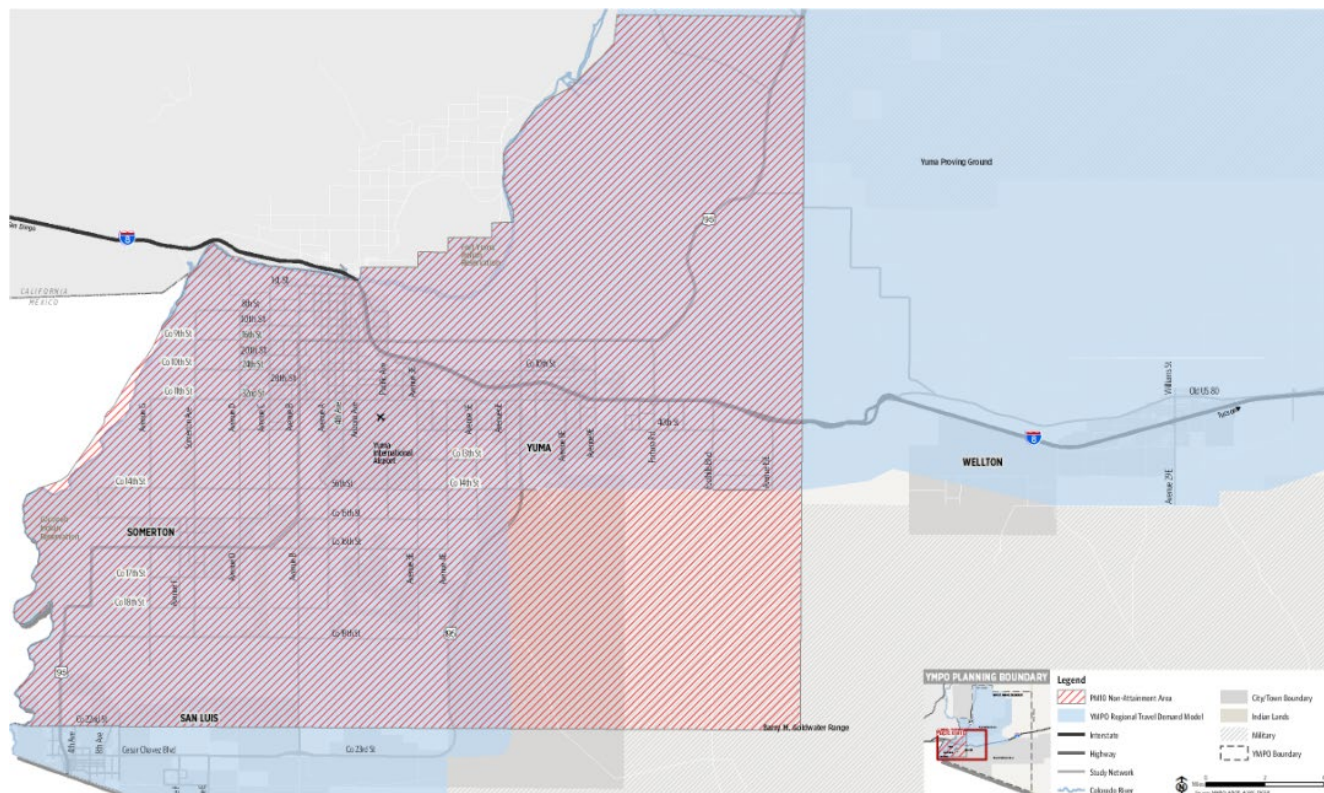
## PM<sub>10</sub> Nonattainment Area

Yuma is a Moderate NAA for PM<sub>10</sub> (particulate matter as a mix of solid and liquid droplets 10 micrometers or less in aerodynamic diameter). The Yuma area was designated as Moderate NAA for PM<sub>10</sub> on November 6th, 1991 (56 FR 56694) but EPA promulgated a Clean Data Finding for 1998-2001 and subsequent years on March 14, 2006 (71 FR 13021; effective May 16, 2006). A request for redesignation to attainment status and a related Maintenance Plan were submitted to EPA on August 17, 2006 and the EPA did not take formal action on the plan. Unfortunately, the NAA has recorded PM<sub>10</sub> that exceed the NAAQS once again. Since the completion and conformity determination of the 2022-2026 YMPO TIP and 2022-2045 LRTP, EPA rescinded its previously issued clean data determination (CDD) for the Yuma, Arizona "Moderate" nonattainment area for the 1987 24-hour NAAQS for PM<sub>10</sub>. This was effective June 17, 2022. As a result, the proposed 2022-2045 LRTP Amendment #1 determines conformity for PM<sub>10</sub> using interim emission test as outlined in 40 CFR 93.119, instead of the past maintenance plan Motor Vehicle Emissions Budgets (MVEBs). EPA, state representatives, and the YMPO are currently developing plans for future actions.

The PM<sub>10</sub> Moderate NAA is geographically located in the far southwest portion of the Lower Colorado River Valley as shown in **Figure 1**. The blue area in Figure 1 represents the YMPO Regional Travel Demand Model Boundary and the hatched area is the NAA. The red hatched area represents the designated PM<sub>10</sub> NAA. There is a portion of the PM<sub>10</sub> NAA that is outside of the travel demand model boundary. This area is Federal Land and there are no regionally significant roads in the area that should be included in the travel demand model. The PM<sub>10</sub> NAA contains a total of 16 full and partial townships comprising approximately 456 square miles or 300,000 acres.



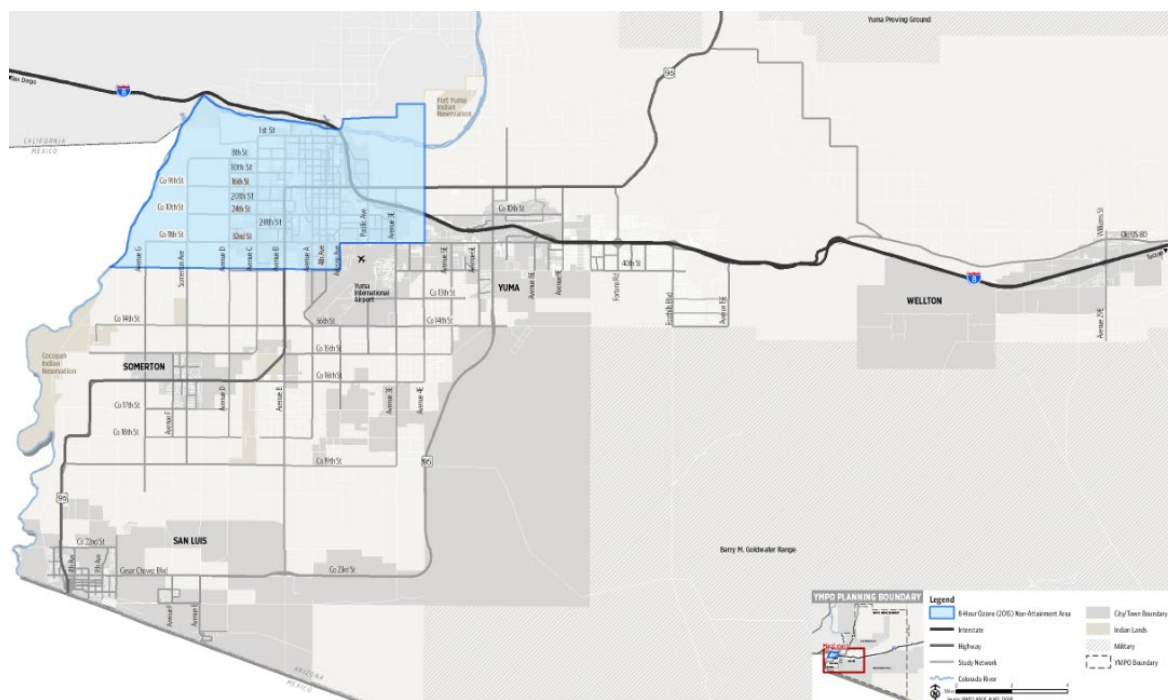
**Figure 1. PM10 Nonattainment Area and YMPO 2022-2045 Long-Range Transportation Plan Model Boundary**



## Ozone Nonattainment Area

A small portion of the Yuma area was designated as Marginal NAA for the 2015 8-hour ozone standard on June 4th, 2018 (83 FR 25786). The portion of Yuma that is in nonattainment for ozone is shown in **Figure 2** and is approximately 46,700 acres.

**Figure 2. 2015 Ozone Nonattainment Area Boundary**



## 2. CONFORMITY OVERVIEW

The purpose of this conformity analysis is to demonstrate that the Yuma nonattainment area supports the implementation of the financially constrained **YMPO Long-Range Transportation Plan (LRTP) 2022-2045 Amendment #1** by contributing to improved air quality and will therefore not jeopardize the Yuma region's PM10 and 2015 8-hour Ozone NAAQS. The conformity determination has been performed according to procedures prescribed by the following federal, state and local regulations: 69 FR 40004, 40 CFR Parts 51, 93, and 119 (i.e. Transportation Conformity Rule Requirements); Arizona transportation conformity rules; and Metropolitan Planning Organization (MPO) Planning Regulations (23 CFR 450) implementing FAST Act and MAP-21 requirements. Results of this conformity determination are included in this report. Conformance of the long-range transportation plan requires the YMPO and ADOT to demonstrate that the applicable criteria and procedures have been satisfied (section §93.109-a). The following criteria for nonattainment areas are found to be applicable and are described as:

1. The TIP and LRTP must pass an emissions budget test with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an emission reduction test. **LRTP Amendment #1 determines conformity using interim emission tests as outlined in 40 CFR 93.119.**
2. The conformity determinations must be based upon the most recent planning assumptions.
3. The conformity determinations must be based upon the latest emission estimation model available.
4. MPOs and state departments of transportation must provide reasonable opportunity for consultation with state air agencies, local air quality and transportation agencies, DOT, and the EPA.
5. Timely implementation of Transportation Control Measures (TCMs) in the applicable State Implementation Plan (SIP) must be provided for.
6. The conformity determination must comply with FAST Act, MAP-21, and MPO Planning Regulations.

This report documents the process used by the Yuma MPO for the Conformity Determination for the YMPO LRTP 2022-2045. EPA's MOVES3.0.1 model was used to estimate emissions as required by the EPA<sup>1,2</sup>. This conformity determination serves as an update to the YMPO's most recent conformity finding in November 2019. The MOVES input files were created and modified as discussed in the interagency consultation process, with general assumptions and methodology outlined in this chapter. The modeled emissions are based on a number of inputs including temperature, relative humidity, no inspection and maintenance program, vehicle source type mix, vehicle age distribution, average daily vehicle miles traveled (VMT), source type populations, hourly distribution, road type distribution, and average speed distributions.

### Latest Planning Assumptions

The 2022 - 2045 LRTP provides the appropriate level of detail required by 40 CFR 93.106 of the conformity regulations. The highway projects in the 2022 - 2045 LRTP are financially constrained for the entire plan and for each horizon year in terms of capital, operations, and maintenance costs (See LRTP Chapter 9). The conformity analysis is based on assumptions derived from estimates of current and future population, employment, travel, and congestion. As part of the 2022 - 2045 LRTP conformity determination, past assumptions have been discussed with various local, state, and federal agencies for their continued validity and updated whenever necessary. The greatest change has been the use of MOVES3.0.1 and detailed travel demand modeling. Other planning assumptions are presented in this document.

### Latest Emissions Estimation Model

Mobile source emissions estimate for an average day (assumed for this analysis to occur in the month of April for PM10 and July for Ozone) are used to represent annual conditions. Emission estimates were developed using EPA's Motor Vehicle Emission Simulator, MOVES3.0.1 (March, 2021 Technical Update), and travel estimates

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<sup>1</sup> Policy Guidance on the Use of MOVES3 for State Implementation Plan Development, Transportation Conformity, and Other Purposes, November 2020, EPA-420-B-20-044.

<sup>2</sup> MOVES3 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity, November 2020, EPA-420-B-20-052.

using the Yuma MPO Travel Demand Model. The same assumptions for vehicle mix, and traffic distributions were used as in the previous modeling. This was based on information from the Yuma MPO, the Arizona Department of Transportation (ADOT), Arizona Department of Environmental Quality (ADEQ), and the Federal Highway Administration (FHWA). The EPA's AP-42 guidance (<https://www.epa.gov/air-emissions-factors-and-quantification/ap-42-compilation-air-emission-factors>) as well as the region's previous conformity finding were referenced to calculate road dust emissions.

## Travel Demand Modeling

The YMPO Travel Demand Model is the most recent and approved regional travel demand model for the study area. The travel demand model boundary was previously shown in **Figure 1**. Although model approval is a joint process between the MPO and the appropriate state review agencies, the ADOT is the primary agency responsible for approval of the travel demand model for use in developing the Long-Range Transportation Plan (LRTP) and other planning activities of the Yuma MPO.

The YMPO Travel Demand Model is a traditional four-step model. Trip generation, trip distribution, mode choice, and trip assignment components are included in the model. The base year of the travel demand model is 2019. Traffic count data provided by Arizona Department of Transportation from their Transportation Data Management System for the year 2019 and YMPO 2019 counts were used to validate the travel demand model. Trip making characteristics, such as trip generation, average trip lengths, and travel mode were obtained from the 2001 National Household Travel Survey. A transit trip matrix estimated from the Yuma County Intergovernmental Public Transportation Agency (YCAT) in 2012 was used in the mode choice component of the travel demand model. These travel surveys appear to remain adequate based on comparison of available travel data in the region. Appendix E of the current LRTP contains the assumptions and methodology used to develop the travel demand model.

## Interagency Consultation and Public Participation

Interagency consultation is the central coordinating mechanism for public agency involvement and input to the conformity determination. The conformity determination must be made according to 40 CFR §93.105-(a)(2) and (e) and the requirements of 23 CFR 450 (40 CFR §93.112, Criteria and Procedures). The Yuma MPO coordinated its activities for this conformity determination with numerous stakeholders and review agencies, including ADOT, ADEQ, FHWA, EPA, and other necessary agencies. The Yuma MPO has held teleconference calls and email correspondence to discuss the issues pertinent to the YMPO Conformity Demonstration, such as use of the latest planning assumptions.

The Yuma MPO's Public Participation Plan, adopted in 2017, specifies procedures to ensure public involvement in the planning process. All Executive Board meetings are open to the public for comments on any item. The public will be notified of the opportunities to comment on this conformity demonstration. Comments received from the public, committee members, and review agencies will be addressed appropriately. Specific information related to the public participation process for development of the LRTP is provided in Chapter 7 of the LRTP document.

## Exempt Projects

The YMPO's Plan and Program include the following exempt projects by category: Safety Improvements; Traffic Control Devices; Pavement Preservation; Sweeping Paved Surfaces; Watering Canal Maintenance/service Roads; Lighting Improvements; Purchase of Federal Transit Administration (FTA) Section 5310 paratransit vans, Section 5307 public transportation vehicles; Bicycle and Pedestrian Facilities; and Planning, Engineering, and Environmental studies. All projects in the YMPO area are from a conforming Plan and conforming Program, as determined by YMPO in the LRTP.

## Conformity Test

The conformity tests specified in the federal transportation conformity rule are: (1) the emissions budget test, and (2) the interim emissions test. For the emissions budget test, predicted emissions for the TIP/LRTP must be less than or equal to the motor vehicle emissions budget (MVEB) specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission



budget has been found to be adequate for transportation conformity purposes, the emissions reduction test applies.

The Build/No Build Test was applied to transportation projects in the Yuma PM10 nonattainment area until 2007. EPA found that the MVEB for PM10 in the 2006 Yuma PM10 Maintenance Plan is adequate for transportation conformity purposes, effective June 27, 2007 (72 FR 32295). As a result of EPA's adequacy finding, the applicable emissions budget for the YMPO nonattainment conformity determinations of 10,803 tons per year (tpy) for 2006 and all years thereafter was used for the YMPO 2022-2045 LRTP analysis years. Since the completion and conformity determination of the 2022-2026 YMPO TIP and 2022-2045 LRTP, EPA rescinded its previously issued clean data determination (CDD) for the Yuma, Arizona "Moderate" nonattainment area for the 1987 24-hour NAAQS for PM10. This was effective June 17, 2022. In addition to rescinding the CDD, the EPA also did an inadequacy finding for the previously submitted budgets, effective June 16, 2022 (87 FR 29830). As a result, the proposed 2022-2045 LRTP Amendment #1 determines conformity for PM10 using interim emission test as outlined in 40 CFR 93.119, instead of the past maintenance plan Motor Vehicle Emissions Budgets (MVEBs).

No budgets are currently established for the Yuma 2015 ozone nonattainment area. Since a budget has not been set for ozone, the baseline year test was used to demonstrate conformity. The baseline year is defined as the most recent year for which EPA's Air Emissions Reporting Rule requires submission of on-road mobile source emissions inventories as of the effective date of designation, which is 2017 for the 2015 8-hour ozone NAAQS.

### 3. METHODOLOGY

The emissions inventory development and emissions projection discussion below identify procedures used by the Yuma MPO to obtain emissions for the PM10 and ozone nonattainment area. Protocol was maintained from previous reporting with the exception being the use of the latest MOVES model, MOVES3.0.1. Modeling was discussed during the interagency consultation coordination outlining the model assumptions and data sources. The protocol report outlines the approach taken for data sources for the conformity demonstration.

## Mobile Source Emissions

**Tables 1 and 2** summarize the settings used in the MOVES run specification file for the analysis of PM10 and ozone, respectively.

**Table 1. PM10 MOVES Runspec Parameters**

| RUNSPEC<br>PARAMETER            | DETAILS   |
|---------------------------------|---|
| <b>MOVES3.0.1 Version</b>       | Latest MOVES model, downloaded July, 2021. Includes the MOVES3 data base and patch installed in March, 2021 (MOVES3.0.1)  |
| <b>Scale</b>                    | County, Inventory   |
| <b>Time Span</b>                | Years 2025, 2035, 2045<br><br>Time aggregation: Hour - 1 month representing average annual conditions (April)<br><br>All hours of the day selected<br><br>Weekdays only   |
| <b>Geographic Bounds</b>        | Arizona-Yuma County   |
| <b>Vehicles/Equipment</b>       | All available fuel types<br><br>All available source types  |
| <b>Road Type</b>                | All road types including off-network  |
| <b>Pollutants and Processes</b> | PM <sub>10</sub> : Primary Exhaust Brake wear, Tire wear<br><br>PM <sub>2.5</sub> : Primary Exhaust, Species, Brake wear, Tire wear<br><br>Total Gaseous Hydrocarbons (required for model run)<br><br>All Processes |
| <b>General Output</b>           | Units: grams, joules, miles<br><br>Activity: Distance Traveled, Population  |
| <b>Output Emissions</b>         | Time = hour, location = county  |
| <b>Advanced Features</b>        | none  |

**Table 2. Ozone MOVES Runspec Parameters**

| <b>RUNSPEC PARAMETER</b>        | <b>DETAILS</b>  |
|---------------------------------|---|
| <b>MOVES3.0.1 Version</b>       | Latest MOVES model, downloaded July, 2021. Includes the MOVES3 data base and patch installed in March, 2021 (MOVES3.0.1)                                    |
| <b>Time Span</b>                | Years 2025, 2035, 2045.<br>Time aggregation: Hour - 1 month representing average annual conditions (July)<br>All hours of the day selected<br>Weekdays only |
| <b>Geographic Bounds</b>        | Arizona- Yuma County  |
| <b>Vehicles/Equipment</b>       | All available fuel types<br>All available source types  |
| <b>Road Type</b>                | All road types including off-network  |
| <b>Pollutants and Processes</b> | Oxides of Nitrogen (NOx), Volatile Organic Compounds (VOCs), Total Gaseous Hydrocarbons, All Processes  |
| <b>General Output</b>           | Units: grams, joules, miles<br>Activity: Distance Traveled, Population  |
| <b>Output Emissions</b>         | Time = hour, location = county  |
| <b>Advanced Features</b>        | none  |

Once the base parameters were established for a given MOVES Runspec (the compiled input file) the County Data Manager was used to enter locally specific data. Input provided in Excel spreadsheet format can be referenced using this tool, which converts the data to MySQL format and incorporates it into the MOVES analysis. For this analysis, locally specific data consisted of data used for the entire region, statewide, or county-level data. **Table 3** lists the assumptions used in the MOVES County Data Manager. Default data refers to data extracted from the most up to date available MOVES program (MOVES3.0.1) for each scenario being modeled. **Table 4** summarizes the Daily VMT for PM10 and ozone.

Detailed inputs used to calculate the 2017 Ozone baseline NOx and VOC emissions are documented in Chapters 3 & 5 of the YMPO's Air Quality Conformity document for the "2018-2041 Regional Transportation Plan and 2020-2024 Transportation Improvement Program".

**Table 3. MOVES County Data Manager Parameters**

| COUNTY DATA MANAGER INPUT         | DATA SOURCE  |
|-----------------------------------|--|
| <b>Age Distribution</b>           | For continuity, previous age distributions based on the July 2019 vehicle registration data for the Yuma area were used. This data was previously obtained from the Motor Vehicle Data (MVD) reports and furnished by ADOT. This was formatted for use in a spreadsheet required by MOVES3 as an input. The same age distribution was used for all analysis years.                         |
| <b>Source Type Population</b>     | Again, continuity was a desirable outcome and the source type population data was linearly interpolated from the previous year that used the Yuma area from MVD reports furnished by ADOT. This was based on the year 2017 and future growth years rates as determined by the YMPO Travel Demand Model. This information was formatted into spreadsheets as required for the MOVES3 input. |
| <b>Meteorology Data</b>           | Each year and specific months were determined using the MOVES3 default approach.   |
| <b>I/M Program</b>                | No I/M program information was applied.  |
| <b>Vehicle Type VMT (HPMS)</b>    | Daily VMT is from the YMPO Travel Demand Model. The base year was 2019 and used for validation. The HPMS data are specific to each NAA and are unique for the ozone and PM <sub>10</sub> NAA.  |
| <b>Hourly VMT Fraction</b>        | Based again on previous analysis to allow consistency, hourly VMT fractions were based on the December 2017 approved air quality analysis as obtained from ADOT which is based on the Arizona Statewide model. The fractions were maintained for all analysis years.   |
| <b>Fuels</b>                      | Each year and specific months were determined using the MOVES3 default approach for Yuma County.   |
| <b>Road Type Distribution</b>     | Again, for consistency, previous modeling protocols were followed and the December 2017 approved air quality analysis from ADOT which is based on the Arizona Statewide model and was used for all analysis years.   |
| <b>Average Speed Distribution</b> | Default information was used and was consistent with previous analyses.  |

**Table 4. Source Population and Daily VMT by Analysis Year and Nonattainment Area**

|  | Analysis Year |           |           |
|--|---------------|-----------|-----------|
|  | 2025          | 2035      | 2045      |
| <b>Daily VMT PM<sub>10</sub> (No-Build Scenario)</b> | 3,226,695     | 3,643,161 | 4,061,077 |
| <b>Daily VMT PM<sub>10</sub> (Build Scenario)</b>    | 3,200,687     | 3,572,851 | 3,963,904 |
| <b>Daily VMT Ozone</b>                               | 1,401,465     | 1,499,972 | 1,598,740 |

## 4. PM<sub>10</sub> ANALYSIS

The following sections outline the analysis components and results of the PM<sub>10</sub> conformity demonstration.

### Paved and Unpaved Road Dust

The primary contributor to PM<sub>10</sub> emissions in the Yuma PM<sub>10</sub> NAA is road dust from paved and unpaved roads. Emissions for road dust are calculated using the method provided in AP-42<sup>3</sup>, *Compilation of Air Pollutant Emission Factors*. The method provide has used since 1972 as the preferred method. AP-42, currently in its fifth edition, contains guidance on how to determine PM<sub>10</sub> road dust emissions from both paved and unpaved roads in Chapter 13, Sections 13.2.1 (updated January 2011) and 13.2.2 (updated November 2006) respectively.

The methodology promulgated in AP-42 for paved road dust is shown in **Equation 1**:

$$E = k (sL)^{0.91} \times (W)^{1.02} \quad [1]$$

Where:

*E* = particulate emission factor (gVMT);

*k* = particle size multiplier for particle size range and units of interest;

*sL* = road surface silt loading (grams per square meter) (g/m<sup>2</sup>); and,

*W* = average weight (tons) of the vehicles traveling the road (determined by referencing the average value used by MAG in their most recent conformity finding).

**Equation 2** shows the defined method for unpaved roads for vehicles traveling on publicly accessible roads as defined in AP-42<sup>4</sup>, dominated by light duty vehicles:

$$E = [(k(s/12)^a S/30)^d] / (M/0.5)^c - C \quad [2]$$

Where:

*E* = size-specific emission factor (lb/VMT)

*k*, *a*, *b*, *c* and *d* are empirical constants

*s* = surface material silt content (%)

*W* = mean vehicle weight (tons)

*M* = surface material moisture content (%)

*S* = mean vehicle speed (mph)

*C* = emission factor for 1980's vehicle fleet exhaust, brake, and tire wear

However, on the EPA Air Quality Transportation Conformity website<sup>5</sup> another method is provided as shown in **Equation 3**. In this report, a different equation was recommended:

$$E = [k(S/12)^a (W/3)^b] * [(365-P)/365] \quad [3]$$

Where:

*E* = Emission factor (lb/VMT)

*S* = Road silt content (%)

*W* = Average vehicle weight (tons)

*P* = Number of days in a year with at least 0.01 of precipitation

*k*, *a*, *b* = Constants

**Equation 3** was the methodology used in the last reporting. As such, this same method was used for consistency in reporting.

<sup>3</sup> [https://www.epa.gov/sites/default/files/2020-10/documents/13.2.1\\_paved\\_roads.pdf](https://www.epa.gov/sites/default/files/2020-10/documents/13.2.1_paved_roads.pdf)

<sup>4</sup> [AP42, Section 13.2.2 Unpaved Roads - Updated November 2006 \(epa.gov\)](https://www.epa.gov/ap42/ap42-section-13.2.2-unpaved-roads-updated-november-2006)

<sup>5</sup> [https://www.fhwa.dot.gov/ENVIRONMENT/air\\_quality/conformity/research/mpe\\_benefits/mpe07.cfm](https://www.fhwa.dot.gov/ENVIRONMENT/air_quality/conformity/research/mpe_benefits/mpe07.cfm)

As shown in this equation, the resulting factor (E) is multiplied by Vehicle Miles Traveled (VMT) to determine grams/time. The YMPO Travel Demand Model was obtained for the model functional classes. VMT for off-network links had to be estimated to determine the local paved and unpaved values. Local streets and roadways are not represented in the Yuma MPO Travel Demand Model (TDM). To estimate (VMT) on these roadways, the 2022-2045 Regional Transportation Plan's air quality conformity analysis utilized the methodology described in the Arizona Department of Environmental Quality's (AzDEQ) Yuma PM<sub>10</sub> Maintenance Plan (August 2006) as described below. The VMT for each local link in an individual traffic analysis zone (TAZ) or group of TAZ's was estimated based on its length and the number of trip ends generated in the TAZ. **Equation 4** was used to estimate VMT for local paved and unpaved roadways:

$$VMT_{i,n} = (T_n / \Sigma L) \times (L_{i,n})^2 \quad [4] \quad \text{where:}$$

$VMT_{i,n}$  = daily vehicle miles traveled for link i within TAZ n  
 $T_n$  = total number of trip ends generated in TAZ n  
 $L$  = total length of all links in TAZ n in miles  
 $L_{i,n}$  = length of link i within TAZ n in miles

Daily VMT and the number of trip ends generated in each TAZ and groups of TAZ's were obtained for the base year from the travel demand model. The lengths of paved and unpaved local roads in the NAA were obtained from Yuma County, the City of Yuma, and the City of Somerton.

To ensure consistency in assumptions between the previous and current LRTP, the VMT for local roads for the current LRTP was estimated for off-model local roads using **Equation 5**, based on the increase in the number of dwelling units for future years compared to the base year in the previous RTP. The future years population/dwelling units projections were derived from the Arizona Office of Economic Opportunity (AOEO) datasets for existing and future population projections (<https://oeo.az.gov/population>). AOEO projections were derived for Years 2025, 2035, and 2045; and then confirmed with each member agency and their ongoing future development plans. The methodology is the same as the one from the AzDEQ Yuma PM<sub>10</sub> Maintenance Plan (August 2006).

$$VMT_f = (DUF - DUP) \times 1.22 + VMT_p \quad [5] \quad \text{where:}$$

$VMT_p$  = present year daily vehicle miles traveled  
 $VMT_f$  = future year daily vehicle miles traveled  
 $DUP$  = present year dwelling units  
 $DUF$  = future year dwelling units

For this analysis, the increase in VMT was applied to local paved roadways as the increase in the number of dwelling units would likely occur along roadways paved for the development and not on unpaved roadways. Silt loading factors for paved roadways contained in the previous conformity determination were also carried forward, as were emission factors for unpaved roads.

These methodologies were applied to paved and un-paved road types to estimate the associated PM<sub>10</sub> emissions. A similar methodology is used for unpaved roads.

## Total PM<sub>10</sub> Emissions

Methodologies described in the above section to determine the paved and unpaved road dust emissions continue to be the best available methods. Methodology used to determine future years dwelling unit projections using AOEO datasets is considered to be a reliable source and used by all MPOs in Arizona. For VMT determination, the YMPO travel demand model continues to be the best source as it is reflective of the latest local/regional travel patterns, includes a robust and accurate roadway network, and is updated during each update cycle of the YMPO LRTP.

After performing the analyses described above, emissions from all processes (AP-42 and MOVES3.0.1) were combined to determine the overall impact of on-road mobile sources on PM<sub>10</sub> levels in the Yuma NAA. **Table 5** through **10** show these emissions for all analysis years for both no-build and build scenarios, along with the values used to calculate road dust emissions. As recommended in the EPA guidance,

- The no-build scenario for each future year includes transportation projects completed since the last LRTP; accounts for future population growth; and **does not include** any of the proposed LRTP projects.
- The build scenario for each future year includes transportation projects completed since the last LRTP; accounts for future population growth for each future year; and **includes** the LRTP projects.

**Table 5. Yuma 2025 Particulate Matter (PM<sub>10</sub>) Conformity Analysis – No Build Scenario**

| Facility Type                          | Particle Size Multiplier | Silt Loading Factor | Average Vehicle Weight | Emission Factor | Vehicle Miles Traveled | Emissions        |
|--|--------------------------|---------------------|------------------------|-----------------|------------------------|------------------|
|  | k (g/VMT)                | sL (g/m2)           | W (tons)               | E (g/VMT)       | VMT                    | kg/day           |
| Interstate                             | 1                        | 0.04                | 3.18                   | 0.174           | 546,986                | 95.18            |
| Expressway                             | 1                        | 0.04                | 3.18                   | 0.174           | 121,839                | 21.20            |
| Principal Arterials                    | 1                        | 0.3                 | 3.18                   | 1.088           | 902,474                | 981.89           |
| Minor Arterials                        | 1                        | 0.3                 | 3.18                   | 1.088           | 677,717                | 737.36           |
| Rural Major Collectors                 | 1                        | 0.7                 | 3.18                   | 2.352           | 431,719                | 1015.40          |
| Rural Minor Collectors                 | 1                        | 0.7                 | 3.18                   | 2.352           | 121,435                | 285.62           |
| Urban Collectors                       | 1                        | 0.24                | 3.18                   | 0.888           | 349,231                | 310.12           |
| Local Roads                            | 1                        | 0.85                | 3.18                   | 2.807           | 38,659                 | 108.52           |
| Interstate Ramps                       | 1                        | 0.04                | 3.18                   | 0.174           | 36,635                 | 6.37             |
| Local paved                            | 1                        | 0.85                | 3.18                   | 2.807           | 2,141,438              | 6,011.02         |
| Local unpaved                          |                          |                     |                        | 107.611         | 112,887                | 12,147.88        |
| MOVES Emissions                        |                          |                     |                        |                 |                        | 174.10           |
| PM <sub>10</sub> Emissions (kg/day)    |                          |                     |                        |                 |                        | <b>21,894.65</b> |
| PM <sub>10</sub> Emissions (tons/day)  |                          |                     |                        |                 |                        | <b>24.13</b>     |
| PM <sub>10</sub> Emissions (tons/year) |                          |                     |                        |                 |                        | <b>8,809.17</b>  |

**Table 6. Yuma 2025 Particulate Matter (PM<sub>10</sub>) Conformity Analysis – Build Scenario**

| Facility Type                          | Particle Size Multiplier | Silt Loading Factor | Average Vehicle Weight | Emission Factor | Vehicle Miles Traveled | Emissions        |
|--|--------------------------|---------------------|------------------------|-----------------|------------------------|------------------|
|  | k (g/VMT)                | sL (g/m2)           | W (tons)               | E (g/VMT)       | VMT                    | kg/day           |
| Interstate                             | 1                        | 0.04                | 3.18                   | 0.174           | 512,813                | 89.23            |
| Expressway                             | 1                        | 0.04                | 3.18                   | 0.174           | 113,723                | 19.79            |
| Principal Arterials                    | 1                        | 0.3                 | 3.18                   | 1.088           | 892,461                | 971.00           |
| Minor Arterials                        | 1                        | 0.3                 | 3.18                   | 1.088           | 664,208                | 722.66           |
| Rural Major Collectors                 | 1                        | 0.7                 | 3.18                   | 2.352           | 426,618                | 1003.41          |
| Rural Minor Collectors                 | 1                        | 0.7                 | 3.18                   | 2.352           | 121,498                | 285.76           |
| Urban Collectors                       | 1                        | 0.24                | 3.18                   | 0.888           | 398,201                | 353.60           |
| Local Roads                            | 1                        | 0.85                | 3.18                   | 2.807           | 37,921                 | 106.44           |
| Interstate Ramps                       | 1                        | 0.04                | 3.18                   | 0.174           | 33,244                 | 5.78             |
| Local paved                            | 1                        | 0.85                | 3.18                   | 2.807           | 2,141,438              | 6,011.02         |
| Local unpaved                          |                          |                     |                        | 107.611         | 112,887                | 12,147.88        |
| MOVES Emissions                        |                          |                     |                        |                 |                        | 174.1            |
| PM <sub>10</sub> Emissions (kg/day)    |                          |                     |                        |                 |                        | <b>21,890.67</b> |
| PM <sub>10</sub> Emissions (tons/day)  |                          |                     |                        |                 |                        | <b>24.13</b>     |
| PM <sub>10</sub> Emissions (tons/year) |                          |                     |                        |                 |                        | <b>8,807.57</b>  |



**Table 7. Yuma 2035 Particulate Matter (PM<sub>10</sub>) Conformity Analysis – No Build Scenario**

| Facility Type                          | Particle Size Multiplier | Silt Loading Factor | Average Vehicle Weight | Emission Factor | Vehicle Miles Traveled | Emissions        |
|--|--------------------------|---------------------|------------------------|-----------------|------------------------|------------------|
|  | k (g/VMT)                | sL (g/m2)           | W (tons)               | E (g/VMT)       | VMT                    | kg/day           |
| Interstate                             | 1                        | 0.04                | 3.18                   | 0.174           | 622,679                | 108.35           |
| Expressway                             | 1                        | 0.04                | 3.18                   | 0.174           | 143,308                | 24.94            |
| Principal Arterials                    | 1                        | 0.3                 | 3.18                   | 1.088           | 1,005,269              | 1,093.73         |
| Minor Arterials                        | 1                        | 0.3                 | 3.18                   | 1.088           | 751,333                | 817.45           |
| Rural Major Collectors                 | 1                        | 0.7                 | 3.18                   | 2.352           | 497,155                | 1169.31          |
| Rural Minor Collectors                 | 1                        | 0.7                 | 3.18                   | 2.352           | 137,815                | 324.14           |
| Urban Collectors                       | 1                        | 0.24                | 3.18                   | 0.888           | 397,679                | 353.14           |
| Local Roads                            | 1                        | 0.85                | 3.18                   | 2.807           | 45,967                 | 129.03           |
| Interstate Ramps                       | 1                        | 0.04                | 3.18                   | 0.174           | 41,956                 | 7.30             |
| Local paved                            | 1                        | 0.85                | 3.18                   | 2.807           | 2,152,356              | 6,041.66         |
| Local unpaved                          |                          |                     |                        | 107.611         | 112,887                | 12,147.88        |
| MOVES Emissions                        |                          |                     |                        |                 |                        | 194.00           |
| PM <sub>10</sub> Emissions (kg/day)    |                          |                     |                        |                 |                        | <b>22,410.93</b> |
| PM <sub>10</sub> Emissions (tons/day)  |                          |                     |                        |                 |                        | <b>24.70</b>     |
| PM <sub>10</sub> Emissions (tons/year) |                          |                     |                        |                 |                        | <b>9,016.89</b>  |

**Table 8. Yuma 2035 Particulate Matter (PM<sub>10</sub>) Conformity Analysis – Build Scenario**

| Facility Type                          | Particle Size Multiplier | Silt Loading Factor | Average Vehicle Weight | Emission Factor | Vehicle Miles Traveled | Emissions        |
|--|--------------------------|---------------------|------------------------|-----------------|------------------------|------------------|
|  | k (g/VMT)                | sL (g/m2)           | W (tons)               | E (g/VMT)       | VMT                    | kg/day           |
| Interstate                             | 1                        | 0.04                | 3.18                   | 0.174           | 553,803                | 96.36            |
| Expressway                             | 1                        | 0.04                | 3.18                   | 0.174           | 143,525                | 24.97            |
| Principal Arterials                    | 1                        | 0.3                 | 3.18                   | 1.088           | 949,573                | 1,033.14         |
| Minor Arterials                        | 1                        | 0.3                 | 3.18                   | 1.088           | 737,377                | 802.27           |
| Rural Major Collectors                 | 1                        | 0.7                 | 3.18                   | 2.352           | 497,762                | 1170.74          |
| Rural Minor Collectors                 | 1                        | 0.7                 | 3.18                   | 2.352           | 135,363                | 318.37           |
| Urban Collectors                       | 1                        | 0.24                | 3.18                   | 0.888           | 475,707                | 422.43           |
| Local Roads                            | 1                        | 0.85                | 3.18                   | 2.807           | 42,316                 | 118.78           |
| Interstate Ramps                       | 1                        | 0.04                | 3.18                   | 0.174           | 37,425                 | 6.51             |
| Local paved                            | 1                        | 0.85                | 3.18                   | 2.807           | 2,152,356              | 6,041.66         |
| Local unpaved                          |                          |                     |                        | 107.611         | 112,887                | 12,147.88        |
| MOVES Emissions                        |                          |                     |                        |                 |                        | 194.00           |
| PM <sub>10</sub> Emissions (kg/day)    |                          |                     |                        |                 |                        | <b>22,377.11</b> |
| PM <sub>10</sub> Emissions (tons/day)  |                          |                     |                        |                 |                        | <b>24.67</b>     |
| PM <sub>10</sub> Emissions (tons/year) |                          |                     |                        |                 |                        | <b>9,003.29</b>  |



**Table 9. Yuma 2045 Particulate Matter (PM<sub>10</sub>) Conformity Analysis – No Build Scenario**

| Facility Type                          | Particle Size Multiplier | Silt Loading Factor | Average Vehicle Weight | Emission Factor | Vehicle Miles Traveled | Emissions        |
|--|--------------------------|---------------------|------------------------|-----------------|------------------------|------------------|
|  | k (g/VMT)                | sL (g/m2)           | W (tons)               | E (g/VMT)       | VMT                    | kg/day           |
| Interstate                             | 1                        | 0.04                | 3.18                   | 0.174           | 693,314                | 120.64           |
| Expressway                             | 1                        | 0.04                | 3.18                   | 0.174           | 166,087                | 28.90            |
| Principal Arterials                    | 1                        | 0.3                 | 3.18                   | 1.088           | 1,103,885              | 1,201.03         |
| Minor Arterials                        | 1                        | 0.3                 | 3.18                   | 1.088           | 821,586                | 893.89           |
| Rural Major Collectors                 | 1                        | 0.7                 | 3.18                   | 2.352           | 564,302                | 1327.24          |
| Rural Minor Collectors                 | 1                        | 0.7                 | 3.18                   | 2.352           | 156,998                | 369.26           |
| Urban Collectors                       | 1                        | 0.24                | 3.18                   | 0.888           | 454,356                | 403.47           |
| Local Roads                            | 1                        | 0.85                | 3.18                   | 2.807           | 53,231                 | 149.42           |
| Interstate Ramps                       | 1                        | 0.04                | 3.18                   | 0.174           | 47,318                 | 8.23             |
| Local paved                            | 1                        | 0.85                | 3.18                   | 2.807           | 2,163,274              | 6,072.31         |
| Local unpaved                          |                          |                     |                        | 107.611         | 112,887                | 12,147.88        |
| MOVES Emissions                        |                          |                     |                        |                 |                        | 211.3            |
| PM <sub>10</sub> Emissions (kg/day)    |                          |                     |                        |                 |                        | <b>22,933.56</b> |
| PM <sub>10</sub> Emissions (tons/day)  |                          |                     |                        |                 |                        | <b>25.28</b>     |
| PM <sub>10</sub> Emissions (tons/year) |                          |                     |                        |                 |                        | <b>9,227.17</b>  |

**Table 10. Yuma 2045 Particulate Matter (PM<sub>10</sub>) Conformity Analysis – Build Scenario**

| Facility Type                          | Particle Size Multiplier | Silt Loading Factor | Average Vehicle Weight | Emission Factor | Vehicle Miles Traveled | Emissions        |
|--|--------------------------|---------------------|------------------------|-----------------|------------------------|------------------|
|  | k (g/VMT)                | sL (g/m2)           | W (tons)               | E (g/VMT)       | VMT                    | kg/day           |
| Interstate                             | 1                        | 0.04                | 3.18                   | 0.174           | 650,531                | 113.19           |
| Expressway                             | 1                        | 0.04                | 3.18                   | 0.174           | 147,351                | 25.64            |
| Principal Arterials                    | 1                        | 0.3                 | 3.18                   | 1.088           | 1,012,013              | 1,101.07         |
| Minor Arterials                        | 1                        | 0.3                 | 3.18                   | 1.088           | 790,122                | 859.65           |
| Rural Major Collectors                 | 1                        | 0.7                 | 3.18                   | 2.352           | 583,765                | 1373.02          |
| Rural Minor Collectors                 | 1                        | 0.7                 | 3.18                   | 2.352           | 155,836                | 366.53           |
| Urban Collectors                       | 1                        | 0.24                | 3.18                   | 0.888           | 525,890                | 466.99           |
| Local Roads                            | 1                        | 0.85                | 3.18                   | 2.807           | 44,321                 | 124.41           |
| Interstate Ramps                       | 1                        | 0.04                | 3.18                   | 0.174           | 54,075                 | 9.41             |
| Local paved                            | 1                        | 0.85                | 3.18                   | 2.807           | 2,163,274              | 6,072.31         |
| Local unpaved                          |                          |                     |                        | 107.611         | 112,887                | 12,147.88        |
| MOVES Emissions                        |                          |                     |                        |                 |                        | 211.3            |
| PM <sub>10</sub> Emissions (kg/day)    |                          |                     |                        |                 |                        | <b>22,871.40</b> |
| PM <sub>10</sub> Emissions (tons/day)  |                          |                     |                        |                 |                        | <b>25.21</b>     |
| PM <sub>10</sub> Emissions (tons/year) |                          |                     |                        |                 |                        | <b>9,202.16</b>  |

# Control Measures

In 1992, Transportation Control Measures (TCMs) were established for the Yuma NAA. These TCMs were transportation improvements planned and implemented for the purpose of reducing pollutant emissions and improving air quality. Reasonable Available Control Measures (RACMs) were included as a control measure in a State Implementation Plan (SIP) proposed by Arizona Department of Environmental Quality's (ADEQ) for the PM<sub>10</sub> NAA. To date, EPA has not taken any formal action on SIP controls for the Yuma area.

Local governments have adopted and implemented control measures to address PM<sub>10</sub> emissions. Some of the control measures implemented included:

- Paving, stabilizing, and/or reducing travel on unpaved streets, roads, and unpaved areas.
- Watering unpaved streets, alleys, shoulders, and canal and levee roads.
- Sweeping paved streets.
- Reducing travel on canal roads.
- Constructing improvements such as parking lots and landscaped areas to minimize the amount of undeveloped desert in developed areas that was exposed to the elements.

Recent control measures implemented by jurisdictions within the Yuma nonattainment area were inventoried for this conformity determination. Updated mileage data was gathered from these jurisdictions and emissions were calculated as shown in **Table 11**. The length in centerline miles was provided from the jurisdictions along with the number of days of operation. The number of days of operation refers to the number of days throughout the year that the control measure was conducted. The vehicle per day (veh/day) estimation was obtained from local paved road traffic counts and adjusted by taking 10% for paved control measures and 10% of the paved veh/day for the unpaved control measures. This assumption was made to provide a conservative estimation that could be applied to all jurisdictions. Road silt content was determined to be 4.3% from EPA documentation<sup>6</sup>. Two control measures were evaluated: watering and sweeping. Of note is that paving of unpaved roads was previously included in estimations and not included here to avoid double counting.

## Watering

The effectiveness of watering was determined by computing the difference between emissions using only the days with 0.01 inches of precipitation (baseline) and days with watering controls (applied control measure). These values are shown in **Table 11**.

## Sweeping

The emission factor for PM<sub>10</sub> for an efficient street sweeper is 0.6871 g/VMT<sup>5</sup>. Using this factor for the applied control measure case, the difference between uncontrolled (baseline) and emissions with sweeper were computed. Results are shown in **Table 11**.

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<sup>6</sup> AP-42 13.2.2 Background report Unpaved Roads ([epa.gov](http://epa.gov))

**Table 11. Control Measures Emission Reductions**

| Entity                  | Category             | Length in Lane Miles | Veh/Day | Today Days of Operation | Emission Factor lb/VMT | Affected VMT | Emission Reductions (Tons/year) |
|-------------------------|----------------------|----------------------|---------|-------------------------|------------------------|--------------|---------------------------------|
| <b>City of Yuma</b>     | Watering/Stabilizing | 4.20                 | 10      | 208                     | 0.45                   | 17472.00     | 3.92                            |
|                         | Sweeping             | 33.65                | 90      | 208                     | 0.0002                 | 3028.50      | 0.673                           |
| <b>Yuma County</b>      | Watering/Stabilizing | 4.49                 | 10      | 208                     | 0.41                   | 18678.40     | 3.85                            |
|                         | Sweeping             | 4.28                 | 90      | 208                     | 0.0002                 | 385.20       | 0.086                           |
| <b>City of Somerton</b> | Watering/Stabilizing | 0.20                 | 10      | 208                     | 0.41                   | 832.00       | 0.17                            |
|                         | Sweeping             | 0.96                 | 90      | 208                     | 0.0002                 | 86.40        | 0.019                           |
| <b>City of San Luis</b> | Watering/Stabilizing | 0.04                 | 10      | 208                     | 0.41                   | 166.40       | 0.03                            |
|                         | Sweeping             | 1.92                 | 90      | 208                     | 0.0002                 | 172.80       | 0.038                           |
| <b>TOTAL</b>            |                      |                      |         |                         |                        |              | <b>8.79</b>                     |

## PM<sub>10</sub> Results and Conclusions

Results from this analysis are summarized in **Table 12** and the build and no-build scenarios emissions are compared with each other. Estimated emissions are representative of the combination of MOVES3.0.1 and AP-42 results. The annual reductions are from the control measures and the newly paved roads. The difference in the estimated emissions and reduction provides the total adjusted PM<sub>10</sub> levels in the YMPO nonattainment area for the maintenance plan budget years 2025, 2035, and 2045.

**Table 12. Motor Vehicle Emissions Build Vs No-Build Comparison for PM<sub>10</sub>**

| Analysis Year | PM <sub>10</sub> Tons per Year (tpy)<br>No Build Scenario | PM <sub>10</sub> Tons per Year (tpy)<br>Build Scenario | Annual Reduction (tpy) | Total Adjusted PM <sub>10</sub> (tpy)<br>No Build Scenario | Total Adjusted PM <sub>10</sub> (tpy)<br>Build Scenario |
|---------------|---|--|------------------------|--|---|
| <b>2025</b>   | 8,809.2   | 8,807.6  | 8.79                   | 8,800.4  | 8,798.8   |
| <b>2035</b>   | 9,016.9   | 9,003.3  | 8.79                   | 9,008.1  | 8,994.5   |
| <b>2045</b>   | 9,227.2   | 9,202.2  | 8.79                   | 9,218.4  | 9,193.4   |

The analysis summary in **Table 12** indicates that the projected PM<sub>10</sub> emissions for the build scenario is less than the no-build or no-action scenario for each analysis year.

## 5. OZONE ANALYSIS

On August 3, 2018 the United States Environmental Protection Agency designated a portion of Yuma as a 2015 8-hour ozone marginal NAA (83 FR 25776). Since a budget has not been previously set for ozone, the baseline year test was used to demonstrate conformity. The baseline year is defined as the most recent year for which EPA's Air Emissions Reporting Rule requires submission of on-road mobile source emissions inventories as of the effective date of designation, which is 2017 for the 2015 8- hour ozone NAAQS. Inputs used to calculate the 2017 Ozone baseline NOx and VOC emissions are documented in Chapters 3 & 5 of the YMPO's Air Quality Conformity document for the "2018-2041 Regional Transportation Plan and 2020-2024 Transportation Improvement Program". The results for the year 2025, 2035 and 2045 were compared to the results of 2017. Ozone is modeled for its precursors; NOx and VOC. **Tables 13** and **14** show the mobile source emissions results for each analysis year for NOx and VOC, respectively. **Table 15** shows a comparison of the emissions for each analysis year versus the 2017 baseline year.

**Table 13. Mobile Source Results for Oxides of Nitrogen (NOx)**

| Source Type                  | Source Type ID | 2017      | 2025      | 2035      | 2045      |
|------------------------------|----------------|-----------|-----------|-----------|-----------|
| Motorcycle                   | 11             | 6,085     | 5,688     | 5,990     | 6,394     |
| Passenger Car                | 21             | 726,548   | 186,086   | 75,911    | 63,678    |
| Passenger Truck              | 31             | 950,375   | 282,995   | 104,337   | 87,017    |
| Light Commercial Truck       | 32             | 261,644   | 100,852   | 38,213    | 27,956    |
| Other Buses                  | 41             | 14,438    | 3,618     | 1,738     | 1,538     |
| Transit Bus                  | 42             | 16,802    | 13,570    | 6,072     | 5,305     |
| School Bus                   | 43             | 41,073    | 27,954    | 15,602    | 13,936    |
| Refuse Truck                 | 51             | 13,340    | 10,988    | 10,385    | 11,670    |
| Single Unit Short-haul Truck | 52             | 442,647   | 390,272   | 395,982   | 460,875   |
| Single Unit Long-haul Truck  | 53             | 12,985    | 4,083     | 3,035     | 3,061     |
| Motor Home                   | 54             | 24,460    | 24,765    | 22,736    | 25,830    |
| Combination Short-haul Truck | 61             | 129,232   | 124,762   | 114,262   | 119,188   |
| Combination Long-haul Truck  | 62             | 770,040   | 351,956   | 278,637   | 279,992   |
| <b>Total (grams/day)</b>     |                | 3,409,669 | 1,527,588 | 1,072,901 | 1,106,439 |
| <b>Total (Tons)</b>          |                | 3.759     | 1.684     | 1.183     | 1.220     |

**Table 14. Mobile Source Results for Volatile Organic Compounds (VOC)**

| Source Type                  | Source Type ID | 2017      | 2025      | 2035      | 2045      |
|------------------------------|----------------|-----------|-----------|-----------|-----------|
| Motorcycle                   | 11             | 139,739   | 150,588   | 161,430   | 187,727   |
| Passenger Car                | 21             | 1,812,071 | 1,220,745 | 879,475   | 858,513   |
| Passenger Truck              | 31             | 1,540,339 | 776,006   | 502,613   | 466,678   |
| Light Commercial Truck       | 32             | 377,503   | 187,169   | 119,453   | 112,773   |
| Other Buses                  | 41             | 754       | 477       | 388       | 375       |
| Transit Bus                  | 42             | 1,276     | 2,014     | 1,508     | 1,438     |
| School Bus                   | 43             | 12,054    | 5,037     | 1,440     | 742       |
| Refuse Truck                 | 51             | 3,502     | 922       | 536       | 566       |
| Single Unit Short-haul Truck | 52             | 568,810   | 311,160   | 221,045   | 246,069   |
| Single Unit Long-haul Truck  | 53             | 11,021    | 8,638     | 3,604     | 3,677     |
| Motor Home                   | 54             | 154,230   | 194,073   | 92,592    | 106,800   |
| Combination Short-haul Truck | 61             | 8,536     | 6,174     | 5,121     | 5,118     |
| Combination Long-haul Truck  | 62             | 91,303    | 16,817    | 11,272    | 10,662    |
| <b>Total (grams/day)</b>     |                | 4,721,138 | 2,879,821 | 2,000,476 | 2,001,138 |
| <b>Total (Tons)</b>          |                | 5.204     | 3.174     | 2.205     | 2.206     |

**Table 15 NOx and VOC Emissions Comparison to 2017 Baseline Year Results**

| Budget Year | NOx Tons per Year (tpy) | NOx 2017 Baseline Year (tpy) | VOC Tons per Year (tpy) | VOC 2017 Baseline Year (tpy) |
|-------------|-------------------------|------------------------------|-------------------------|------------------------------|
| <b>2025</b> | 1.684                   | 3.759                        | 3.174                   | 5.204                        |
| <b>2035</b> | 1.183                   | 3.759                        | 2.205                   | 5.204                        |
| <b>2045</b> | 1.220                   | 3.759                        | 2.206                   | 5.204                        |

## 6. CONCLUSION

The air quality analysis performed demonstrates conformity between the 2022-2026 Transportation Improvement Program, the 2022 - 2045 Long-Range Transportation Plan Amendment #1, and the interim emissions test (Build Vs No-Build). As illustrated in Tables 12 and 15, the analysis indicates that the projected emissions levels based on projects contained in the *YMPO LRTP Update 2022-2045 Amendment #1* meet the applicable conformity tests. Therefore, it is the determination of this analysis that this plan conforms under the 1987 PM<sub>10</sub> and the 2015 8-hour ozone National Ambient Air Quality Standards.

# **YMPO INFORMATION SUMMARY for Agenda Item 12**

## **2024-2025 CO2 Emission Targets**

**DATE:** February 29, 2024

**SUBJECT:** 2024-2025 CO2 Emission Targets

### **SUMMARY:**

The Federal Highway Administration (FHWA) released the final greenhouse gas (GHG) rule on November 22, 2023. The final rule requires the State Department of Transportation to set a declining carbon dioxide (CO2) emissions target for the National Highway System (NHS) by February 1, 2024. This target uses 2022 as the baseline year and will be measured at the end of the current performance period on December 31, 2025. The 2022 baseline is 16.75 million metric tons of CO2 emissions on the Arizona NHS and the Arizona Department of Transportation (ADOT) has established a state target of -0.1% reduction in CO2 emissions.

Metropolitan Planning Organizations (MPO) can either adopt the State target or establish a target for their region within 180 days of the State adoption of the target.

### **YMPO Responsibilities:**

- YMPO must adopt or develop 4-year CO2 targets for each performance period.
- ADOT requests a letter within 180 days of this notification indicating whether YMPO supports ADOT's 2024 CO2 target or identify a CO2 target for the YMPO region.
- ADOT and YMPO must coordinate State and MPO targets to the maximum extent practicable.
- YMPO are also required to report their targets to ADOT in a manner that is documented and mutually agreed upon.

### **PUBLIC INPUT:**

There has been limited public input on this subject, to date.

### **ACTION NEEDED:**

This item is on the agenda for information, discussion only.

### **CONTACT PERSON:**

Fernando Villegas, Senior Transportation Planner.



Multimodal Planning

**Katie Hobbs**, Governor

**Jennifer Toth**, Director

**Greg Byres**, Deputy Director for Transportation/State Engineer

**Paul Patane**, MPD Director

January 22, 2024

Ms. Crystal Figueroa  
Executive Director  
Yuma Metropolitan Planning Organization  
230 West Morrison St.  
Yuma, AZ 85364

Subject: 2024-2025 CO2 emissions target

Dear Ms. Figueroa,

The Federal Highway Administration (FHWA) released the final greenhouse gas (GHG) rule on November 22, 2023. The final rule requires that State Departments of Transportation set a declining carbon dioxide (CO2) emissions target for the National Highway System (NHS) by February 1, 2024. This target uses 2022 as the baseline year and will be measured at the end of the current performance period on December 31, 2025. The 2022 baseline is 16.75 million metric tons of CO2 emissions on the Arizona NHS and the Arizona Department of Transportation (ADOT) has established a State target of -0.1% reduction in CO2 emissions.

Metropolitan Planning Organizations (MPO) can either adopt the State target or establish a target for their region within 180 days of the State adoption of the target. If the MPO elects to establish their own target they may calculate the baseline and subsequent GHG metrics by either using the MPO share of State vehicle miles traveled (VMT) as a proxy for the MPO share of CO2, VMT estimates along with MOVES emission factors, the FHWA Energy and Emission Reduction Policy Analysis Tool, or other method that the MPO can demonstrate has valid and useful results for CO2 measurement.

ADOT requests a letter within 180 days of this notification indicating whether Yuma MPO supports ADOT's 2024 CO2 target or identifying a CO2 target for your MPO region.

Please email or post the letter to:

Thor Anderson  
1611 West Jackson Street  
Mail Drop 310B  
Phoenix, Arizona, 85007  
[tanderson@azdot.gov](mailto:tanderson@azdot.gov)



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

Sincerely,

DocuSigned by:

*Thor Anderson*

829C15A3B898464...

Thor Anderson  
Performance/Asset Manager  
Arizona Department of Transportation

Cc: Romare Truly, FHWA  
Dan Gabiou, FHWA

Certificate Of Completion

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| Envelope Id: 23814AB5EB3D441EB515CAFB1B754CDC                        |               | Status: Completed          |
| Subject: Complete with DocuSign: 2024 CO2 target YMPO letterhead.pdf |               |                            |
| Source Envelope:   |               |                            |
| Document Pages: 2  | Signatures: 1 | Envelope Originator:       |
| Certificate Pages: 1   | Initials: 0   | Ashlee Haugen-Lewis        |
| AutoNav: Enabled   |               | 206 S 17th Ave             |
| Envelopeld Stamping: Enabled   |               | Phoenix, AZ 85007          |
| Time Zone: (UTC-07:00) Arizona                                       |               | AHLewis@azdot.gov          |
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| Arizona Dept of Transportation                       |   |                              |
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| Carbon Copy Events | Status | Timestamp |
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| Notary Events | Signature | Timestamp |
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| Completed           | Security Checked | 1/22/2024 8:06:00 AM |

| Payment Events | Status | Timestamps |
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