

TECHNICAL ADVISORY COMMITTEE MEETING AGENDA

Local Governments and Citizens Working Together

TECHNICAL ADVISORY COMMITTEE (TAC)

March 14, 2024

Time: 9:00 a.m.

In-Person/Virtual

230 West Morrison Street

Yuma, Arizona 85364

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YMPO TAC MEMBERS

Chairman	Frank Sanchez, County Engineer, Yuma County
Vice-Chairman	Charles Gutierrez, Public Works Director, City of Somerton
Member	Joseph Grant, Public Works Director, Town of Wellton
Member	Erika Peterson, Associate Planner, City of Yuma
Member	Mark Hoffman, Senior Planner, ADOT
Member	Dave Wostenberg, City Engineer, City of Yuma
Member	Susan Cowey, CIP Administrator, City of Yuma
Member	Kelly Fricke, Public Works Director, Yuma County
Member	Eulogio Vera, Public Works Director, City of San Luis
Member	Allen Heck, Planning Director, Cocopah Indian Tribe

YMPO TAC EX-OFFICIOS

Caltrans	Beth Landrum
EPA	John Kelly
FHWA	Romare Truly
FTA	Ariana Valle
YCIPTA	Shelly Kreger

1. Call to Order and Declaration of Votes

The meeting will be called to order and the City of Yuma will declare the number of their votes.

2. Title VI of the Civil Rights ACT of 1964

A brief message will be read out reminding members of our Title VI obligations. YMPO has survey cards on the TAC Website, for the public to complete. Please send these to JR Aguilar, YMPO Title VI Coordinator, at jraguilar@ympo.org.

This item is on the agenda for information only and JR Aguilar, YMPO Mobility Manager, will read the YMPO Title VI Statement.

3. Call to the Public

This item is to provide an opportunity for comments by the public. Individuals who wish to address the committee need not request permission in advance but are limited to three (3) minutes.

4. Approval of Minutes

The approval of the February 8, 2024, minutes.

This item is on the agenda for information, discussion, and/or action.

5. FY 2026-2050 Long-Range Transportation Plan (LRTP) Update

Presentation by Kittleson & Associates regarding the FY 2026-2050 LRTP update. The Consultant will review the existing LRTP goals, performance measures, mapping conditions, and data review with the TAC members.

This item is on the agenda for information and discussion only. YMPO Senior Transportation Planner Fernando Villegas will present this item.

6. FY 2022-2045 YMPO Long-Range Transportation Plan (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 the 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 comment period was initiated; and advertisement was published in the Yuma Sun seeking 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 is on the agenda for information, discussion, and possible action to recommend the FY2022-2045 YMPO Long-Range Transportation Plan Amendment #1 and Air Quality Conformity for approval to the Executive Board, contingent upon addressing any comments received during the public comment period.

Mr. Villegas will present this item; further information is available in an information summary as Item 6.

7. FY 2022-26 Transportation Improvement Program (TIP) Amendment #13

The FY 2022-26 YMPO TIP was initially approved on July 29, 2021, and has since been amended twelve times, most recently on February 29, 2024, through the Executive Board. This amendment will include three non-exempt projects in the TIP Table that were on hold until the LRTP Amendment #1 and Air Quality Conformity Analysis are finalized.

The Interagency Council comments related to the LRTP Amendment #1 and Air Quality Conformity Analysis have been addressed, and the documents are under a 30-day public review period. The 30-day public review period will end on March 18, 2024.

This item is on the agenda for information, discussion, and possible action to recommend the FY2022-26 YMPO TIP Amendment #13 for approval by the Executive Board contingent upon addressing any comments received during the public comment period.

Mr. Villegas will present this item; further information is available in an information summary as Item 7.

8. 2024-2025 CO2 Emission Targets

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.

ADOT requests a letter within 180 days of this notification indicating whether YMPO supports ADOT's 2024 CO2 target or identifies a CO2 emission target for the YMPO region.

This item is on the agenda for information discussion and possible action to recommend ADOT's 2024 CO2 emission target for adoption to the Executive Board. Mr. Villegas will present this item; further information is contained in an information summary as Item 8.

9. Safe Streets and Roads for All (SS4A) Grant Program

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over \$3 billion is still available for future funding rounds.

Funds for the fiscal year 2024 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructural, behavioral, and operational

initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.

This item is on the agenda for information and discussion only. YMPO Executive Director Crystal Figueroa will present this item, and further information is available in an Information Summary as Item 9.

10. Complete Streets Concept Study Scope Review

YMPO is working on a scope of work to develop a Complete Streets Concept Study Request for Proposal for road improvements and to design cross-sections for roadways in the YMPO region.

Some member agencies have already included the Complete Street Concept as one of the transportation elements of their general/comprehensive plans. This study encompasses the Cities of Yuma, San Luis, and Somerton, Yuma County, the Town of Wellton, and the Cocopah Indian Tribe, which are the YMPO member agencies and include a small portion of the Quechan Reservation.

YMPO member agencies may use the Complete Street Concept Study to guide their public works standards and policies.

This item is on the agenda for information and discussion only. Mr. Villegas will present this item, and further information is available in an Information Summary as Item 10.

11. YMPO and ADOT

YMPO and ADOT staff will have the opportunity to update any other business that was not fully covered in previous agenda items. Monthly LPA Project Update Report will be provided as part of this item as an attachment.

- a. YMPO
- b. ADOT MPD Update

This item is on the agenda for information and discussion only. Fernando Villegas will present this item.

12. In-Kind Match Forms

This item is on the agenda as a reminder that all YMPO business that any member or staff that does work for YMPO in any form (i.e., read, comment, attend meetings either in-person OR by teleconference), YMPO is able to capture portions, or all, of your time as 'soft' match for those YMPO programs.

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

13. TAC Status Reports

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

Town of Wellton: No projects listed.

Yuma County:

Avenue D/E Corridor: 16th Street to 23rd Street

Red Cloud Mine Road

North Frontage Road: Avenue 10E to Fortuna Road

Avenue 3E Bridge Over "A" Canal

City of San Luis:

Cesar Chavez (Juan Sanchez) Boulevard Improvements

10th Avenue Los Alamos St. Curve Realignment

US95-County 20 ½ St.-County 22nd Raised Medians

County 22nd and 4th Avenue Intersection Improvements

County 22nd and Sidewinder Rd. Traffic Signal Implementation

City of Yuma:

North End Pavement Replacement

Pavement Marking Upgrade, Citywide

Avenue B Reconstruction, 24th St to 16th St

40th Street Construction, 6E to Fortuna Road

Bridge - Ave 7E & 40th St over "A" Canal

28th St Widening, 45th Ave to 33rd Dr.

28th St Reconstruction, 8th Ave to Madison Ave and Virginia, 28th St to 27th St

18th Street and Avenue C Traffic Signal

Traffic Signal Flashing Yellow Turn Arrow Installation

Traffic Signal, Pedestrian Hybrid Beacons (5 Locations)

Traffic Signal, Pedestrian Hybrid Beacons (3 Locations)

Hotel Del Sol Multimodal Center

Avenue 3E and 32nd Street Median Landscape

Traffic Operations Center

City of Somerton:

County 15th and Avenue D project

Main Street Parkview Traffic Signal

ADOT:

I-8: MP 71 (West of Aztec Road) to MP 82 (East of Aztec Road) Pavement Pres.

US-95: Rifle Range Road to Wellton-Mohawk Canal; Roadway/Bridge Widening

Cocopah Indian Tribe: No projects listed.

14. Future Agenda Items

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

- a. Transportation Alternatives (TA) Program Update
- b. Defense Community Infrastructure Pilot (DCIP) Program

15. Progress Reports

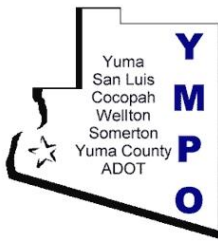
YMPO staff has provided a list of recent activities:

- a. Feb 9 – CPG/MPO Planners Meeting (CF, JH, FV)
- b. Feb 12 - Staff Meeting (CF, LL, JR, JH, FV)
- c. Feb 12 – ADOT/YMPO Monthly Coordination Meeting (CF, JH, FV)
- d. Feb 13 - FY2024 Section 5310 Regional Mobility Management Notice of Funding Availability (NOFA) (CF, BD, LL, JH, JR, FV)
- e. Feb 14 – MPO/COG Directors Meeting (CF)
- f. Feb 14 – 5310 Grant Application (CF, BD)
- g. Feb 15 – APA PS+CD Lunch + Learn Holistic Vision Zero: Equitable and Healthy School Safety (FV)
- h. Feb 15 – Networking for Community Resources – WACOG (JR)
- i. Feb 16 – AZ State Transportation Meeting (CF, FV)
- j. Feb 20 – RTAC Advisory Committee Meeting (CF, FV)
- k. Feb 20 – Yuma PM SIP Update Meeting (CF, FV)
- l. Feb 21 – ATSAP TAC Meeting 2 (CF, FV, JH)
- m. Feb 21 – Webinar: Shifting Gears: Toward a New Way of Thinking about Transportation (FV)
- n. Feb 21 – APBP February Webinar: Floating Bus Stop Accessibility: What have we Learned? (FV)
- o. Feb 26 – RTAC Board Meeting (CF, FV)
- p. Feb 27 – Sunlife 2023: Compliance Year-in-Review Webinar (LL)
- q. Feb 27 – Microsoft Excel: Beyond the Basics Fred Pryor Seminar (LL)
- r. Feb 29 – Grants Training for Local Public Agencies (CF, JH, FV)
- s. Feb 29 – FTA Bus Procurement Best Practices Update (JR)
- t. Feb 29 – Yuma TMPO Kick-Off Meeting (CF)
- u. Feb 29 – YMPO Executive Board Meeting (CF, BD, LL, JH, FV)
- v. Mar 1 – Payroll Law Seminar Fred Pryor Learning (LL)
- w. Mar 5 – YMPO/YCIPTA Meeting (JR, CF, FV)
- x. Mar 5 – How to use QuickBooks Fred Pryor Learning (LL)
- y. Mar 5 – Yuma MPO LRTP Update – PMT Meetings (JH, CF, FV)
- z. Mar 6 - Excel Training – Formulas & Turning Data into Information (JH)
- aa. Mar 6 – YMPO US-95/YPG DCIP Grant Kick-Off Meeting (JH, CF, FV)
- bb. Mar 6 – YMPO and Via Transportation (FV, CF)
- cc. Mar 7 – YC HR Training – New Hire Workplace Harassment Class (LL)
- dd. Mar 7 – Safe Streets and Roads for All (CF, FV)
- ee. Mar 8 – Safe Streets and Roads for All Demonstration (CF, FV)

- ff. Mar 11 – Staff Meeting (CF, BD, LL, FV, JR, JH)
- gg. Mar 11 – Project Management Workshop Fred Pryor (LL)
- hh. Mar 11 – YMPO-Regional Mobility Manager Committee (5310) (JR)
- ii. Mar 12 – Excel Training – Formulas & Turning Data into information Pt1 (CF, LL, BD, JH, JR, FV)
- jj. Mar 13 – Creating a Culture of Accountability (CF)
- kk. Mar 14 – TAC Meeting (CF, LL, BD, JH, FV)
- ll. Mar 14 – YMPO Monthly Update (JR)
- mm. Mar 14 – YRBC Board Meeting (CF, JH, JR)
- nn. Mar 14 – SWAZ WLG – March into Leadership (BD, CF)
- oo. Mar 14 – ASRS SVC Verification. Refunds, Retirement, and working after retirement training (BD)

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. For information regarding rights and provisions of the ADA or Section 504, or to request reasonable accommodations for participation in YMPO programs, activities, or services, contact Crystal Figueroa or Fernando Villegas at 928-783-8911.



TECHNICAL ADVISORY COMMITTEE REGULAR MEETING MINUTES

Local Governments and Citizens Working Together

TECHNICAL ADVISORY COMMITTEE (TAC)

February 8, 2024

Time: 9:00 a.m.

In-Person/Virtual

230 West Morrison Street

Yuma, Arizona 85364

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Member	Erika Peterson, Associate Planner, City of Yuma
Member	Mark Hoffman, Senior Planner, ADOT
Member	Dave Wostenberg, City Engineer, City of Yuma
Member	Susan Cowey, CIP Administrator, City of Yuma
Member	Kelly Fricke, Public Works Director, Yuma County
Member	Eulogio Vera, Public Works Director, City of San Luis

YMPO TAC MEMBERS ABSENT

Member	Erika Peterson, Associate Planner, City of Yuma
Member	Susan Cowey, CIP Administrator, City of Yuma
Member	Allen Heck, Planning Director, Cocopah Indian Tribe

ADDITIONAL PRESENT

Vamshi Yellisetty, Kittleson & Associates
Steve Wilson, Assistant Director of Engineering, COY (representing Susan Cowey)
Sanja Katic-Jauha, ADOT
Mary Ellen Finch, MCAS
Lucas Murry, ADOT
Isabelle Garcia, ADOT
Greg Ellingson, Public Works, Town of Wellton
Mike Blankenship, Greenlight Traffic Engineering

YMPO STAFF PRESENT

Executive Director	Crystal Figueroa
Senior Transportation Planner	Fernando Villegas
IT Manager	Jeff Heinrichs

Accountant II/ Executive Assistant
Administrative Assistant

Blenda Dale
Lourdes Lopez

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

Chairman Frank Sanchez called the meeting to order at 9:00 AM. The City of Yuma declares votes Dave Wostenberg (3 votes), Steve Wilson (2 votes).

2. **Title VI of the Civil Rights ACT of 1964**

The YMPO Title VI Nondiscrimination Notice to the Public was read by YMPO Administrative Assistant, Lourdes Lopez.

3. **Call to the Public**

There were no announcements from the public or TAC members.

4. **Approval of Minutes**

January 11, 2024, TAC meeting minutes had been included with the agenda. YMPO Executive Director Crystal Figueroa addressed the committee with one change on the minutes; Item 9 had a grammatical error; the abbreviation is supposed to be HSIP not HSIV. Dave Wostenberg, The City of Yuma, moved to approve the minutes with changes, Charles Gutierrez, The City of Somerton seconded the motion. Motion carried.

5. **ADOT Traffic Counts for the YMPO Region Presentation**

A presentation by ADOT, Sanja Katic-Juahar, and Lucas Murray will provide information regarding collecting traffic count data and GIS tools.

Sanja Katic-Juahar, ADOT, presented this item by providing a Traffic Count Status data report from 2022 to present time. Ms. Katic-Juahar continues by explaining that Yuma County and Yuma City were missing counts. Charles Gutierrez, City of Somerton, asked Ms. Katic-Juahar, why are there so many missing counts if they are based off the traffic study that they had Kimley Horn perform for all member agencies. Ms. Katic-Juahar answered that the traffic counts are not shared, and that half of the traffic count data collection process is to collect, and the other half is to upload to ADOT's MS2 Portal per member agency and that the second part (uploading) hasn't been completed and is likely the cause of all the missing traffic count data. Mr. Gutierrez asked for clarification on whether this should be classified as counts not uploaded instead of missing traffic counts. Ms. Katic-Juahar answered that she couldn't say whether it was either of those because they didn't see them uploaded on MS2 Portal. Jeff Heinrichs, YMPO IT Manager asked Ms. Katic-Juahar if the spreadsheet which includes all member agency Traffic Count Data he uploaded to MS2's Portal gets uploaded manually or does it not reflect on her presentation data table. Ms.

Katic-Juahar answered that ADOT's process for documenting traffic count data has been in place since late 2021 and it includes the road owner collecting and uploading their own traffic count data information onto the MS2 portal. Ms. Katic-Juahar continued by stating that only if the road owner does not have the resources or has not been trained to collect this data, then they can reach out to the MPO for assistance. Ms. Katic-Jahuar continued on by stating that if the MPO does not have the time or resources to assist the road owner, then it is recommended to have a third-party contract to collect the data and upload it. Mr. Gutierrez addressed Ms. Katic-Juahar by stating that YMPO collects all traffic count data for all its member agencies making it the cognizant agency to upload said data, clarifying that no member agencies in this area upload their own traffic data to MS2. Ms. Katic-Jauhar answered that it is likely possible then that the data is sitting in her inbox as of the prior day if it was sent from YMPO for all member agencies and she will work with Jeff Heinrichs to upload those and confirm those missing and overdue counts are in that file.

Lucas Murray, ADOT, addressed the committee by providing information regarding Certified Public Mileage. Mr. Murray explained that CPM Mileage is the total sum mileage of all public roads that are in the State and what exactly is defined as a public road. Mr. Murray stated that CMP does influence federal funding and that is why it is important, and they want to make sure that that information is as accurate as possible. Mr. Murray continued by informing the committee that in 2021, there was a significant increase in their CPM of 7800 miles statewide and this was due to the fact that ADOT worked with MPOs to identify and make sure that all they were counting all the correct roads as CPM or not; this means there was 7800 miles of road that was not previously being counted but should have been. Mr. Murray continued by informing the committee that they can go online and view and approve their own CPM data and other resources pertaining to the CPM of the agency.

Mark Hoffman, ADOT, asked Mr. Murray if the CPM is getting validated once a year and if they are asking the agencies to approve those CPMs. Mr. Murray answered that they would like for agencies to go into CPM and approve.

Chairman Sanchez asked Mr. Murray if ADOT is distinguishing between a Yuma County Maintained Road that is owned by the County vs. a public road. Mr. Murray answered that from a CPM standpoint, they do not have to distinguish between those roads, but they do have to make sure those roads can be defined as a CPM and that ownership of the road does not apply in this process. Mr. Murray added that the process is different for private roads though and they do need to get exceptions from FHWA to be able to count those towards CPM. Mr. Sanchez stated that they could not certify public roads that are traversable because there are people who dedicate rights of way to public roads, and they

don't know the condition of those roads. Mr. Murray answered that the discussion would be best had in a new meeting where they can address these concerns. Mr. Sanchez agreed. Mr. Wostenberg added that there are dirt roads in the city of Yuma that may not be accessible via the defined vehicles in the CPM rules. Mr. Murray informed Mr. Wostenberg that they would need to investigate to make sure that dirt roads that can't be accessible via the defined vehicles in the CPM can be counted in the CPM or not and will follow up with him with the information. Mr. Sanchez then added that he could send Mr. Murray a list of all the roads and streets but that he was unsure if he could certify them as a public road or not. Mr. Murray said he would follow up with him as well.

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

The consultant Kittleson and Associates continues to work on the FY 2022-2045 YMPO LRTP Amendment #1 and Air Quality Conformity update. A build/no build interim budget test for each analysis year for conformity purpose has been submitted to the Interagency Consultation (IAC) for review.

The Environmental Public Agency (EPA) submitted a list of questions and corrections to the consultant. The consultant resubmitted a revised document for review.

Fernando Villegas, YMPO Senior Transportation Planner, informed the committee that on February 5th, staff had a meeting with EPA regarding their comments and questions pertaining to the LRTP Amendment #1. Mr. Villegas continued by stating that the EPA is still asking for the reports to be revised and that Vamshi Yellisetty, Kittleson & Associates, was present to answer any questions regarding the ongoing process with EPA.

Mr. Yellisetty addressed the committee and stated that they have been able to resolve EPA's questions and currently making the request edits and are hoping to send out the revised document that includes all of EPA's comment resolution and send it to the interagency consultation for one final review by day. Mr. Yellisetty continued on by stating that there will be a one-week review period for EPA, and he was sure all the comments EPA had were resolved in the revised document. Mr. Yellisetty also informed the committee that after interagency consultation review is complete, the document will be put up for a 30-day public comment period and then for approval from the Executive Board.

Ms. Figueroa addressed the committee by stating that there was a timeline for the documents to be submitted but hoping to bring it back to the committee next month

for possible recommendation to the Executive Board contingent on the 30-day completion for approval in March, not April.

Mr. Wostenberg asked Mr. Villegas if this would affect the TIP Amendment regarding the projects that were not included in TIP amendment because of air quality. Mr. Villegas answered that there were three projects on hold (one for The City of Yuma and two for Yuma County) and were not allowed to include those projects in the TIP Amendment until the LRTP Amendment was completed. Mr. Villegas continued by stating that he does have those three projects ready to include them in the TIP as soon as the LRTP Amendment is approved.

Chairman Sanchez asked if this was something that could be completed by the next TAC meeting and Ms. Figuera answered that she thinks both approvals can be done in March during the next meeting.

Mr. Gutierrez addressed the committee by stating that in the past, TAC could approve the amendments contingent if there are no unresolvable issues from public comments that they had to make any major changes and that the Board could approve immediately. Mr. Villegas added that if that's the case, then he could have the TIP amendment ready by the next TAC meeting.

7. FY 2026-2050 Long-Range Transportation Plan Kick-Off

A Notice to Proceed was issued to Kittelson & Associates in early January, with a development timeframe of sixteen months to complete the FY2026-2050 YMPO LRTP update. A kickoff meeting with YMPO staff was held. Collaboration from each YMPO member is encouraged during the LRTP update process.

TAC members will have the opportunity to involve staff from their respective agencies to participate in a technical working group during the update of the LRTP.

Mr. Villegas gave the floor to Mr. Yellisetty to present this item. Mr. Yellisetty provided the committee with a PowerPoint presentation. Mr. Yellisetty presented the LRTP Kick-Off project expectations and goals explaining that their hope with The City of Yuma is to make sure they are in sync with the plan as much as possible and the same goes with other member agencies. Mr. Wostenberg addressed Mr. Yellisetty stating The City of Yuma along with the other municipalities and the YMPO will be working on Safety Action Plan as well and that it will get incorporated in COY's Master Plan. Mr. Yellisetty stated that they will make sure that the Transportation Master Plan and the Safety Action Plan are tightly integrated with the YMPO LRTP. Chairman Sanchez addressed Mr. Yellisetty stating that he would like to see all weather crossings (major washes) identified in the LRTP not only just the roads. Mr. Yellisetty answered that they would include that. Mr. Gutierrez asked Mr. Yellisetty if they could refine the

Regional Significant Roads Network to include County 19th and roads like it. Mr. Yellisetty answered that they will relook at the Regional Significant Roads Network that was included in the previous RTP.

Mark Hoffman, ADOT, addressed Mr. Yellisetty stating that he wanted to make sure that they identified those reasonably significant routes that are included in the modeling for air quality and plaguing those in the plan to make sure they are identified and if anything has changed on those routes that there flagged for conformity analysis. Mr. Yellisetty stated that they will do that and that they will be working with the working group on that.

Mr. Gutierrez asked Mr. Yellisetty how this going to look with the Bill that is not guaranteed to be passed 2025-26 with new administration that could possibly wipe the whole thing out and if there are going to be implications on there and how this is going to look if the bill goes away. Mr. Yellisetty answered that they could do that in the Scenario Analysis and make some assumptions in terms of funding and how funding decrease will affect the plan and as a group include it in the LRTP only if it is the most likely scenario.

Mr. Yellisetty asked Mike Blankenship, Greenlight Traffic Engineering to talk about the HSIP process. Mr. Blankenship addressed the committee stating the process is one year before the application is completed and the main application is due back to ADOT May 3rd which should be submitted by YMPO. Mr. Blankenship continued by stating that they will continue to work with locals with what they see as the highest potential HSIP locations to get the highest benefits cost ratio and they will be doing that through early March. Mr. Blankenship continued by adding that the five-year crash data that ADOT is requiring them to use is from July 1, 2018, through June 30, 2023, but they will allow newer fatal and serious injuries that have occurred since the end of June of last year. Mr. Blankenship also added that once the first round of applications is submitted on May 3rd, ADOT is going to use some of their own call consultants to do a scoping analysis of each application that is submitted around the state, and that any comments or changes that come about from the scope will need to be corrected and resubmitted to ADOT on January 17th, 2025. Chairman Sanchez asked Mr. Blankenship if he could get in touch with ADOT and get the cost of past projects that they approved, and contracts issued to capture more accurate costs.

Mr. Blankenship stated they will be pulling the most recent cost estimates from ADOT, but ADOT had included some factors to increase the cost estimates. ADOT requires a minimum of \$150,000 for design and fees regardless of the type of project. In addition \$40,000 scoping fee for ADOT's consultants and the normal \$30,000 ADOT fee. On the construction side ADOT requires a minimum \$500,000 cost estimate and they are adding a 40% contingency and 9% inflation factor.

Mr. Blankenship stated that ADOT is setting aside some of the HSIP funds to help cover some of the overages up to 20%.

Mr. Gutierrez asked Mr. Blankenship what the funding level is for this one. Mr. Blankenship stated the funding was down from previous years. FY2027 the funding is \$35 Million, FY2028 \$55 million total \$90 million.

Mr. Wostenberg addressed Chairman Sanchez and stated that Steve Wilson, City of Yuma, had left the meeting at 10:04 AM and City of Yuma now has 5 votes.

Mr. Yellisetty asked the member agencies for the names of the people who will be a part of the technical working group. Mr. Wostenberg, City of Yuma, stated Erica Peterson and Steve Wilson, and himself. Chairman Sanchez, Yuma County, stated he wanted to add Jason Giard and himself. Mr. Gutierrez, City of Somerton, added himself and Alejandro Camacho and Sal Albor. Eulogio Vera, City of San Luis, included Jorge Perez and Manuel Hernandez. Mr. Grant, Town of Wellton, added Greg Ellingson. Mr. Gutierrez suggested to Mr. Yellisetty that Brian Golding from Quechan for emails and information. Mr. Yellisetty suggested placing Brian Golding, Chamber of Commerce, YPG and MCAS in the stakeholder's group instead to keep working group focused on local specific improvement but that YCIPTA could be included in the working group.

8. 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, through 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.

Mr. Villegas presented this item. Mr. Villegas presented Amendment #12 and a list of those changes was presented to the committee. Mr. Villegas continued by explaining that there are monetary changes to the projects that are using STBG funding. Mr. Villegas also explained that YMPO secured a loan from the Sierra Vista MPO. Mr. Gutierrez asked Mr. Villegas what the payback date was for the above-mentioned loan and Mr. Villegas answered it was FY26. Mr. Villegas continued by stating additional changes to projects in the City of Yuma and City of San Luis as shown in the table presented to the committee. Mr. Villegas recommended a motion to approve the amendment, Mr. Gutierrez motioned, and Mr. Hoffman seconded the motion which was unanimously approved.

9. Transportation Alternatives (TA) Program Update

The TA program is a 10% set-aside of the Surface Transportation Block Program (STBG) Program established under the Bipartisan Infrastructure Law (BIL). The TA program provides funding for generally smaller-scale alternative transportation projects. The State Transportation Board approved all three YMPO projects on November 17, 2023

Mr. Heinrichs presented this item. Mr. Heinrichs informed the committee that All three TA projects that were initiated through the ADOT LPA sections and incorporated into the YMPO TIP were approved by ADOT and included in the STIP. Mr. Heinrichs also informed the committee that by February 29th, 2024, TA Project Sponsors need a completed IGA/JPA agreement and that after this agreement is completed, project sponsors will be invoiced by ADOT. Mr. Wostenberg addressed the committee stating that the City of Yuma has not received the drafts and will not be able fully executed until three weeks after the drafts are approved because they need that time to get them on their council agenda and added that Crane is drafting the IGA between Crane School District and the City of Yuma. Mr. Heinrichs addressed Mr. Hoffman asking him if not meeting the deadline is a concern for ADOT. Mr. Hoffman stated that he does not know if there will be any issues with them getting authorized.

10. 2024-2025 CO2 Emission Targets

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 set a declining carbon dioxide (CO2) emissions target for the National Highway System (NHS) by February 1, 2024. 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.

Mr. Villegas presented this item stating since FHWA released its November 22, 2023 rule requiring the State Department of Transportation to set a declining CO2 emission target by February 1, 2024, YMPO is required to either adopt the State target of -0.1% reduction or establish a new target for the region within 180 days of the State adoption of the target. Mr. Villegas continued by informing the committee that YMPO must adopt or develop a 4-year CO2 target for each performance period and that ADOT is requiring a letter within 180 days of the notification indicating what YMPO will do. Mr. Gutierrez addressed the committee stating that this rule was just like previous performance measures that ADOT has adopted and stated that YMPO region has always adopted theirs. Mr. Gutierrez continued by stating that having to hire a consultant to create a new emission target is financially out of the question so it's best to adopt ADOT's target. Mr. Wostenberg asked baseline emissions for YMPO and Chairman Sanchez proceeded to ask as well how YMPO obtains those numbers. Mr. Gutierrez added

that since there are no baseline numbers yet, YMPO member agencies cannot be held accountable for not meeting targets. Chairman Sanchez asked Mr. Villegas if by the draft will be ready by next meeting and Mr. Villegas confirmed it would.

11. YMPO and ADOT

YMPO and ADOT staff will have the opportunity to update any other business that was not fully covered in previous agenda items.

- a. YMPO
- b. ADOT MPD Update

Ms. Figueroa presented this item by informing the committee with a brief update on Greater Arizona Transportation projects that were included in the House Bill 2412 that was heard by the Transportation Committee and was passed 9-1 votes. Ms. Figueroa continued stating there are three projects in the plan, City of Yuma, City of Somerton, and Highway US 95 but there is a shortage in the budget and US-95 was a project that was called back. Ms. Figueroa continued by stating YMPO has contracted with Wilson & Company to pursue a 2024 DCIP Grant for US-95. Mr. Hoffman asked Ms. Figueroa what grant she mentioned, and Ms. Figueroa answered that it is the Defense Community Infrastructure Pilot Grant by the Department of Defense. Ms. Figueroa asked Mr. Hoffman if there were any updates from ADOT. Mr. Hoffman replied that there wasn't.

12. In-Kind Match Forms

This item is on the agenda as a reminder that all YMPO business that any member or staff that does work for YMPO in any form (i.e., read, comment, attend meetings either in-person OR by teleconference), YMPO is able to capture portions, or all, of your time as 'soft' match for those YMPO programs.

Mr. Villegas stated that everyone has their In-Kind forms and to remind them to turn them in.

13. TAC Status Reports

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

Town of Wellton: No projects listed.

Yuma County:

Chairman Sanchez provided these updates:

Avenue D/E Corridor: 16th Street to 23rd Street – Finalizing RAISE Grant application.

Red Cloud Mine Road – FHWA will award project next week. Contractor expects to finalize and pave the road by the end of March 2024.

North Frontage Road: Avenue 10E to Fortuna Road – Paving north half of Frontage roads in next three weeks.

Avenue 3E Bridge Over “A” Canal – Consultants working on preliminary scope design.

Chairman Sanchez asked Mr. Villegas if the US-95 project can be added to this list of projects and Mr. Villegas stated he would add it. Chairman Sanchez added that this project had been awarded part of the state allotment and it was submitted three years ago.

City of San Luis:

Eulogio Vera, City of San Luis left during the meeting, so no new updates were given to the committee.

Cesar Chavez (Juan Sanchez) Boulevard Improvement

10th Avenue Los Alamos St. Curve Realignment

US95-County 20 ½ St.-County 22nd Raised Medians

County 22nd and 4th Avenue Intersection Improvements

County 22nd and Sidewinder Rd. Traffic Signal Implementation

City of Yuma:

Mr. Wostenberg provided these updates:

North End Pavement Replacement – TBC in March or April 2024 and under budget.

Pavement Marking Upgrade, Citywide – In design, installed FY25.

Avenue B Reconstruction, 24th St to 16th St – Met with Contractors, decided to place job back out for bid, June 1st Notice to Proceed.

40th Street Construction, 7 1/2E to 10E – Made correction 6E, design stage, ready to submit application for bridge grant, then work with Greenlight to prepare application for the MPDG program in May.

40th Street Construction 7 1/2E to 6 3/4E – 60% designed, schedule for FY25 construction.

Bridge - Ave 7E & 40th St over A Canal – Currently under construction, about 35% complete, estimating May 2024 completion.

28th St Widening, 45th Ave to 33rd Dr. – Out for bid.

28th St Reconstruction, 8th Ave to Madison Ave and Virginia, 28th St to 27th St - On hold until FY26-27, will extend to include Ave A.

18th Street and Avenue C Traffic Signal – Reevaluating still.

Traffic Signal Flashing Yellow Turn Arrow Installation – Will be installed in FY 25.

Traffic Signal, Pedestrian Hybrid Beacons (5 Locations) – Under design, constructed in FY25.

Traffic Signal, Pedestrian Hybrid Beacons (3 Locations) - Under design, constructed in FY25.

Hotel Del Sol Multimodal Center – Environmental Clearance almost complete, next step to work on grant agreement with FTA and will be moving to construction later this year.

Avenue 3E and 32nd Street Median Landscape – 60% completion FY25 installation.

Traffic Operations Center – Kick-off meeting happened two weeks ago, project underway, estimated by FY26.

City of Somerton:

Mr. Gutierrez presented these updates:

County 15th and Avenue D project – HSIP Project, IGA will sign 02/20/2024.

Main Street Parkview Traffic Signal – Will be completed by EOM March.

Mr. Gutierrez added that Greenlight Traffic Engineering is going to update Main St and Cesar Chavez Intersection, possibly widening Cesar Chavez all the way down North to County 15th St.

ADOT:

Isabelle Garcia, ADOT, provided these updates:

I-8 at the Colorado River Bridge; Repair Project – Completed.

I-8: MP 71 (West of Aztec Road) to MP 82 (East of Aztec Road) Pavement Pres. – The project will be put on hold waiting on light poles to be delivered then the project will be complete.

US-95: Rifle Range Road to Wellton-Mohawk Canal; Roadway/Bridge Widening – Contractors are working on the box culvert apron. Then they will start widening the bridge.

Cocopah Indian Tribe: No projects listed.

14. Future Agenda Items

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

- a. Off-System Bridge (OSB) Applications
- b. Transportation Alternatives (TA) Program Update
- c. Defense Community Infrastructure Pilot (DCIP) Program

Ms. Figueroa addressed the committee stating that YMPO will bring back the complete street study for the UPWP to be discussed at a later TAC Meeting.

Mr. Villegas added that the FY24-25 CO2 Emissions Target for the next meeting as well as the TIP Amendment.

Chairman Sanchez asked if someone from ADOT can update AZ Smart Fund looking at possibly increasing those funds because City of San Luis received the federal grant, and they were trying to work with them to get their matching share for that fund.

Ms. Figueroa answered Chairman Sanchez stating that House Bill 2318 is specifically for AZ Smart funds and asking for some reform on the stipulation on how to use AZ Smart funds regarding allocation and to advocate for additional funding. Ms. Figueroa stated that the house bill did pass. Chairman Sanchez stated that the City of San Luis match was close to 4 million and hopefully they can access funds from AZ Smart Funds.

15. Progress Reports

YMPO staff has provided a list of recent activities:

- a. Jan 12 – Arizona Transportation Board Meeting (CF)
- b. Jan 16 – APS Virtual Energy Assessment (BD)
- c. Jan 16 – Yuma PM10 SIP Update Meeting (CF, FV)
- d. Jan 17 – YMPO LRTP Amendment 1 – EPA Questions (FC, FV)
- e. Jan 18 – FY27/28 HSIP Webinar (CF, JH, FV)
- f. Jan 18 – YRBC Board Meeting (CF, JH, JR)
- g. Jan 18 – YC HR Training – Email Etiquette (LL)
- h. Jan 18 – ADOT Tribal Transportation Training Course Mod 2 (FV)
- i. Jan 19 – Mobility Management – Progress Report Workgroup (JR)
- j. Jan 22 – HR Follow-up Meeting (CF, BD, FV)
- k. Jan 22 – RTAC Advisory Committee Meeting (CF, FV)
- l. Jan 22 – ADOT Tribal Transportation Planning Workshop Mod 3 (FV)
- m. Jan 22 – ADOT Audit Internal Control Questionnaire (CF, BD)
- n. Jan 23 – Conference Room Equipment Set-Up Training (JH, BD, LL)
- o. Jan 23 – YMPO LRTP – Kick Off (CF, FV)
- p. Jan 23 – Tribal Transportation Planning Workshop Mod 4 (FV)
- q. Jan 24 – Tribal Transportation Planning Workshop Mod 5 (FV)
- r. Jan 25 - Pre-Proposal Webinar for DCIP (JH)
- s. Jan 25 - YMPO Audit Committee (CF, BD, JH)
- t. Jan 25 - Tac Agenda due to Chairman (CF, FV)
- u. Jan 25 – RTAP Request/Reimbursement Training (CF, FV)
- v. Jan 25 – Executive Board Meeting (CF, JR, JH, BD, FV, LL)
- w. Jan 26 – PASS Training Day (JR)
- x. Jan 29 - SWAZ Women Leading Government Workshop (CF, BD)
- y. Jan 29 - RTAC Board Meeting and Legislator Lunch (CF, FV)
- z. Jan 31 – YC HR Training Class – Coaching Through Conflict (CF, BD, LL)
- aa. Feb 1 - AZ Transportation Board Meeting/Study Session (CF)
- bb. Feb 1 – TAC Agenda due to Chairman (CF, FV)

- cc. Feb 1 – YC HR Training – Employment Foundations: Standards of Conduct (LL)
- dd. Feb 5 – Staff Meeting (CF, LL, JR, JH, FV)
- ee. Feb 8 – TAC Meeting (CF, BD, LL, JH, FV)
- ff. Feb 8 – YMPO Monthly Update (FV)
- gg. Feb 8 – YRBC Board Meeting (CF, JH, FV)

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. For information regarding rights and provisions of the ADA or Section 504, or to request reasonable accommodations for participation in YMPO programs, activities, or services, contact Crystal Figueroa or Fernando Villegas at 928-783-8911.

An aerial photograph of Yuma, Arizona, showing a dense urban grid with numerous streets and buildings. The city is surrounded by flat, arid land with some distant mountains visible on the horizon under a cloudy sky. The bottom half of the image is overlaid with a semi-transparent graphic consisting of four vertical bars in yellow, green, and blue.

Yuma Metropolitan Planning Organization

FY 2026-2050 YMPO LRTP Update

Refined Scope of Work

March 6, 2024

1. Introduction

Since the completion of the Yuma Metropolitan Planning Organization (YMPO) 2045 Regional Long-Range Transportation Plan (LRTP), the YMPO region and the Nation have experienced significant changes, including the development of multiple multimodal transportation improvements by member agencies, the enactment of the Bipartisan Infrastructure Law (BIL) that has created numerous new funding resources, and the economic surge that has occur since the COVID-19 pandemic subsided. All of these changes necessitate a fresh perspective on the region's current and future transportation needs. Through our conversations with your staff, we understand that the following are key objectives of this project:



Voice of the Community

Reflect the voices of residents, businesses, and visitors



Supports Development

Infrastructure to local and regional economic growth



Systematically Address Mobility

Action plan to improve circulation, congestion, safety, and mobility in the region



Forward Thinking and Sustainable

Preserve the existing system while addressing its deficiencies



Sets Region Up for Success

Proactively plan for potential funding and MPO status changes

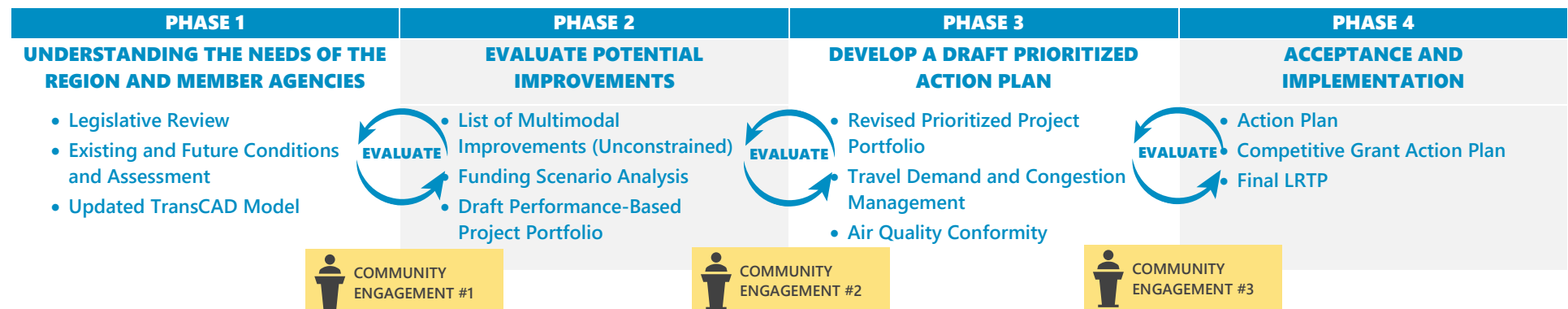


Provides Travel Options

Multimodal transportation options for people of all ages and abilities

Project Understanding and Approach

With a primary goal of developing an achievable improvement and implementation plan to systematically implement projects to address near- and long-term mobility, safety, pavement, bridge, and freight needs, the 2026-2050 YMPO LRTP provides an exciting opportunity to develop a plan that helps the region move smarter and more sustainably for the future. Building on the previous plan, the 2026-2050 LRTP needs to further address and incorporate all modes, solutions to fund potential improvements, and establish a path towards not only meeting the region's transportation needs but ensuring performance targets are met. The graphic below illustrates our general approach to completing the LRTP.



Major Issues, Challenges, and Opportunities

The Kittelson team understands the issues, constraints, and opportunities that form the context of this project. Our team is prepared to successfully provide transportation planning, traffic analysis, cost estimating, project prioritization, public outreach, modeling, air quality analysis, and economic analysis services to develop the 2050 YMPO LRTP. The following is our understanding of issues and concerns to be addressed developing the LRTP.

CHALLENGE: Bipartisan Infrastructure Law Requirements

With legislative and policy changes occurring since the 2045 RTP, the 2050 LRTP must account for and coincide with federal legislation changes and performance measurement targets initiated by the BIL. Under these regulations, all regional agencies are still required to establish performance targets to be eligible as a funding recipient.

OUR APPROACH

- **Federal and State Compliance Checklist.** We will develop a checklist outlining current state and federal RTP requirements to identify areas of the 2045 RTP that must be updated to meet policies and requirements.
- **Performance Based Evaluation.** Study roadways will be evaluated against performance targets to identify areas of no, low, medium, or high level of need by performance area. These needs will inform project identification and prioritization.

CHALLENGE: Air Quality Conformity

The YMPO region is in nonattainment status for PM10 and Ozone within their planning boundary. The MPO has the responsibility to ensure that transportation plans and programs within the planning boundary conform to the state and national air quality standards. The Kittelson team is uniquely qualified to help the YMPO meet conformity standards.

OUR APPROACH

- **Understanding Process and Methods.** For the 2045 LRTP, our team completed the Air Quality Conformity Analysis for the MPO, navigating the complexities of EPA rules and MOVES model to demonstrate the plan shows conformity with air quality standards.
- **Leveraging Relationships.** The Kittelson team has relationships with local agency partners and state and federal contacts to gather appropriate data and information to perform the analysis, and to understand, and identify any new requirements at the state and federal levels. This ensures a compliant analysis and helps move the YMPO towards PM10 and Ozone attainment.

CHALLENGE: Safety and Transit After COVID-19

Understanding the impacts of the COVID-19 pandemic on the traditional planning process, as well as the long-term economic and social impacts is critical to developing a plan that moves YMPO into the future.

OUR APPROACH

- **Assessing Transit Impacts.** The pandemic has a particularly dramatic effect on transit agencies throughout the country. Many agencies saw ridership drop significantly, yet to return to pre-pandemic levels. Leveraging the work done on the recent YCIPTA Short Range Transit Plan, our team will take a fresh look at transit needs, to understand where improvements can be made to support transit riders.
- **Ensuring Multimodal Safety.** Crash rates have increased over the past 5 years for both fatal and severe injuries. While total fatalities in Yuma County decreased by 3 in 2022, to continue reversing the trend, the YMPO must leverage federal funding and reframe its approach to traffic safety. Our team can identify and recommend strategic projects to advance safety outcomes for all users.

OPPORTUNITY: **Building on What we Know!**

YMPO and local agencies have significantly invested in understanding the multimodal transportation needs through various multimodal plans. The members of our team are developers of many of these plans (including the YMPO Strategic Transportation Safety Plan, Bicycle and Pedestrian Safety Plan, and the Binational San Luis Transportation Plan), which eliminates the learning curve and saves time and money!

OUR APPROACH

- **Safety.** Greenlight will leverage their prior experience to perform quick updates to the transportation safety conditions and priorities. ***We will also prepare up to 8 7 HSIP applications as part of the LRTP efforts.***
- **Active Transportation Demand.** Increasingly YMPO residents are wanting more travel options. Leveraging the previous plan, our team will identify additional active transportation improvement projects to address critical regional connectivity needs to schools, businesses, trails, and other key destinations.
- **Incorporating Big Data.** In-house, Kittelson has access to big data sources like Replica that provide precise information on highway bottlenecks, travel patterns, multimodal conditions, and truck information to help form a comprehensive understanding of the region's needs.
- **Getting the Word Out.** The previous LRTP was conducted during the height of the COVID-19 pandemic, limiting engagement opportunities. We will leverage our lessons learned to conduct a multi-phased engagement process that incorporates online and in-person engagement opportunities.
- **Synergy with the Yuma Transportation Master Plan.** The Kittelson team was selected to complete the Yuma TMP update, which will be happening on a parallel timeline to the LRTP. Having the same teamwork closely with Yuma and YMPO staff will save time and ensure beneficial coordination strategies to make the most of competitive funding pursuits. At the same time, our team understands that YMPO supports agencies across the planning boundary and will work closely with each agency to ensure LRTP projects meet local needs.

OPPORTUNITY: **Leveraging Funding Opportunities**

The YMPO region is in the early stages of evaluating the potential for a regional transportation funding initiative. In addition to this potential source of funding, this LRTP could be leveraged to help the YMPO and member agencies take advantage of new federal discretionary funding sources that the region may be well positioned to compete for.

OUR APPROACH

- **New Funding Lense.** Recent funding initiatives such as Safe Streets for All, Reconnecting Communities, PROTECT and RAISE Grants, and whole of government Justice40 initiative provides new opportunities to build funding. Our team understands these new funding opportunities and can help the YMPO identify sources that best suite the region.
- **Funding Scenarios.** We plan to help YMPO evaluate various funding scenarios in relation to the projects that can be accomplished to support the transportation funding initiatives.
- **Dual Use Graphics, Messaging, and Collateral.** We'll leverage the LRTP efforts to create graphics, messaging, branding, and other material to support both the LRTP and future transportation funding initiatives if needed.

OPPORTUNITY: **Supporting Border Trade**





The LRTP update is a unique opportunity to build on recent planning efforts including the 2023 Arizona – Sonora Border Infrastructure Master Plan (BIMP), 2022 City of San Luis Port of Entry Impact Study, and the 2023 YMPO Rail/Heavy Freight Alignment Study.

OUR APPROACH

- **Cross-Border Movement.** Using big data sources, our team can understand cross-border travel patterns, including origin-destination information. This helps us understand the corridors and their specific user needs to address cross-border traffic.
- **Border Infrastructure.** This LRTP allows modal projects that support goods movement to be positioned for funding. Our careful review of freight, rail and air needs, along with our review of previous plans will help tailor those projects to meet trade needs along the border and implement previous planning work.

The Kittelson Team

The following illustrates the Kittelson team members.

THE KITTELSON TEAM		PROJECT ROLE
	Kittelson & Associates (Kittelson) is known across Arizona for developing performance-based, solutions-driven transportation plans and innovative approaches that maximize scarce funding to improve multimodal conditions. Collectively, our team has worked on over 50 long-range transportation plans in Arizona and around the Country.	<ul style="list-style-type: none"> • Project Management • Multimodal Planning/Modeling • Border and Freight Movement • Emerging Technologies • Stakeholder/Community Outreach
	Kimley-Horn has become a leader in developing local and regional multimodal long-range transportation plans. Kimley-Horn’s extensive history developing multimodal improvement plans and grants brings a first-hand understanding in the complex needs of this plan.	<ul style="list-style-type: none"> • Transit Integration • ITS • Border Regional Commodity Flow • Cost Estimation/ Financial Analysis
	Greenlight Traffic Engineering (Greenlight) has a long history of working with YMPO, its member agencies, and MPOs throughout the State to diagnose safety issues, prioritize safety projects, and design solutions to improve safety for all users.	<ul style="list-style-type: none"> • Safety and Traffic • Pedestrian and Bicycle Planning • Stakeholder Coordination
	Jacobs Engineering, Inc (Jacobs) provides full-service air quality support to confirm under the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) significance determinations.	<ul style="list-style-type: none"> • Air Quality Conformity Analysis Support

Project Management

Project planning along with coordination, communication, and execution, are key for successful project management. **Vamshi Yellisetty, AICP, PTP** will be the point-of-contact and will personally oversee quality assurance, study proceedings, and document preparation and will incorporate:

- **Proactive Communication.** Routine communication between Vamshi and YMPO’s project manager will confirm that we are meeting or exceeding needs in our approach, schedule, and work performance.
- **Internal Team Meetings.** Vamshi will hold bi-weekly internal project status meetings (including Greenlight and KHA) to review the status of

tasks and to address issues. These regular discussions allow us to resolve issues before they become problems.

- **Project Management Team (PMT).** A PMT will be established that includes YMPO Project Manager, Vamshi Yellisetty, and Phyllis Davis. The PMT will meet once a month to review study progress, provide schedule and budget updates, seek technical guidance, and address concerns.

Quality Assurance/Quality Control

We follow a strict three-tier QA/QC process that includes independent and internal peer reviews and data accuracy and deliverable checks. Appropriate technical staff will check data accuracy in Level 1 reviews; Vamshi will check technical analysis completeness and soundness in Level 2 reviews; and Felipe Ladron De Guevera will check for contractual compliance in Level 3 reviews.

2. Scope of Work

Text highlighted with a blue background represents revisions to the original scope of work based on feedback from the Technical Advisory Committee and the YMPO Staff.

This section provides a detailed narrative of our project approach related to the tasks described in the request for proposal. Our approach is based on our understanding of your issues and needs derived from discussions with your staff in conjunction with lessons learned from completing similar studies.

Task 1. Refine Scope of Work

Purpose: Refine the scope of work to ensure that the LRTP achieves its goals, stays within budget, and remains on schedule.

Project Kick-off Meeting. Following Notice-to-Proceed, we will host a Project Kick-off Meeting with the Project Management Team (PMT) and the Technical Advisory Committee (TAC). The meeting will include discussion on:

- Project expectations and goals
- Local issues, potential challenges, and opportunities
- Coordination and communication flow
- Project scope, data needs, and schedule
- Potential stakeholders and outreach efforts

Project Schedule. Lee Miller will serve as our designated schedule monitor and will monitor the status of the plan's development. This will ensure early identification of any potential roadblocks and preparation of appropriate mitigation measures. During the project kick-off, we will review the schedule to confirm schedule flow, identify potential bottlenecks and efficiencies, and discuss appropriate review times for deliverables.

Public Involvement Plan. We will prepare a draft Public Involvement Plan that clearly outlines all stakeholder and public outreach activities, timelines, roles, responsibilities, and expectations.

Technical Working Group (TWG) will be created at the onset of the project that will include representatives from each member agency. TWG will meet at key milestones throughout the project.

TAC Engagement. YMPO's current established TAC will serve as the sounding board for this project. The TAC will provide input, oversight, and champion the vision, goals, and objectives of the study. Coordination with the TAC will extend throughout the life of the project. Our Team will provide

brief updates at each YMPO TAC meeting. In addition, we will host five TAC meetings at key milestones to present results and obtain feedback.

Refined Scope of Work. Based on feedback from the kick-off meeting, we will revise the scope of work, schedule, budget, staffing plan and develop a QA/QC plan. The revised scope of work will be provided to the PMT and TAC for review and final approval.

Deliverables & Meetings: Kick-off Meeting, Revised Project Schedule, Public Involvement Plan, Refined Scope of Work, Five (5) TAC Meetings

Task 2. The Bipartisan Infrastructure Law (BIL), Prior, and Possible Subsequent Requirements

Purpose: Outline the latest federal requirements and guidelines to prepare this LRTP; develop an understanding of transportation decision-making in the YMPO region as a result of the current and past federal transportation legislations and their impact on each YMPO LRTP development; and assess the impact of any upcoming legislations.

Federal, State, Regional, and Local Compliance Checklist. Prepare a Regulatory Framework Compliance Checklist outlining current state and federal LRTP requirements. The checklist will also feature a comparison of the changes from FAST Act to the BIL. The checklist will be used to determine areas of the current LRTP that need to be refined to meet policies and requirements. The checklist will serve as a guide throughout the plan and updated to track compliance.

Factsheet. We propose summarizing the results in an easy-to-read multi-page factsheet with a focus on graphics and key findings for easy consumption by the TAC, elected officials, and other end users. Content from

this factsheet may be of assistance as YMPO pursues the transportation funding initiative.

Deliverables & Meetings: Factsheet (Including Federal Funding Timeline, YMPO Historic Funding, and FAST Act to BIL Comparison), Compliance Checklist, Funding Source Review

Task 3. Update Regional Transportation Model

Purpose: Update the current TransCAD travel demand model to facilitate existing conditions analysis and support future improvement analysis.

Activities to update the TransCAD model include:

- Update base year model network to reflect changes in roadway network, functional classification, and other attribute data since the previous plan. We will work with YMPO member agencies to identify network updates;
- Revise Traffic Analysis Zone (TAZ) structure based on factors such as current and projected future growth conditions developed in Task 4; network changes; natural and physical barriers/constraints; We will member agencies to identify recently developed areas and future planned developments;
- Update external trip matrix revisions to reflect changes in travel to/from the YMPO region;
- Update model parameters update to reflect current trip making characteristics and trends;
- Validate model results to current traffic counts;
- Base year and future year no-build model runs;
- Maps of traffic volumes, level of service, screenline results; and
- Provide updated model documentation

Regionwide Volumes Map. We will provide a regionwide map displaying model traffic volumes. The map will be hosted in an online platform for convenient and intuitive review for YMPO and partner agency staff.

MAKING THE MODEL WORK FOR YOU!

To support future planning efforts, our team will:

- If desired, we will host a half day training to YMPO staff on how to use the model to add simple roadway improvements and conduct model runs.
- Provide Model source code.

- Use Replica Origin-Destination travel patterns used for model calibration
- Integrating modeling efforts with Yuma Transportation Master Plan (TMP) to ensure consistency in results but also incorporate the level of detail needed in the model for both projects.

Deliverables & Meetings: Updated TransCAD Model and Documentation, Half-day Training, Regionwide Roadway Volumes Map

Task 4. Collect and Review Existing Conditions Data

Purpose: Prepare a state-of-the-region assessment to determine how the region has grown and changed, and how the current system is performing.

Data Collection and Review of Relevant Plans and Studies. Available data and previously completed plans will be compiled and reviewed. *In addition to the plans listed in the RFP, the 2022 ADOT Statewide Freight Plan will be included in the plan review.* Based on the data, we will develop a comprehensive GIS database of conditions for the YMPO region. Project team will coordinate closely with City of Yuma Transportation Master Plan (TMP) and their upcoming SS4A Safety Action Plan projects.

Replica Origin and Destination Travel Pattern Review. In-house our team has access to Replica data, which provides important origin-destination, travel patterns, and travel characteristic data to supplement the travel demand model and existing data sources to better understand the mobility needs of the region.

Updated Socioeconomic Trends and Population Forecasts. We will develop an updated socioeconomic profile of the region that will document growth trends. Projections and growth areas will be provided to the TAC for review prior to updating socioeconomic conditions in the Travel Demand Model. Special effort will be made to analyze social equity conditions to ensure communities of concern (i.e. minority, elderly, mobility-disabled, and low-income) benefit equally from the planned transportation system without shouldering a disproportionate share of its burdens.

Multimodal Transportation Inventory and Performance Assessment.

Using existing available data, we will document existing and planned multimodal conditions and operations.

- Roadway characteristics
- Functional classifications based on ADOT's update

- Bridge and structure conditions
- Pavement conditions from the Pavement Management Study
- Travel conditions, including:
 - **Collect Recent Traffic Counts** at key intersection/corridor locations. We will prepare a PDF traffic count map for YMPO's use on their website
 - **Existing and Future Traffic Conditions.** Planning level traffic analysis will be conducted for up to 30 intersections to determine current and future performance and identify preliminary needs for new traffic signals, signal timing plan updates, and intersection reconfiguration. This analysis (no-build) gives us a sneak peek at potential improvement needs to address growth.
- **Safety:** Greenlight will coordinate with ADOT to obtain the newest crash data and quickly update the safety analysis.
- **Transit:** Ridership trends and transit conditions/results from the YCIPTA Short Range Transit Plan will be obtained and summarized.
- **Bicycle and Pedestrian Conditions:** Our team will build on the previous LRTP and the Bicycle and Pedestrian Plan to update existing conditions to reflect any recent changes.
- **Rail and Freight Conditions:** Ongoing and previous rail and freight planning studies will be reviewed for current and projected border and regional commodity flow conditions. We will coordinate with all key freight-related stakeholders listed in the RFP.
- **Aviation:** We will incorporate information on airport facilities, conditions, existing and future operations, economic development opportunities, and transportation connections as well as future needs based on findings from local Airport Master Plans.
- **Environmental Overview:** Identifying environmental concerns early on helps identify transportation improvements that are feasible. We will conduct a high-level assessment of environmental conditions in relation to the regional transportation system.
- **Air Quality Conformity Analysis:** Using travel demand model results, we will conduct an air quality conformity analysis for the base year.
- **All Weather Crossings:** Review areas of concern for flooding and identify locations for potential all weather crossings, especially in the Yuma Foothills area.

Built to Save You Time and Money.

Our team's experience conducting planning and safety studies in the region allows us to streamline existing and future conditions analysis. Our team members:

- Understand the issues and needs of the public, stakeholders, and agency staff.
- Have the latest socioeconomic, multimodal conditions, and safety data in-house.
- Developed the original YMPO TDM, removing the learning curve for model updates.

Regional Goals and Performance Metrics. We will collaborate with the TAC to develop preliminary regional transportation goals, identify tangible objectives, and prepare trackable performance metrics consistent with the BIL requirements and supportive of ADOT's statewide goals and performance measures.

Deliverables & Meetings: Previous Plan Review; Draft LRTP Goals; Existing Trends and Conditions Summary; TAC Meeting, Prepare a PDF Traffic Count Map

Task 5. Public Involvement Plan

Purpose: Understand what and where the community wants to see transportation investments.

Data and technical analysis are important tools, but lived experience is important in creating solutions that work for people. We propose a collaborative, data informed approach to developing a plan that community members feel represents them and that they can take ownership of the Plan.

Public Involvement Plan (PIP). Our team will develop a strategic PIP that outlines strategies and tactics to proactively engage the public, stakeholders, and agencies. The PIP will also include a full stakeholder listing, communication protocol, and outreach schedule. As needed, our team will prepare bilingual meeting materials (boards, handouts, comment forms, etc.) and advertise the meetings in the Yuma Sun, Bajo Sol, and online. Felipe Ladron de Guevara and Joel Amarillas will provide translation services from the Kittelson team.

Presentations. We will prepare and conduct up to four (4) informational presentations to elected officials, boards, or commissions.

Interactive Project Website. A project website (that may include FAQs, animation video explaining the planning process, online surveys, and other important project information) will allow us to disseminate project information quickly and easily.

Online Surveys and Mapping Tools: Our team uses a variety of survey techniques to solicit feedback and gauge public opinion. We use tools such as Survey Monkey® and our own custom online mapping tool to easily create surveys and collect feedback on issues, challenges, and ideas from your residents.

Getting (Even More) People Engaged: To engage residents and visitors, we will incorporate multiple methods to inform, consult, involve, collaborate, and empower the public. Engagement ideas include:

- Collaborating with the Senior Centers, Chamber of Commerce, Tourism Bureau, and other local agencies
- Media outreach, including radio and newspaper
- **Public Informational Meetings.** Per the direction of the YMPO, we will host Open House meetings (virtual or in person) at key milestones to provide an opportunity for the public to participate in the Plan.

- **Mobile, Pop-Up Event.** We will conduct a two-phased, mobile outreach campaign that allows community members to engage “on their own turf.” The mobile, pop-up events will allow residents to talk one-on-one with project staff, fill-in surveys, and provide input on the needs of the region. This could include:

- Hosting a booth at the farmers markets or special events.
- Pop-Up displays at key activity centers (such as trailheads, bus stops, etc.) that direct residents and tourists to the project website.

Communities of Concern. We recommend partnering with local community centers senior centers, schools, and health centers to display posters and hardcopy surveys so residents can fill-in surveys while they wait. We will also leverage existing organizations that represent underrepresented members of the community (i.e, low income, elderly, etc.) to collect necessary feedback for the LRTP.

Deliverables & Meetings: Public Involvement Plan; three (3) rounds of bilingual outreach; up to four (4) informational presentations to elected officials, boards, or commissions; Public Outreach Summaries



Task 6. Roadway System Alternatives

Purpose: Identify and evaluate roadway and multimodal improvements to address identified system gaps, issues, and needs.

Projects List by Mode. Using the deficiencies and needs identified in previous tasks and feedback from stakeholders and the public, we will develop a comprehensive list of system improvement alternatives.

- **Roadways:** Intersection and street improvements to address capacity, operational, and enhancement needs, and opportunities will be identified. Per direction of the YMPO, the following roadway improvement scenarios can be evaluated:

- **Baseline Scenario (No-Build):** Existing and Committed projects roadway network with future socioeconomic forecasts.
- **Current Funding Trend Scenario:** Baseline network with roadway improvements that can be accomplished with steady increase in funding levels (population growth linked) in conjunction with future socioeconomic forecasts.
- **Increased STBG Funding Scenario.** Baseline network with roadway projects that can be accomplished using increased STBG funding (\$1M to \$4M) in conjunction with future socioeconomic forecasts.
- **Safety Improvements.** Using the updated safety analysis completed in Task 4, we will summarize the areas with high safety concerns and identify 7 potential Highway Safety Improvement Program (HSIP) candidate projects to discuss with the TAC and partner agencies. Upon identification of candidate locations, meetings will be held with YMPO and member agencies to discuss HSIP application needs. Eight project applications will be submitted, meeting ADOT requirements and timeline.
- **Public Transportation Improvements:** The Kittelson team will integrate recommendations from the recent YCIPTA 2021 Short Range Transit Plan. These needs may include accessibility needs, first/last-mile service, on and off-street connections.
- **Bicycle and Pedestrian Improvements.** Facility improvements could include sidewalks, shared use paths, bike lanes, buffered bike lanes, paved shoulders, grade separated crossings, safety enhancements, transit stop access, off-street connections, signage, etc.
- **Trail Connections.** Improvements may include connection and crossing opportunities to connect trails to the roadway network.

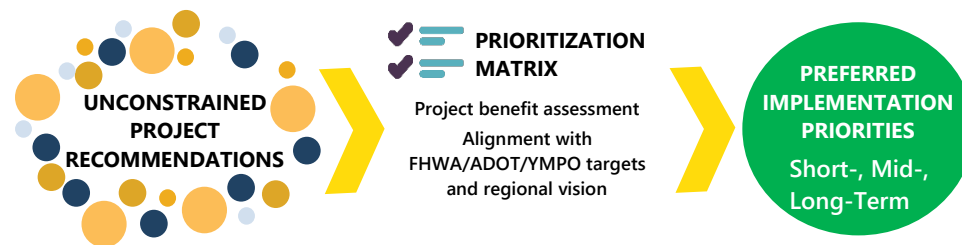
Deliverables & Meetings: Project List by Mode; Countywide crash analysis summary; HSIP Candidates and 8 HISP Project Applications; Up to (3) HISP Project Meetings with Partner Agencies; TAC Meeting

Task 7. Performance-Based Evaluation of Alternatives

Purpose: Develop a prioritized portfolio of projects for short-, mid-, and long-term horizons

Building on identified needs and opportunities from previous tasks, Task 7 will create a performance-based project evaluation, prioritization, and

selection process for YMPO. The approach to select, prioritize, and fund projects is illustrated below:



Federal and State Performance Measures and Targets. To assess the performance of the region's transportation system, and to meet state/federal standards, specific targets and measures will be identified, including:

- Safety
- Pavement Condition
- Bridge Condition
- Congestion Reduction
- System Performance and Reliability
- Freight Movement
- Sustainability
- Multimodal Connectivity

These performance measures can be used for several purposes, including system evaluation, evaluating projects, and prioritizing improvements. Each performance measure can also be related to three investment categories: Preservation, Modernization, or Expansion. By relating measures to investment categories, performance-based investment choices are easier to make. Our team members have direct experience developing performance-based plans to adhere to ADOT's performance measures and targets.

YMPO Long-Range Transportation Plan		
PRESERVATION Projects that preserve transportation infrastructure by mitigating asset deterioration and elongating asset service life	MODERNIZATION Projects that improve travel efficient, functionality, and/or safety without physically adding roadway capacity	EXPANSION Projects that add roadway capacity through the addition of new facilities and/or services.

Project Prioritization Matrix. To optimize limited regional funds, we will work with YMPO and the TAC to develop a Project Scoring and Prioritization Matrix that provides a defensible approach to identifying projects with the highest regional benefit and to set a long-term regional funding hierarchy. The focus of this matrix is to quantify each project's performance benefit to the YMPO regional network, as related to the performance elements assessed in Task 2 and 3. The Scoring and Prioritization Matrix Criteria may include:

- Project benefit and cost
- Jurisdictional/regional equity
- Alignment with regional objectives and federal/state targets

- Alignment with public priority

Establishing a consistent project prioritization methodology that balances performance-driven factors with regional priorities will uniformly assess the benefit of each project recommendation.

Prioritized Improvement Plan. Based upon the assessment of regional projects, a prioritized project portfolio for short-, mid- and long-term implementation periods will be established. This list of prioritized projects will maintain the plan's fiscal constraints as well as enable YMPO to be best equipped to pursue additional project funding mechanisms, such as statewide HSIP and federal grant opportunities, which will have been identified in our work from Task 2.

Deliverables & Meetings: Draft LRTP Prioritized Project Portfolio, TAC Meeting

Task 8. Draft FY 2026-2050 Long-Range Transportation Plan

Purpose: Prepare a full draft of the FY 2026-2050 LRTP document

In this task, the results from Tasks 1 through 7 will be utilized to prepare the Draft FY2026-2050 LRTP. At a minimum the draft LRTP will include the modules/sections listed in the RFP. Additional information for select chapters are outlined below.

Executive Summary. Our team of graphic artists will develop a 5-10-page summary of LRTP findings in a visually appealing, user-friendly format for easy consumption by elected officials and the public. With the use of creative graphics and illustrations we will bring alive the nuts and bolts of planning processes, analysis results, and recommended improvements.

LRTP Related Federal/State/Regional/Local Legislations including federal legislations timeline; their impact on YMPO; and a LRTP checklist

Socioeconomic Profile & Growth Trends in the Region including changes in socioeconomics since the last update; population and employment growth trends; and tourism, trade (local/foreign), economic development trends.

Existing and Future Transportation Conditions Evaluations including:

- Roadway inventory, performance assessment (roadway and intersection traffic bottlenecks; pavement condition; bridge condition), issues/needs
- Transportation Alternatives assessment and needs

- Summary of safety areas of concern in the region and strategies for achieving safety improvements through other roadway projects
- Bicycle, Pedestrian, Transit, Aviation and Freight conditions and needs
- Revenue and expenditures analysis

Multimodal Transportation System Alternatives Evaluation including a comprehensive list of multimodal improvements and alternative analysis based on various funding scenarios. Will include:

- List of roadway improvements and improvement alternative analysis based on various funding scenarios
- List of preliminary bike/ped, safety, freight, transit, and aviation needs

Performance Based Evaluation of Alternatives that includes a project Scoring and Prioritization Matrix that identifies projects with the highest regional benefit to set a long-term regional funding hierarchy.

Prioritized Project Portfolio that includes short-, mid- and long-term projects (all modes) that can be accomplished under various funding scenarios (status quo, and increased STBG).

The Kittelson team will reach out to each YMPO member agency to review the Prioritized Project Portfolio 1 on 1, to ensure it aligns with previous planning work, and aligns with the needs of their community. This additional step in the process fosters regional trust and coordination to promote continued interagency collaboration and cooperation.

Travel Demand Management and Congestion Management Plan that provides YMPO with realistic and implementable strategies for travel demand and congestion management.

ITS and Emerging Technologies Needs and Strategies that include opportunities, strategies, and an action plan for incorporating new technologies in the YMPO region.

A high-level revenue analysis for a **potential new local funding initiative** will be conducted.

Regionally Significant Routes network from the previous LRTP will be reviewed and updated based on findings from previous tasks and feedback from the TAC. The RSR network will also be part of the Air Quality Conformity analysis.

Implementation Plan that outlines actions to bring the LRTP to life including strategies for future updates.

Deliverables & Meetings: Draft FY 2026-2050 YMPO LRTP; 10 full color, hardcopy reports and digital copies on a flash drive; 1 on 1 Meetings with Partner Agencies to Review Prioritized Project List; TAC Meeting

Task 9. Air Quality Conformity Analysis

Purpose: Prepare a draft of the required Air Quality Conformity Analysis

Air Quality Conformity is a critical component and it is important to get it right as the region's funding would be in jeopardy if not in Conformity. In June 2022, EPA rescinded YMPO's Motor Vehicle Emissions (MVEBs) budgets and ADEQ is currently collaborating with YMPO to develop new MVEBs. For this reason, a comprehensive update of the Air Quality Conformity Analysis is anticipated that includes multiple rounds of collaboration with EPA, ADEQ, FHWA, and the Environmental Interagency Council (IAC).

The new Conformity update for PM10 and Ozone will be prepared for 2025, 2040, 2045, and 2050 using the EPA mandated methodologies, processes, and MOVES and other air quality models. We will engage the IAC often and seek feedback to ensure a smooth process and approval.

Deliverables & Meetings: Draft Air Quality Conformity Update; Coordinating meetings as needed

Task 10. Final FY 2026-2050 Long-Range Transportation Plan

Purpose: Prepare the final copy of the FY 2026-2050 LRTP document.

The Kittelson team will incorporate revisions and comments made to the draft plan and prepare a Final LRTP. Graphic Ideas will produce 30 full color, printed and bound hardcopy documents for YMPO to distribute. In addition, the team will provide YMPO with 40 digital copies on flash drives.

The Kittelson team will also prepare a separate "Guide to the 2050 YMPO Long-Range Transportation Plan" executive summary for citizens and decision makers to easily understand the major findings of the LRTP.

Deliverables & Meetings: Final FY 2026-2050 YMPO LRTP; 30 full color, hardcopy reports; 40 digital copies on a flash drive

3. Cost Proposal

Team Member		Task and Associated Hours													Total	
Name	Role	Rate	PM	Task 1	Task 2	Task 3	Task 4	Task 5	Task 6	Task 7	Task 8	Task 9	Task 10	Hours	Billing	
Kittelson & Associates																
Vamshi Yellisetty, AICP, PTP	Project Manager	\$ 274.49	48	8	2	18	12	12	16	8	12	20	8	164	\$45,016.36	
Hermanus Steyn, PE	Quality Manager	\$ 294.00	4				2			2	2	2	2	14	\$4,116.00	
Phyllis Davis, AICP	Planning/Outreach	\$ 236.26				16	60	40	12	16	32		8	184	\$43,471.84	
Abby Morgan, PhD, PE	Associate Engineer	\$ 230.78					8		2	8				18	\$4,154.04	
Felipe Ladron, PhD, PE, PTOE, RSP1	Principal Engineer	\$ 238.04					16		16		16			48	\$11,425.92	
Joel Amarillas, PE	Engineer	\$ 171.73					16		40	16				72	\$12,364.56	
Andrew McIntyre	Planner	\$ 152.29	8			40	68	24	20	20	16			196	\$29,848.84	
Lee Miller	Senior Planner	\$ 163.38		4	16	24	80	48	32	32	40		16	292	\$47,706.96	
Allison Woodworth	Planner	\$ 153.45						92						92	\$14,117.40	
Qiming Sun	Engineering Associate	\$ 145.14				24	80		16	16				136	\$19,739.04	
Sravva Kamalapuram	Transportation Analyst	\$ 151.33				40			54	24		30		148	\$22,396.84	
Katie Ayer	Graphic Designer	\$ 132.85						12			80		16	108	\$14,347.80	
Labor Subtotal			60	12	18	162	342	228	208	142	198	52	50	1472	\$268,705.60	
Mileage (@\$0.655/mile)											2400 Miles				\$1,572.00	
Lodging and Meals											6 Nights for 2 People				\$1,800.00	
Kittelson & Associates Total															\$272,077.60	
Kimley-Horn																
Michael Grandy, PE, RSP1	Freight Lead	\$ 285.00	4	2			24		8	20	8			66	\$18,810.00	
Chris Joannes, AICP	Fiscal Constraint Lead	\$ 200.00	24	2			64		30	60	26			206	\$41,200.00	
Labor Subtotal			28	4	0	0	88	0	38	80	34	0	0	272	\$60,010.00	
Mileage (@\$0.655/mile)											400 Miles				\$262.00	
Lodging and Meals											1 Nights for 2 People				\$300.00	
Kimley-Horn Total															\$60,572.00	
Greenlight Traffic Engineering																
Mike Blankenship, PE, RSP2	Safety Lead	\$ 220.00	15				28		50					93	\$20,460.00	
Josh Barger, PE	Safety Analystist	\$ 119.00					80		160					240	\$28,560.00	
Greenlight Traffic Engineering Total			15	0	0	0	108	0	210	0	0	0	0	333	\$49,020.00	
Jacobs Engineering																
Joe D'Onofrio	Air Quality Lead	\$ 208.00	8									44		52	\$10,816.00	
Hong Zhuang	MOVES Modeler	\$ 203.00										96		96	\$19,488.00	
Jacobs Engineering Total			8	0	0	0	0	0	0	0	0	140	0	148	\$30,304.00	
TOTAL PROJECT HOURS AND COST														2225	\$411,973.60	

4. Project Schedule

Tasks	2024												2025					
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
PM. Project Management	K	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
1. Refine Scope of Work			1															
2. The BIL, Prior, and Possible Subsequent Requirements				3														
3. Update Regional Transportation Model																		
4. Collect and Review Existing Conditions Data																		
5. Public Involvement Plan																		
6. Roadway System Alternatives																		
7. Performance-Based Evaluation of Alternatives																		
8. Draft FY 2026-2050 Long-Range Transportation Plan																		
9. Air Quality Conformity Analysis																		
10. Final FY 2026-2050 Long-Range Transportation Plan																		

Deliverables

- 1 Refined Scope of Work
- 2 Public Involvement Plan
- 3 Factsheet: Federal/State/Local LRTP Requirements
- 4 TransCAD Model. Documentation, Training
- 5 Working Paper: Existing & Future Conditions
- 6 Phase 1 Public Outreach Summary Report
- P Project Management Team (PMT) Meeting
- K Kickoff Meeting

- 7 Phase 2 Public Outreach Summary Report
- 8 Working Paper: Draft LRTP Project Portfolio
- 9 Draft FY2026-50 YMPO LRTP
- 10 Phase 3 Public Outreach Summary Report
- 11 Air Quality Conformity Report
- 12 Final FY2026-50 YMPO LRTP
- 13 HSIP Applications

Events/Presentations/Meetings

- Public Meeting & Elected Officials Presentation
- Stakeholder Meetings
- TAC Meeting/Presentation
- Executive Board Presentation
- Website
- Newspaper Ads
- Social Media, Survey Intercepts, and Popup Events

YMPO INFORMATION SUMMARY for Agenda Item 6

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

Status Update

DATE: March 14, 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 the 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 12th. The reports were reviewed, and no additional comments were received. The FY 2022-45 LRTP Amendment #1 and Air Quality Conformity Update are included in 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 presented to the Executive Board for approval by the end of March.

DATE	ACTIVITY
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, and possible action to recommend the FY2022-2045 YMPO Long Range Transportation Plan Amendment #1 and Air Quality Conformity for approval to the Executive Board, contingent upon addressing any comments received during the public comment period.

CONTACT PERSON: Fernando Villegas, Senior Transportation Planner



**YUMA METROPOLITAN
PLANNING ORGANIZATION**

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
Original Project Limits: Avenue E / Avenue D Extension: County 23rd Avenue to County 18th Street Revised Project Limits: Avenue E / Avenue D Extension: County 23rd Avenue to County 16th Street	Original LRTP Horizon: FY2027-FY2031 Revised LRTP Horizon: FY2022-FY2026	Yuma County sees the need to extend the project limits by 2 miles to County 16 th 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 th St to County 16 th 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.
Original Project Limits: 40th Street Widening: Avenue 6 3/4 E to Desert Willow Way Revised Project Limits: 40th Street Widening/Extension: Avenue 6E to Fortuna Road	Original LRTP Horizon: FY2032-FY2036 Revised LRTP Horizon: FY2022-FY2026	The City of Yuma is currently working on a Design Concept Report and an Environmental Assessment for extending and/or widening 40 th 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.
Original Project Limits: 40th Street Widening: Avenue 8E to Avenue 10E Revised Project Limits: 40th Street Widening/Extension: Avenue 6E to Fortuna Road	Original LRTP Horizon: FY2032-FY2036 Revised LRTP Horizon: FY2022-FY2026	
Original Project Limits: 40th Street Overpass: SR 195 Revised Project Limits: 40th Street Widening: Avenue 6E to Fortuna Road	Original LRTP Horizon: FY2032-FY2036 Revised LRTP Horizon: FY2022-FY2026	
Original Project Limits: US 95 widening from Wellton Mohawk to Aberdeen Revised Project Limits: No Change	Original LRTP Horizon: FY2032-FY2036 Revised LRTP Horizon: 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

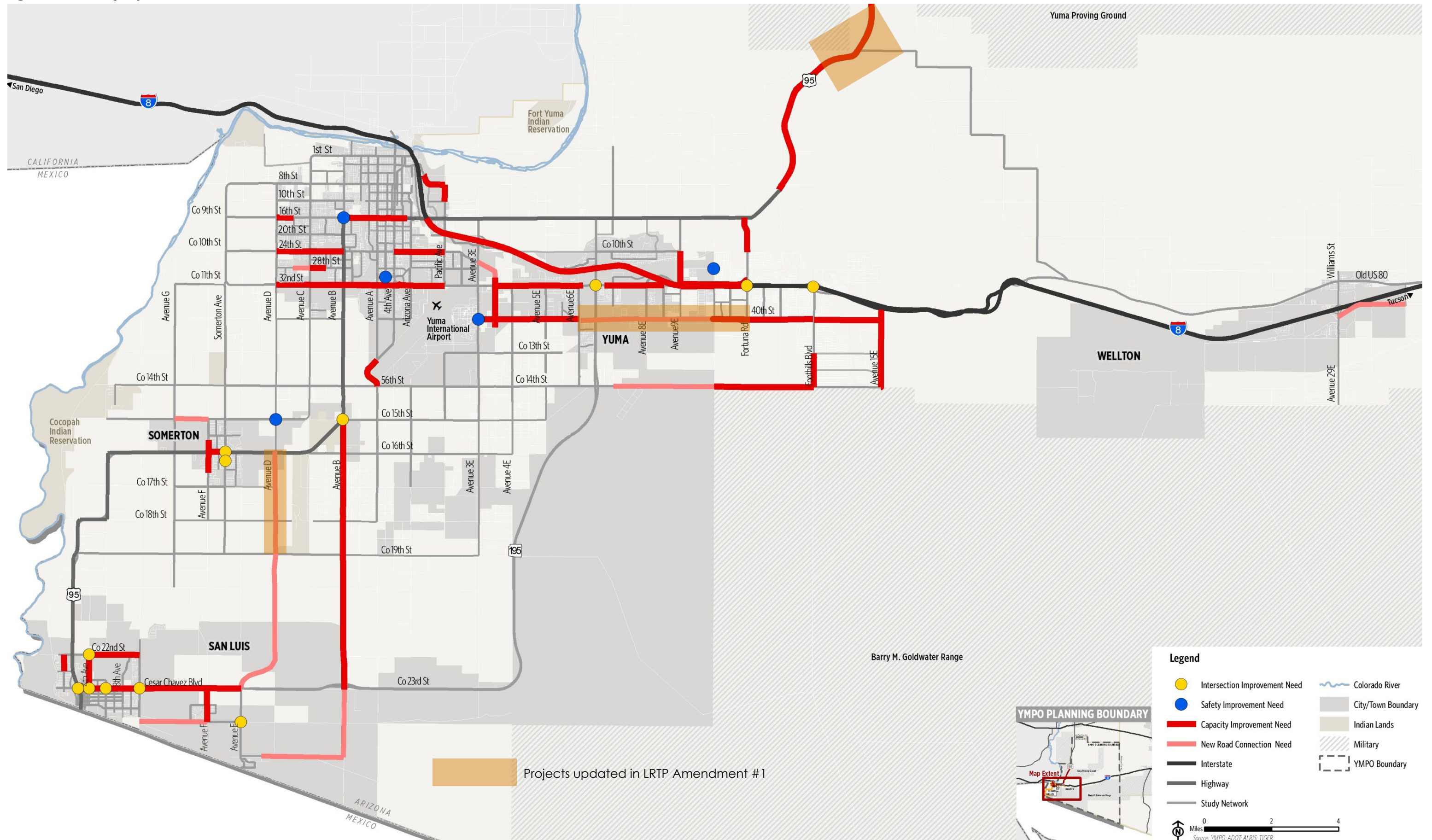


Figure 8.4. Projected 2045 Traffic Volumes with Roadway Improvements

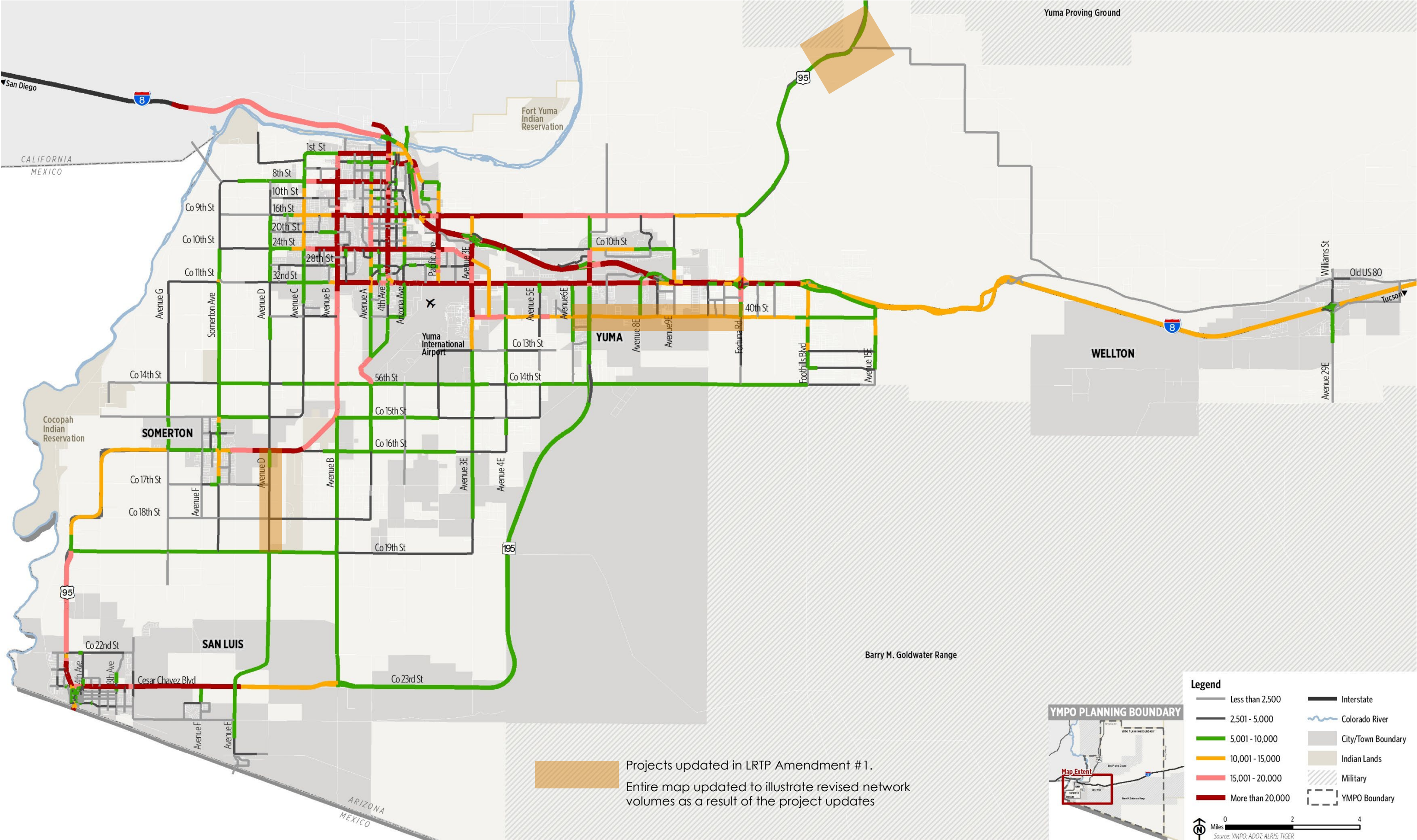


Figure 8.5. Projected 2045 Level of Congestion with Roadway Improvements

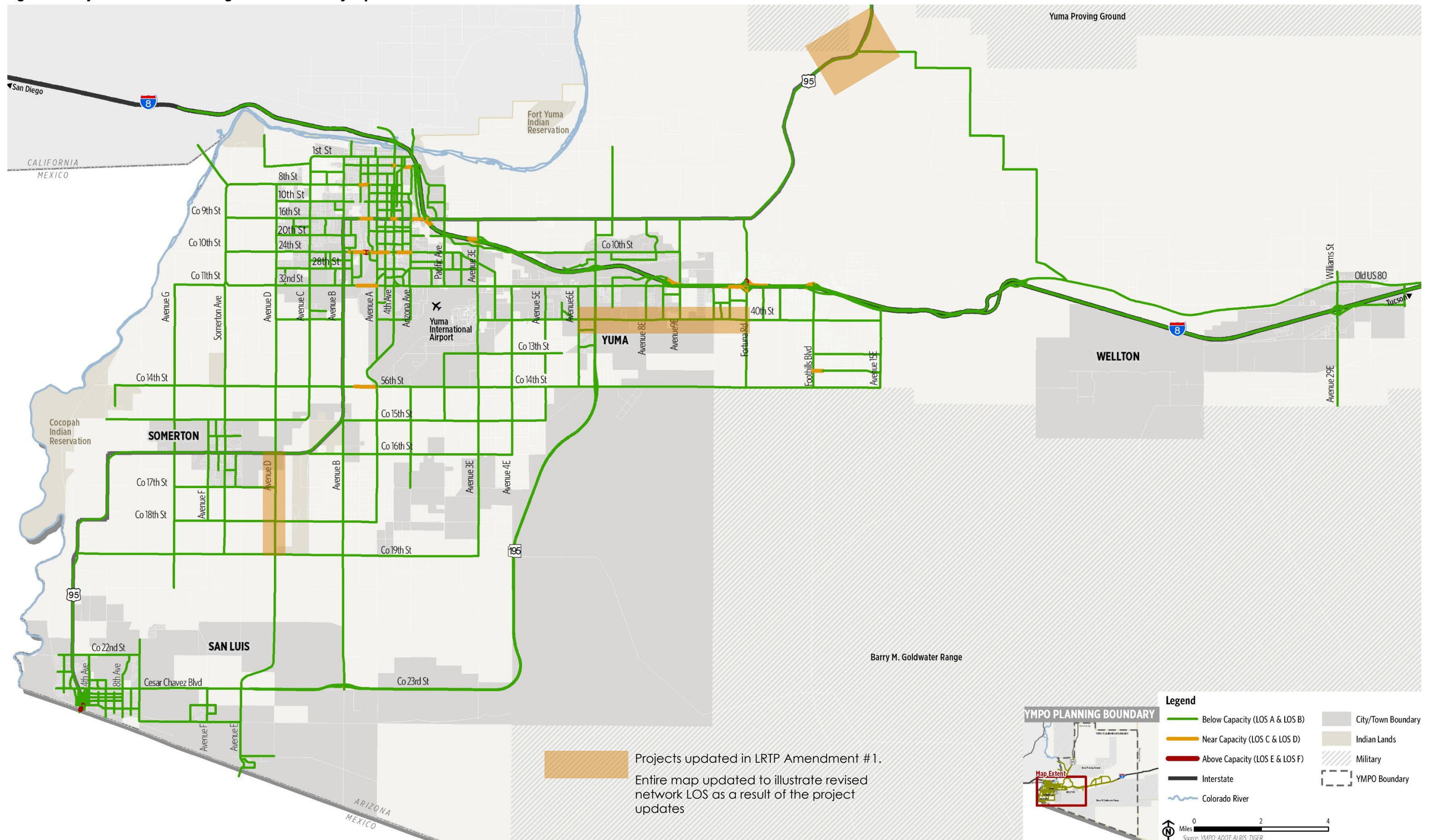


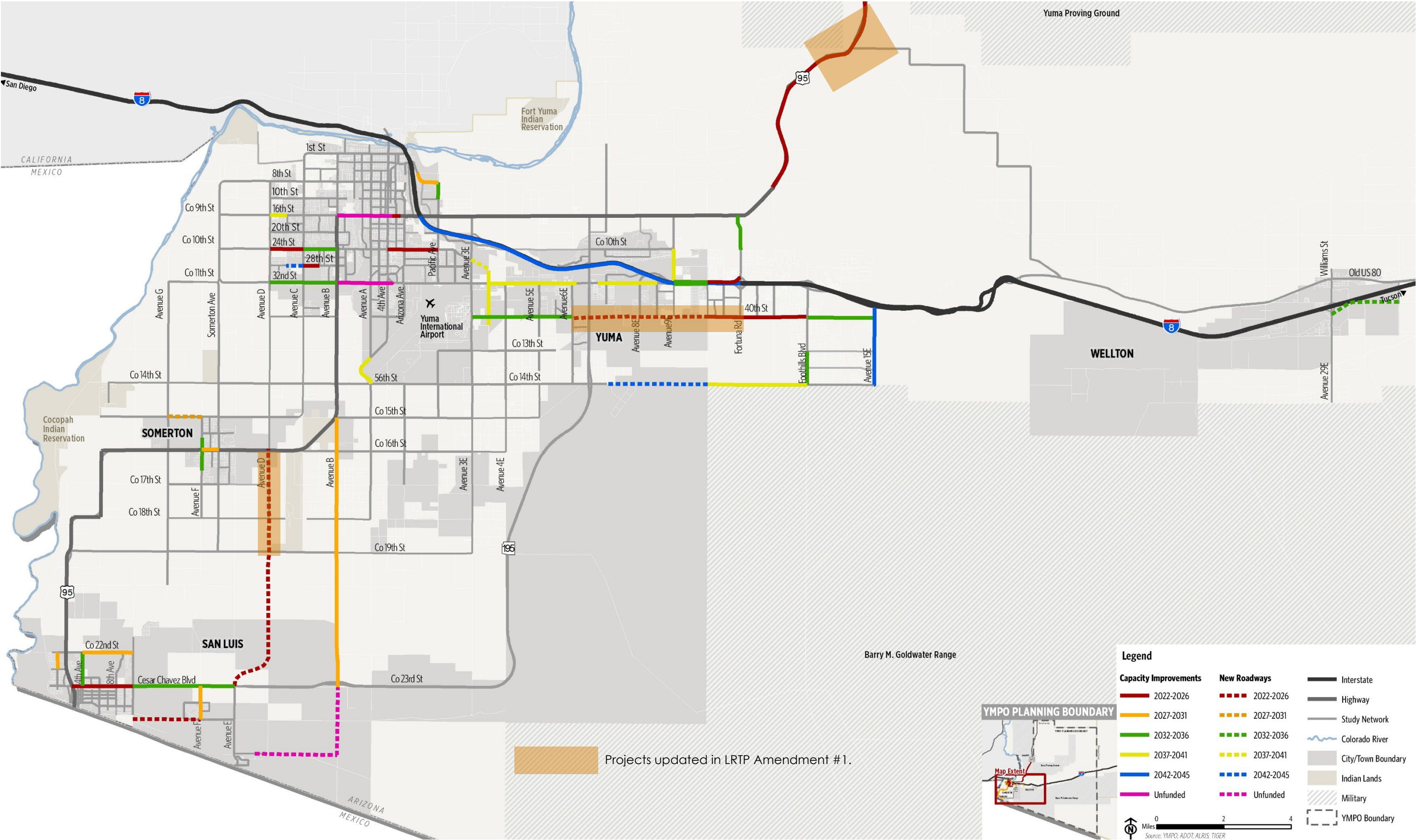
Table 9.7. Capacity and New Roadway Improvements by Implementation Phase

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

PM10: 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).

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 PM10 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: NOx and VOC. **Table 10.2** shows the mobile source emissions results for the baseline year 2017 and analysis years for NOx and VOC.

Table 10.1. Motor Vehicle Emissions Build Vs No-Build Comparison for PM₁₀

Analysis Year	PM ₁₀ Tons per Year (tpy) No Build Scenario	PM ₁₀ Tons per Year (tpy) Build Scenario	Annual Reduction (tpy)	Total Adjusted PM ₁₀ (tpy) No Build Scenario	Total Adjusted PM ₁₀ (tpy) 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. 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)
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 PM₁₀ and the 2015 8-hour ozone National Ambient Air Quality Standards.



YUMA METROPOLITAN PLANNING ORGANIZATION

2022-2045 LONG-RANGE TRANSPORTATION PLAN UPDATE

2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM

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
Original Project Limits: Avenue E / Avenue D Extension: County 23rd Avenue to County 18th Street Revised Project Limits: Avenue E / Avenue D Extension: County 23rd Avenue to County 16th Street	Original LRTP Horizon: FY2027-FY2031 Revised LRTP Horizon: FY2022-FY2026	Yuma County sees the need to extend the project limits by 2 miles to County 16 th 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 th St to County 16 th 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.
Original Project Limits: 40th Street Widening: Avenue 6 3/4 E to Desert Willow Way Revised Project Limits: 40th Street Widening/Extension: Avenue 6E to Fortuna Road	Original LRTP Horizon: FY2032-FY2036 Revised LRTP Horizon: FY2022-FY2026	The City of Yuma is currently working on a Design Concept Report and an Environmental Assessment for extending and/or widening 40 th 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.
Original Project Limits: 40th Street Widening: Avenue 8E to Avenue 10E Revised Project Limits: 40th Street Widening/Extension: Avenue 6E to Fortuna Road	Original LRTP Horizon: FY2032-FY2036 Revised LRTP Horizon: FY2022-FY2026	
Original Project Limits: 40th Street Overpass: SR 195 Revised Project Limits: 40th Street Widening: Avenue 6E to Fortuna Road	Original LRTP Horizon: FY2032-FY2036 Revised LRTP Horizon: FY2022-FY2026	
Original Project Limits: US 95 widening from Wellton Mohawk to Aberdeen Revised Project Limits: No Change	Original LRTP Horizon: FY2032-FY2036 Revised LRTP Horizon: 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.

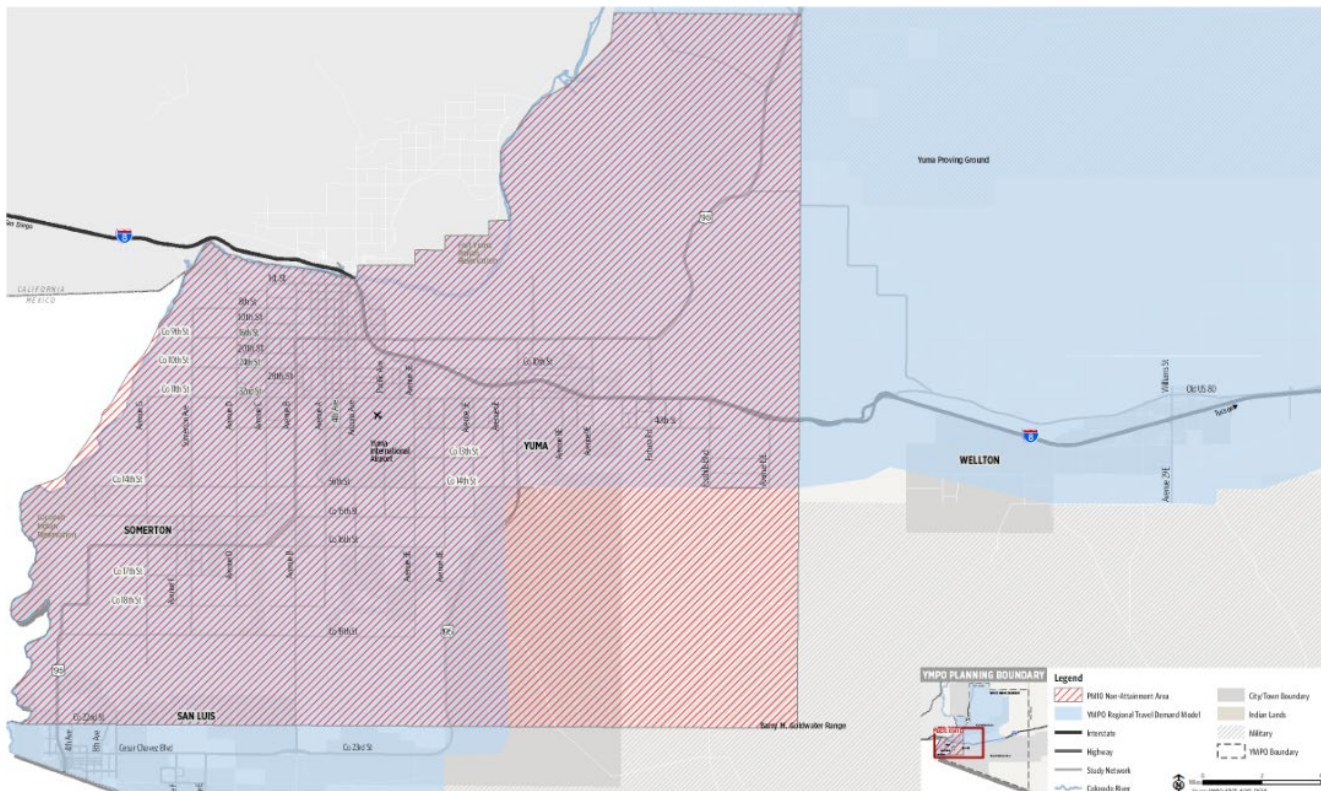
A Nonattainment Area (NAA) is an area that has violated one or more of the NAAQS. Yuma County comprises the southernmost part of the Colorado River Valley. The City of Yuma, the county seat, is located just south of the confluence of the Colorado and Gila Rivers. A portion of the greater Yuma area is currently designated as a Moderate NAA for the 1987 Particulate Matter Standard for particulate matter less than 10 μm in aerodynamic diameter (PM₁₀). Another area is designated as a NAA (Marginal) for the 2015 8-hour Ozone Standard.

PM₁₀ Nonattainment Area

Yuma is a Moderate NAA for PM₁₀ (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 PM₁₀ 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 PM₁₀ 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 PM₁₀. This was effective June 17, 2022. 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). EPA, state representatives, and the YMPO are currently developing plans for future actions.

The PM₁₀ 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 PM₁₀ NAA. There is a portion of the PM₁₀ 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 PM₁₀ NAA contains a total of 16 full and partial townships comprising approximately 456 square miles or 300,000 acres.

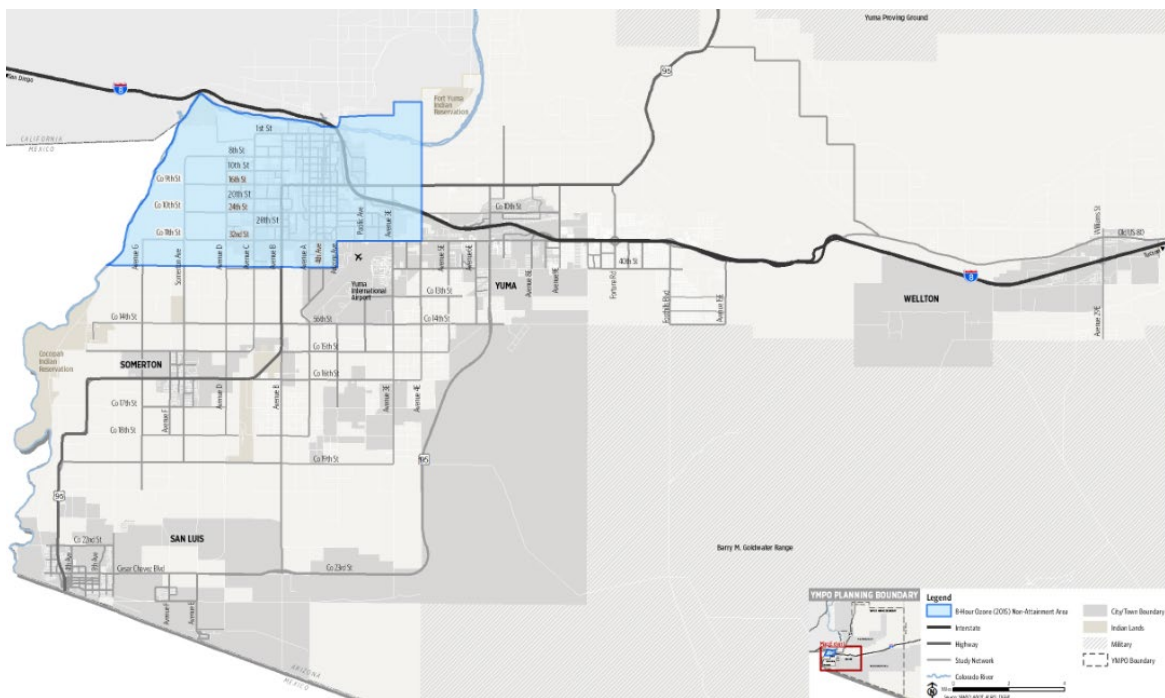
Figure 1. PM10 Nonattainment Area and YMPO 2022-2045 Long-Range Transportation Plan Model Boundary



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^{1,2}. 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

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

² 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 PARAMETER	DETAILS
MOVES3.0.1 Version	Latest MOVES model, downloaded July, 2021. Includes the MOVES3 data base and patch installed in March, 2021 (MOVES3.0.1)
Scale	County, Inventory
Time Span	Years 2025, 2035, 2045 Time aggregation: Hour - 1 month representing average annual conditions (April) All hours of the day selected Weekdays only
Geographic Bounds	Arizona-Yuma County
Vehicles/Equipment	All available fuel types All available source types
Road Type	All road types including off-network
Pollutants and Processes	PM ₁₀ : Primary Exhaust Brake wear, Tire wear PM _{2.5} : Primary Exhaust, Species, Brake wear, Tire wear Total Gaseous Hydrocarbons (required for model run) All Processes
General Output	Units: grams, joules, miles Activity: Distance Traveled, Population
Output Emissions	Time = hour, location = county
Advanced Features	none

Table 2. Ozone MOVES Runspec Parameters

RUNSPEC PARAMETER	DETAILS
MOVES3.0.1 Version	Latest MOVES model, downloaded July, 2021. Includes the MOVES3 data base and patch installed in March, 2021 (MOVES3.0.1)
Time Span	Years 2025, 2035, 2045. Time aggregation: Hour - 1 month representing average annual conditions (July) All hours of the day selected Weekdays only
Geographic Bounds	Arizona- Yuma County
Vehicles/Equipment	All available fuel types All available source types
Road Type	All road types including off-network
Pollutants and Processes	Oxides of Nitrogen (NO _x), Volatile Organic Compounds (VOCs), Total Gaseous Hydrocarbons, All Processes
General Output	Units: grams, joules, miles Activity: Distance Traveled, Population
Output Emissions	Time = hour, location = county
Advanced Features	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 NO_x 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
Age Distribution	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.
Source Type Population	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.
Meteorology Data	Each year and specific months were determined using the MOVES3 default approach.
I/M Program	No I/M program information was applied.
Vehicle Type VMT (HPMS)	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 ₁₀ NAA.
Hourly VMT Fraction	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.
Fuels	Each year and specific months were determined using the MOVES3 default approach for Yuma County.
Road Type Distribution	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.
Average Speed Distribution	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
Daily VMT PM₁₀ (No-Build Scenario)	3,226,695	3,643,161	4,061,077
Daily VMT PM₁₀ (Build Scenario)	3,200,687	3,572,851	3,963,904
Daily VMT Ozone	1,401,465	1,499,972	1,598,740

4. PM₁₀ ANALYSIS

The following sections outline the analysis components and results of the PM₁₀ conformity demonstration.

Paved and Unpaved Road Dust

The primary contributor to PM₁₀ emissions in the Yuma PM₁₀ NAA is road dust from paved and unpaved roads. Emissions for road dust are calculated using the method provided in AP-42³, *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 PM₁₀ 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/m²); 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-42⁴, 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 website⁵ 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.

³ https://www.epa.gov/sites/default/files/2020-10/documents/13.2.1_paved_roads.pdf

⁴ [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)

⁵ 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 PM₁₀ 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 PM₁₀ 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 PM₁₀ emissions. A similar methodology is used for unpaved roads.

Total PM₁₀ 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 PM₁₀ 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 (PM₁₀) 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 ₁₀ Emissions (kg/day)						21,894.65
PM ₁₀ Emissions (tons/day)						24.13
PM ₁₀ Emissions (tons/year)						8,809.17

Table 6. Yuma 2025 Particulate Matter (PM₁₀) 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 ₁₀ Emissions (kg/day)						21,890.67
PM ₁₀ Emissions (tons/day)						24.13
PM ₁₀ Emissions (tons/year)						8,807.57

Table 7. Yuma 2035 Particulate Matter (PM₁₀) 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 ₁₀ Emissions (kg/day)						22,410.93
PM ₁₀ Emissions (tons/day)						24.70
PM ₁₀ Emissions (tons/year)						9,016.89

Table 8. Yuma 2035 Particulate Matter (PM₁₀) 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 ₁₀ Emissions (kg/day)						22,377.11
PM ₁₀ Emissions (tons/day)						24.67
PM ₁₀ Emissions (tons/year)						9,003.29

Table 9. Yuma 2045 Particulate Matter (PM₁₀) 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 ₁₀ Emissions (kg/day)						22,933.56
PM ₁₀ Emissions (tons/day)						25.28
PM ₁₀ Emissions (tons/year)						9,227.17

Table 10. Yuma 2045 Particulate Matter (PM₁₀) 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 ₁₀ Emissions (kg/day)						22,871.40
PM ₁₀ Emissions (tons/day)						25.21
PM ₁₀ Emissions (tons/year)						9,202.16

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 PM₁₀ 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 PM₁₀ 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 documentation⁶. 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 PM₁₀ for an efficient street sweeper is 0.6871 g/VMT⁵. 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**.

⁶ AP-42 13.2.2 Background report Unpaved Roads (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)
City of Yuma	Watering/Stabilizing	4.20	10	208	0.45	17472.00	3.92
	Sweeping	33.65	90	208	0.0002	3028.50	0.673
Yuma County	Watering/Stabilizing	4.49	10	208	0.41	18678.40	3.85
	Sweeping	4.28	90	208	0.0002	385.20	0.086
City of Somerton	Watering/Stabilizing	0.20	10	208	0.41	832.00	0.17
	Sweeping	0.96	90	208	0.0002	86.40	0.019
City of San Luis	Watering/Stabilizing	0.04	10	208	0.41	166.40	0.03
	Sweeping	1.92	90	208	0.0002	172.80	0.038
TOTAL							8.79

PM₁₀ 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 PM₁₀ 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 PM₁₀

Analysis Year	PM ₁₀ Tons per Year (tpy) No Build Scenario	PM ₁₀ Tons per Year (tpy) Build Scenario	Annual Reduction (tpy)	Total Adjusted PM ₁₀ (tpy) No Build Scenario	Total Adjusted PM ₁₀ (tpy) 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

The analysis summary in **Table 12** indicates that the projected PM₁₀ 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
Total (grams/day)		3,409,669	1,527,588	1,072,901	1,106,439
Total (Tons)		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
Total (grams/day)		4,721,138	2,879,821	2,000,476	2,001,138
Total (Tons)		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)
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

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 PM₁₀ and the 2015 8-hour ozone National Ambient Air Quality Standards.

YMPO INFORMATION SUMMARY for Agenda Item 7

FY 2022-26 YMPO Transportation Improvement Program – Amendment #13

DATE: March 14, 2024

SUBJECT: FY 2022-26 YMPO Transportation Improvement Program (TIP) – Amendment #13.

SUMMARY:

The FY 2022-26 YMPO TIP was originally approved on July 29, 2021, and has since been amended twelve times, most recently on February 29, 2024. When YMPO was informed by the Federal Highway Administration (FHWA) that an Air Quality Conformity Analysis was not done for the FY 2024-28 TIP approved by the YMPO Executive Board on June 29, 2023. YMPO staff, with the approval of the Executive Board, moved all the TIP projects to the FY 2022-26 TIP table because an Air Quality Conformity Analysis has been approved by FHWA for the FY 2022-26 TIP. However, three projects were put on hold until an Air Quality Conformity Analysis was completed as part of the Long-Range Transportation Plan (LRTP) Amendment #1 and Air Quality Conformity Analysis.

The Interagency Council has no additional comments to the LRTP Amendment #1 and Air Quality Conformity Analysis, and the documents are under a 30-day public review period. The 30-day public review period will end on March 18, 2024, and the TAC can now make a recommendation to the Executive Board contingent upon receiving no additional comments during the 30-day public review period.

The first project that needs to be included in the FY 2022-26 TIP is in the City of Yuma. This is a new design project for the 40th Street Widening/Extension: Avenue 6E to Fortuna Road with local funding of \$500,000 in FY 2024 and \$3,500,000 in FY 2025.

FY 2024

YU-24-10D1	2024	Yuma	40th Street: Avenue 6E to Fortuna Road	New Roadway-Design	FFC-5U	Local	\$0	\$0	\$500,000	\$500,000
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FY 2025

YU-24-10D2	2025	Yuma	40th Street: Avenue 6E to Fortuna Road	New Roadway-Design	FFC-5U	Local	\$0	\$0	\$3,500,000	\$3,500,000
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The next project in the City of Yuma is the construction project for 40th Street: 6 ³/₄ E to 7 ¹/₂ E with HURF exchange funding of \$900,000 and local funding of \$28,788 in FY 2025.

FY 2025

YU-23-10C	2025	Yuma	40th Street: 6 ³ / ₄ E to 7 ¹ / ₂ E (3/4 mile)	New Roadway-Construction	FFC-5U	HURFX	\$0	\$900,000	\$28,788	\$928,788
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The next two projects that need to be included in the FY 2022-26 TIP are in Yuma County. The first project is for right-of-way acquisition in FY 2025 for the Avenue E/Avenue D Extension: County 23rd Street to County 16th Street. The second project is for the construction in FY 2026 of the Avenue E/Avenue D Extension: County 23rd Street to County 16th Street project. The project was extended from

County 18th Street to County 16th Street, with local funding of \$900,000 for the right of way in FY 2025 and \$700,000 for construction in FY 2026.

FY2025

YC 22-09R	2025	Yuma Co.	Ave E Extension: Co. 23rd to Co. 18th	New Roadway - Acquire ROW	FFC-3U	Local	\$0	\$0	\$900,000	\$900,000
YC 22-09R	2025	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	New Roadway - Acquire ROW	FFC-3U	Local	\$0	\$0	\$900,000	\$900,000

FY2026

YC 22-09C1	2026	Yuma Co.	Ave E Extension: Co. 23rd to Co. 18th	New Roadway - Construct Utilities	FFC-3U	Local	\$0	\$0	\$700,000	\$700,000
YC 22-09C1	2026	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	New Roadway - Construct Utilities	FFC-3U	Local	\$0	\$0	\$700,000	\$700,000

The projects below for Yuma County have the project name changed from County 18th Street to County 16th Street, and funding remains the same.

FY2024

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 22-09D1	2024	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	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 22-09D2	2024	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	New Roadway - Design (Local funds)	FFC-3U	Local	\$0	\$0	\$50,000	\$50,000

PUBLIC INPUT:

There has been limited public input on this subject.

ACTION NEEDED:

This item is on the agenda for information, discussion, and possible action to recommend the FY 2022-26 YMPO TIP Amendment #13 for approval by the Executive Board contingent upon addressing any comments received during the public comment period.

CONTACT PERSON: Fernando Villegas, Senior Transportation Planner

TIP No.	FY	Agency	Project Name/Location	Project Description	Func/Class	Fund Source	Federal \$	HURF	Local \$	Total \$
2022										
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
2023										
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 - 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					\$29,802,028	\$0	\$1,625,183	\$31,427,210
2024										
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
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 22-09D1	2024	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	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 22-09D2	2024	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	New Roadway - Design (Local funds)	FFC-3U	Local	\$0	\$0	\$50,000	\$50,000
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

TIP No.	FY	Agency	Project Name/Location	Project Description	Func/Class	Fund Source	Federal \$	HURF	Local \$	Total \$
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
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
YU-24-10D1	2024	Yuma	40th Street: Avenue 6E to Fortuna Road	New Roadway-Design	FFC-5U	Local	\$0	\$0	\$500,000	\$500,000
	2024	Totals					\$27,991,564	\$900,000	\$47,255,049	\$76,146,640
				2025						
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 22-09R	2025	Yuma Co.	Ave E Extension: Co. 23rd to Co. 18th	New Roadway - Acquire ROW	FFC-3U	Local	\$0	\$0	\$900,000	\$900,000
YC 22-09R	2025	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	New Roadway - Acquire ROW	FFC-3U	Local	\$0	\$0	\$900,000	\$900,000
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	\$1,700,448	\$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-23-10C	2025	Yuma	40th Street: 6 3/4 E to 7 1/2 E (3/4 mile)	New Roadway-Construction	FFC-5U	HURFX	\$0	\$900,000	\$28,788	\$928,788
YU-24-10D2	2025	Yuma	40th Street: Avenue 6E to Fortuna Road	New Roadway-Design	FFC-5U	Local	\$0	\$0	\$3,500,000	\$3,500,000

TIP No.	FY	Agency	Project Name/Location	Project Description	Func/Class	Fund Source	Federal \$	HURF	Local \$	Total \$
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					\$42,314,752	\$900,000	\$5,679,970	\$45,394,722
				2026						
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 22-09C1	2026	Yuma Co.	Ave E Extension: Co. 23rd to Co. 18th	New Roadway - Construct Utilities	FFC-3U	Local	\$0	\$0	\$700,000	\$700,000
YC 22-09C1	2026	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	New Roadway - Construct Utilities	FFC-3U	Local	\$0	\$0	\$700,000	\$700,000
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
YC 24-04C2	2026	Yuma Co.	Co. 14th St at Ave G	Traffic Signal and Left-Turn Lanes - Construction (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	\$2,125,938	\$16,061,051

YMPO INFORMATION SUMMARY for Agenda Item 8

2024-2025 CO2 Emission Targets

DATE: March 14, 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 identifies a CO2 target for the YMPO region.
- ADOT and YMPO must coordinate State and MPO targets to the maximum extent practicable.
- YMPO is required to report on performance in the LRTP.
- YMPO is 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 and possible action to recommend adoption of ADOT's 2024 CO2 emission target to the Executive Board.

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

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

Envelope Id: 23814AB5EB3D441EB515CAFB1B754CDC		Status: Completed
Subject: Complete with DocuSign: 2024 CO2 target YMPO letterhead.pdf		
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Certificate Pages: 1	Initials: 0	Ashlee Haugen-Lewis
AutoNav: Enabled		206 S 17th Ave
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Time Zone: (UTC-07:00) Arizona		AHLewis@azdot.gov
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TAnderson@azdot.gov		Viewed: 1/22/2024 8:05:14 AM
Performance Management		Signed: 1/22/2024 8:06:00 AM
Arizona Dept of Transportation		
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Payment Events	Status	Timestamps
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Yuma Metropolitan Planning Organization

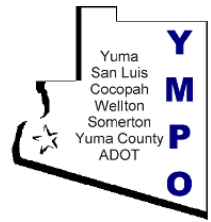
230 West Morrison Street

Phone: (928) 783-8911

Yuma, Arizona 85364

Fax: (928) 329-1674

www.ympo.org



Local Governments and Citizens Working Together

March 28, 2024

Thor Anderson
Performance/Asset Manager
Multimodal Planning Division
1611 West Jackson Street
Mail Drop 310B
Phoenix, Arizona, 85007

Mr. Anderson,

Re: Adoption of ADOT's 2024-2025 CO2 emissions target

On January 22, 2024, the Arizona Department of Transportation (ADOT) formally established a declining carbon dioxide (CO2) emissions target for the National Highway System (NHS). 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 tons of CO2 emission on the Arizona NHS and the state has established the target of -0.1% reduction in CO2 emissions.

The Yuma Metropolitan Planning Organization (YMPO) supports ADOT's 2024 CO2 target. YMPO adopted the State target of -0.1% reduction in CO2 emissions for the NHS during the March 28, 2024, YMPO Executive Board Meeting.

Sincerely,

Crystal Figueroa
Executive Director
Yuma Metropolitan Planning Organization

YMPO INFORMATION SUMMARY for Agenda Item 09

Safe Streets and Roads for All (SS4A) Grant Program

DATE: March 14, 2024

SUBJECT: Safe Street and Roads for All (SS4A) Grant Program

SUMMARY:

During the January 11, 2024, TAC meeting, the committee discussed and recommended to the Board a collaborative partnership with the City of Yuma and the rest of the region for inclusion in the City's Safety Action Plan awarded through a FY 23 SS4A at a cost to YMPO. Recently, the city had its SS4A kickoff meeting and was informed by their grant FHWA program manager that they could not expand the scope to include the whole of the Yuma Region; moreover, they needed to stick to their scope on their application. The representative highly recommended that YMPO submit an SS4A application as the FY 24 Notice of Funding Opportunity (NOFO) was recently released by the US Department of Transportation on February 21, 2024. It would ensure that YMPO and other municipalities have their list of possible safety projects eligible for SS4A design and implementation funding.

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over \$1.2 billion is available for funding this round, with approximately \$656.6 million available for developing Safety Action Plans and carrying out demonstration activities to inform the development of action plans.

The NOFO has multiple application deadlines, depending on the grant type. Planning and Demonstration Grant applicants may apply during any of the three application deadlines listed. Recipients are required to contribute a local matching share of 20% of the total eligible project cost.

- April 4, 2024
- May 16, 2024
- August 29, 2024

Planning and Demonstration Grants have three different types of activities:

- Develop an Action Plan
- Conduct supplemental safety planning to enhance an Action Plan; and
- Carry out demonstration activities to inform the development of, or an update to, an Action Plan

Metropolitan Planning Organizations are eligible applicant; the TAC will be consulted on pursuing a possible FY 24 grant for the rest of the region, taking into consideration that the City of Yuma could not expand their Safety Action Plan scope of work at a cost to YMPO to include the rest of the region.

PUBLIC INPUT:

There has been no public input on this subject.

ACTION NEEDED:

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

CONTACT PERSON:

Crystal Figueroa, YMPO Executive Director

YMPO INFORMATION SUMMARY for Agenda Item 10

Complete Streets Concept Study

DATE: March 14, 2024

SUBJECT: Complete Streets Concept Study

SUMMARY:

YMPO would like to start the process by preparing the RFP and the Scope of Work to develop the Complete Streets Concept Study for road improvements and to design cross-section examples for various roadway types in the YMPO region.

The YMPO is pursuing a Complete Streets Concept Study for the region that member agencies may use to update their planning standards, policies, and processes regarding roadway improvements.

The Complete Streets Concept accommodates all modes of transportation, pedestrian, bicycle, vehicular, and transit.

Timeline (*Subject to change*)

April 15, 2024:	Release date of RFP.
May 16, 2024:	RFP submittals due before 3 P.M., MST.
May 16, 2024:	RFP responses distributed to the review committee.
May 23, 2024:	The YMPO Executive Board approves the selected consultant/firm.
May 30, 2024:	Estimated Notice to Proceed.
March 14, 2025:	Complete Streets Study Final Report due (est.).

YMPO is presenting this item to the TAC members for recommendations in preparing the RFP and the Scope of Work. A draft scope of work outline for the Complete Streets Study is available for your review and comments.

PUBLIC INPUT:

There has been no public input on this subject.

ACTION NEEDED:

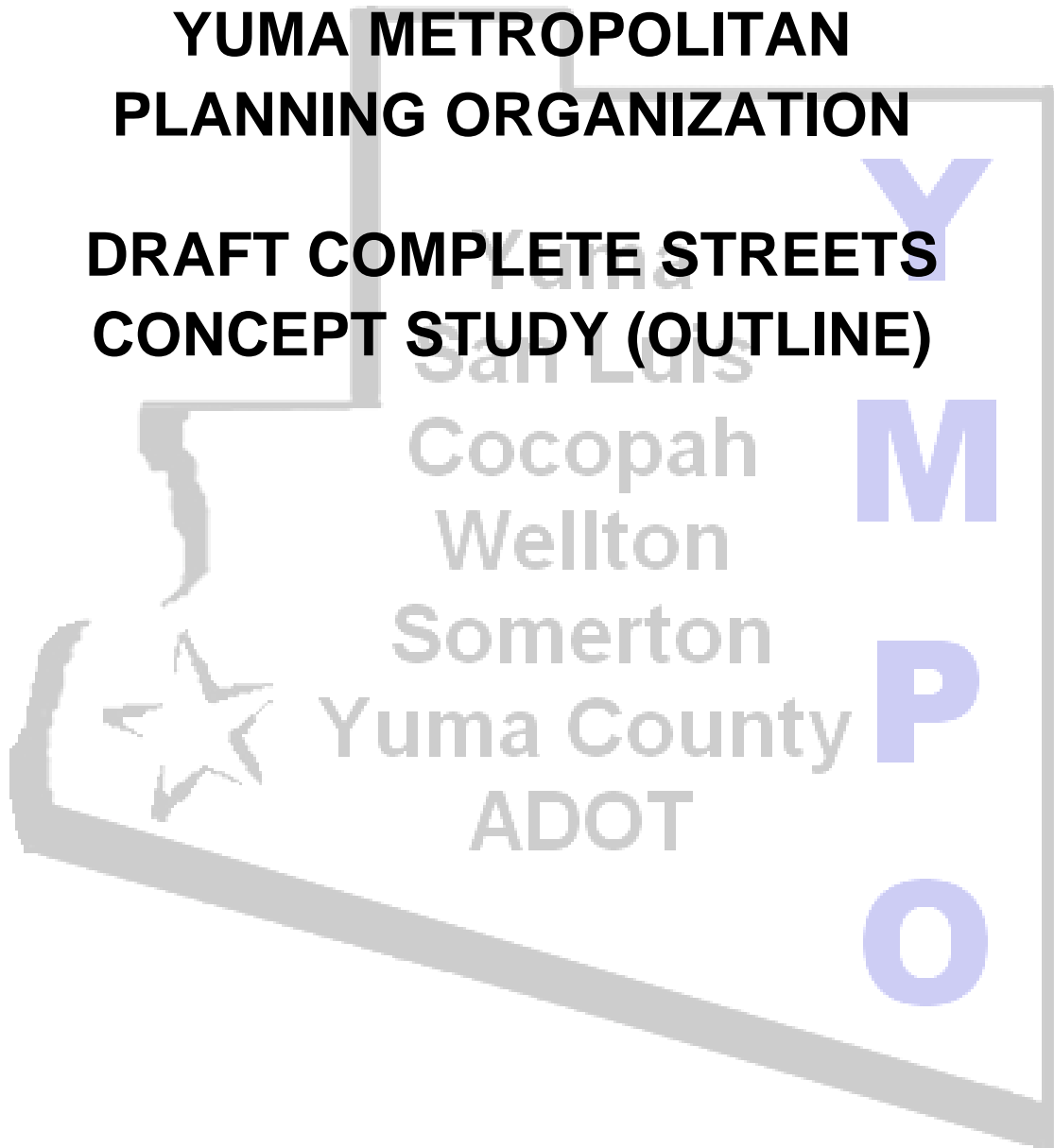
This item is on the agenda for information and discussion only.

CONTACT PERSON:

Fernando Villegas, YMPO Senior Transportation Planner

YUMA METROPOLITAN PLANNING ORGANIZATION

DRAFT COMPLETE STREETS CONCEPT STUDY (OUTLINE)



March 14, 2024

YMPO Complete Streets Concept Outline

1. Introduction.

The purpose of this Outline is to confirm the details for a Complete Streets Concept Study mostly in the second year (FY 25) of the two-year FY 2024-25 YMPO Unified Planning Work Program (UPWP) and to explore the major steps that will be taken once the Study has been approved. Currently just over \$110,000 has been included in the current UPWP for this effort.

The goal of this conceptual study is to explain what complete streets are, what the concept of complete streets means to the process of planning and programming roadway improvements in the YMPO region, show some of the roadways that need to be improved, and explore how to prioritize and fund those improvements. Some of the region's agencies have already explored the idea of complete streets and this study is expected to reinforce those efforts.

All of these tasks will be conducted, where appropriate, in consultation with the YMPO (Study) Project Manager (PM); other YMPO staff, as directed by the YMPO PM; and an expanded YMPO Study Technical Advisory Committee (TAC). If policy decisions are needed (to be decided by the YMPO TAC and PM), consultation with, and possible action by, the YMPO Executive Board will be needed.

Deliverables may be hinted at by, but are not currently included as part of, this outline. A best guess of the percentage of the time (and resources) expected to be needed for each task is included. These percentages are tentative and may be changed based on a variety of factors, including the experience of the TAC, the YMPO PM, and the selected consultant.

The main aim of the study will be to develop an understanding of how improving roadways, of different classes, to encourage use by alternative transportation modes will increase the safety and improve air quality for all users. Currently, the majority of roadways in the YMPO region are designed for use primarily by motorized vehicle users. In most cases, highway users from alternative modes such as pedestrians, bicycles and transit can gain a higher degree of benefit for a relatively small, incremental, extra cost. However, limitations such as terrain, utilities, and limited rights-of-way can be overcome if the original design parameters include the need for a complete streets approach.

Finally, the most recent Federal authorizing legislation currently in force is the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA). This legislation shows a distinct preference for alternative modes of transportation and some of the funding categories, especially some of the Grants that

YMPO Complete Streets Concept Outline

have been recently released, require the existence of a Complete Streets program at the State and/or regional level as a prerequisite for submitting Grant applications.

2. Project Summary.

Developing roadways within metropolitan areas has primarily focused on motorized vehicle users and, especially in the western States, has focused on single-occupancy automobile users. The question is whether the percentage used for each facility is more a function of the original design or whether the design has morphed to benefit the predominant users. In other words, has function followed the design, or vice-versa?

Currently, in the Yuma metropolitan region, the predominant mode of transportation is the single-occupancy vehicle (in excess of 90%), with all other modes combined at less than 10%. As all other modes primarily use the roadway system, too, it is not surprising that roads command the majority of the dollars committed to transportation funding. However, if a roadway is designed according to the philosophy of highest and best use, bicycle lanes, wider sidewalks, and bus pullouts would most likely be far more prevalent and, therefore, more heavily used by other modes, thereby reducing congestion, increasing safety for alternative users and benefitting air quality.

In April 2020, Greenlight Traffic Engineering completed a Bicycle and Pedestrian Plan for the YMPO region and this effort included a series of recommended design guidelines for such facilities. However, the member agencies within each MPO are responsible for developing the roadway system within their boundaries. Primarily due to the predominant mode of transportation identified above, most facilities are still very heavily focused on automobile users.

All transportation facilities need to be upgraded during their lifetimes; however, there simply are not sufficient resources available to make improvements to all of the region's facilities to accommodate alternative modes of transportation, such as pedestrians, bicycles, and, to some extent, transit users; however, if the mindset for designing transportation facilities can be changed to view such facilities from the complete streets lens when roadways are actually rehabilitated and/or refurbished and/or re-built, the end result will likely be a system that accommodates alternative users better.

3. Anticipated Budget

The total amount currently programmed for this study is \$112,000, but this could change depending on input from our member agencies and/or consultants.

YMPO Complete Streets Concept Outline

4. General Scope of Services

Task 1. Study Management (2%).

- This portion of the study is used to reimburse the consultant team for any expenses incurred in the administration and management of the study. There is no guarantee that all the funds will be used, especially if there are no scope, schedule, or budget changes.

Task 2. Best Practice Review (4%).

- The consultant team will be expected to review the best practices of like-sized MPOs around the state and the nation to see what approaches different regions have taken to address the concept of complete streets on a regional level. Research and report on member agencies' plans and policies regarding Complete Streets.

Task 3. Refine Scope of Work, Schedule (and Budget, if needed) (4%).

- Based on the best practice review, the consultant team may recommend changes to the study scope and schedule, and if those changes are approved, there may be a change to the respective budget amounts for the respective tasks. This is NOT restricted to a one-time occurrence, but it is not intended to be open-ended, either.

Task 4. Public Participation Program (PPP) (10%).

- The consultant team, working closely with the YMPO PM, YMPO staff, the TAC and the Board will develop a rigorous PPP for the study. As we have discovered, this PPP will include a series of stakeholder interviews, followed by a discussion of the results of those interviews with YMPO staff and the TAC and the results will be shared with the public during the forums set up under the PPP. Detailed records of the PPP will be reported as part of Task Working Paper during which the participation event occurred.

Task 5. Inventory and Define Street Types (12%).

- In consultation with YMPO member agencies, the consultant team will develop an inventory of all types of roadways within the region. The TAC will try to classify the different types of roadways based primarily on the improvements needed to raise the facility to a complete streets standard and NOT on the standard traffic volume functional classification of roadways defined under federal guidelines.
- Analyze the regionwide bus stop locations to identify potential bus pull-out locations to enhance safety and manage congestion through the implementation of bus pullouts in Yuma County. The consultant team, working closely with YMPO member agencies will develop a ranked list of up to 20 locations in Yuma County

YMPO Complete Streets Concept Outline

where bus pullouts should be constructed. Development of typical designs for bus pullouts appropriate to Yuma County context.

Task 6. Define Goals and Strategies for the YMPO Region (8%).

- The consultant and YMPO will cooperatively develop goals and strategies for how to change the current roadway system into a more complete streets format.

Task 7. Define the YMPO Complete Streets Planning Process (25%).

- This is the most important individual task, to define what is involved in taking the existing system of street types and changing it to a series of complete streets.
- The consultant will develop conceptual designs for the top-ranked bus pullouts locations and planning-level estimates of probable construction costs. Provide supporting funding recommendations for constructing the top-ranked bus pullouts.

Task 8. Sample Plans (10%).

- The consultant will develop two sets of sample plans for each type of street type identified in Task 5, with each agency being represented at least twice.

Task 9. Performance Measures and Project Selection (10%).

- A series of performance measures will be developed for deciding the respective worth of candidate projects, allowing the TAC to be able to decide the merits of different projects. The consultant will provide research on possible funding options for expanding Complete Streets options within the region.

Task 10. Implementation Steps (10%).

- The consultant will develop a series of steps that will allow the TAC to oversee the implementation of the Complete Street Concept. These steps will include some sample policies for members agencies to use, as they see fit.

Task 11. Final Report and Appendices (3%).

- The final report will be a synopsis of the working papers and will include the inventory of streets under Task 5, as an appendix.

Task 12. Presentations to TAC and Board (2%).

- The Consultant will present the final report and appendices to the TAC and Board for eventual approval and inclusion into the Long-Range Transportation Plan and Transportation Improvement Program planning and programming processes.

SOMERTON

Project Name:	Co. 15th St & Ave. D, Crest Curve Correction												
Project Location:	County 15th Street and Avenue D												
Program:	HSIP	Design FY:	24	TIP ID:	SO-24-01D	Const FY:	26	TIP ID:	SO-26-01C	ADOT #:	T0517	Fed ID:	S0M-0(208)T
Type of Work:	Crest Curve Correction												
ADOT PM:	Chris Moore, 757-469-6679												
Project Status:	Local match invoiced 2/29; TOAST still waiting for scope questions to be answered by local for 1st scope & fee proposal.												

SAN LUIS

Project Name:	US95; Country 20 1/2 St to County 22nd Raised Median												
Project Location:	Country 20 1/2 St to County 22nd St												
Program:	HSIP	Design FY:	24	TIP ID:	SL24-01D	Const FY:	26	TIP ID:	SL24-01D	ADOT #:	T0465	Fed ID:	SLS-0(206)T
Type of Work:	Install raised median												
ADOT PM:	Chris Moore, 757-469-6679												
Project Status:	Local match invoiced 2/22; TOAST pending receipt of local match.												

CITY OF YUMA

Project Name:	A Canal; 7E & 40th St Bridge Reconstruction												
Project Location:	Intersection of Ave 7E and 40th Street												
Program:	HURF EX	Design FY:	N/A	TIP ID:	N/A	Const FY:	24	TIP ID:	YU-23-11C	ADOT #:	T0551	Fed ID:	N/A
Type of Work:	Replace siphon with new box culvert												
ADOT PM:	Jennifer Hobert, (602) 712-4173												
Project Status:	Pending IGA Execution. Initiated in CAR 2/5/24. Assigned to Julie 2/22/24. Draw #1 due: TBD												
Project Name:	Crane Elementary School #13 Transportation Safety												
Project Location:	21st Drive and 30th St												
Program:	TA	Design FY:	24	TIP ID:	YU24-09D	Const FY:	N/A	TIP ID:	N/A	ADOT #:	T0557	Fed ID:	YUM-0(232)T
Type of Work:	HAWK signal installation												
ADOT PM:	Pedram Shafieian, (602) 712-8116												
Project Status:	Established 2/12/2024. IGA in progress.												
Project Name:	Shared Use Pathway (SUP) East Wetland Park to Pacific Ave												
Project Location:	Pacific Avenue & East Wetlands Park												
Program:	CRP	Design FY:	24	TIP ID:	YU24-03D	Const FY:	25	TIP ID:	YU24-03C	ADOT #:	T0545	Fed ID:	YUM-0(229)T
Type of Work:	Shared Use Path design and construction												
ADOT PM:	Alyssa Young, (480) 932-9468												
Project Status:	Established 1/25/2024. Project IGA assigned to Julie Henige. Workplan created.												
Project Name:	Bus Pull-Outs Avenue A at 16th St												
Project Location:	Avenue A and 16th Street												
Program:	CRP	Design FY:	24	TIP ID:	YU24-02D	Const FY:	25	TIP ID:	YU24-02C	ADOT #:	T0542	Fed ID:	YUM-0(230)T
Type of Work:	Design and Construction of 2 bus pull-outs												
ADOT PM:	Alyssa Young, (480) 932-9468												
Project Status:	Established 1/25/2024. Project IGA assigned to Julie Henige. Workplan created.												
Project Name:	1st Street Shared Use Pathway												
Project Location:	1st Street												
Program:	TA	Design FY:	24	TIP ID:	104241	Const FY:	N/A	TIP ID:	N/A	ADOT #:	T0533	Fed ID:	YUM-0(228)T
Type of Work:	Shared Use Path												
ADOT PM:	Alyssa Young, (480) 932-9468												
Project Status:	Project IGA in internal review. Workplan created.												
Project Name:	32nd St; Ave 3E to Ave 7 1/2E SUP												
Project Location:	32nd St, Ave 3e, Ave 7 1/2E SUP												
Program:	TA	Design FY:	24	TIP ID:	YU-24-07D	Const FY:	N/A	TIP ID:	N/A	ADOT #:	T0556	Fed ID:	YUM-0(231)T
Type of Work:	Shared Use Path												
ADOT PM:	Frank Fry, 520-661-6135												

Project Status:	Set up in Project Master on 2/6/24. IGA initiated on 2/7/24.											
Project Name:	Pedestrian Hybrid Beacons (PHB), Three Locations											
Project Location:	Three Locations											
Program:	HSIP	Design FY:	24	TIP ID:	YU-24-01D	Const FY:	25	TIP ID:	YU-24-01D	ADOT #:	T0455	Fed ID: YUM-0(227)T
Type of Work:	Install Pedestrian Hybrid Beacons											
ADOT PM:	Trent Kelso (602)-723-8313											
Project Status:	Consultant selected- EPS Group; needs to add ROW scope and address ADOT comments, updated proposal WO 12/4. Consultant contract in for review with ECS - with manger for review.											
Project Name:	3 Flashing Yellow Arrow Signal Locations											
Project Location:	3 Citywide Locations											
Program:	HSIP	Design FY:	23	TIP ID:	YU23-08	Const FY:	24	TIP ID:	YU23-08	ADOT #:	T0409	Fed ID: YUM-0(224)T
Type of Work:	Install flashing yellow arrow signals											
ADOT PM:	Chris Moore, 757-469-6679											
Project Status:	City asked to defer to FY25; currently looking at options to defer to FY25 and re-prioritize other projects or defer to FY27.											
Project Name:	Various Citywide Locations; Pedestrian Hybrid Beacons											
Project Location:	Various Citywide Locations											
Program:	HSIP	Design FY:	23	TIP ID:	YU 23-07D	Const FY:	25	TIP ID:	YU 23-07	ADOT #:	T0410	Fed ID: YUM-0(225)T
Type of Work:	Design/Construct Pedestrian Hybrid Beacons											
ADOT PM:	Chris Moore, 757-469-6679											
Project Status:	Stage IV due 6/10, schedule will push out to allow City to begin the Right of Way process.											
Project Name:	Upgrade Pavement Markings on 5 Arterials 5-City Locs											
Project Location:	5 Citywide locations											
Program:	HSIP	Design FY:	23	TIP ID:	YU 23-09	Const FY:	25	TIP ID:	YU 23-09	ADOT #:	T0419	Fed ID: YUM-0(226)T
Type of Work:	Upgrade striping to 6 inches wide											
ADOT PM:	Chris Moore, 757-469-6679											
Project Status:	Stage III submitted 2/2/24. Stage III in review.											

YUMA COUNTY

Project Name:	Pathway-Avenue B to Avenue C/ West Main Canal											
Project Location:	West Main Canal-Avenue B to Avenue C											
Program:	GRANT	Design FY:	24	TIP ID:	YC-24-06D	Const FY:	26	TIP ID:	YC-24-06C	ADOT #:	T0522	Fed ID: YYU-0(227)T
Type of Work:	Construct multi-use pathway for pedestrians and bicyclists											
ADOT PM:	Alyssa Young, (480) 932-9468											
Project Status:	Project established, IGA initiated, getting internal ADOT team. Project posted on upcoming advertisements.											
Project Name:	Co. 14th and Ave. G, Traffic Signal and Left Turn Lane											
Project Location:	County 14th St & Ave G											
Program:	HSIP	Design FY:	24	TIP ID:	YC 24-04D	Const FY:	26	TIP ID:	YC 24-04D	ADOT #:	T0441	Fed ID: YYU-0(223)T
Type of Work:	Install traffic signal, signing, curbing, thermoplastics, and left turn lane											
ADOT PM:	Frank Fry, 520-661-6135											
Project Status:	3 projects packaged together: T0436, T0440 & T0441. ECS finalizing contract possibly this week - 2/9/24.											
Project Name:	Ave. G, Shoulder Widening and Rumble Strips											
Project Location:	Avenue G											
Program:	HSIP	Design FY:	24	TIP ID:	YC 24-02D	Const FY:	26	TIP ID:	YC 24-02D	ADOT #:	T0437	Fed ID: YYU-0(225)T
Type of Work:	Install rumble strips											
ADOT PM:	Frank Fry, 520-661-6135											
Project Status:	IGA Initiated with County for review. WSP Selected Scoping meeting on 10/03 Received final scope and fee on 11/07. Awaiting NTP from ECS. Alyssa Young, (480) 932-9468 will be taking over this project.											
Project Name:	Co. 14th St & Ave C, Traffic Signal											
Project Location:	County 14th St & Ave C											
Program:	HSIP	Design FY:	24	TIP ID:	YC 24-03D	Const FY:	26	TIP ID:	YC 24-03D	ADOT #:	T0436	Fed ID: YYU-0(224)T

PROJECTS PENDING INITIATION

YUMA COUNTY

Project Name:	Ave 3E Bridge over 'A' Canal												
Project Location:	Ave 3E Bridge												
Program:	HURF EX	Design FY:	24	TIP ID:	YC-24-11D1	Const FY:	25	TIP ID:	YC 24-11D2	ADOT #:		Fed ID:	
Type of Work:	Replace bridge												
ADOT PM:													
Project Status:													
Project Name:	Ave B: Co. 18th St to SR-195												
Project Location:	Avenue B, County 18th Steet, SR-195												
Program:	HSIP	Design FY:	24	TIP ID:	YC-24-01D	Const FY:	26	TIP ID:	YC-24-01C1	ADOT #:		Fed ID:	
Type of Work:	Widen Shoulder and Install Rumble Strips												
ADOT PM:													
Project Status:													
Project Name:	Ave E Extension: Co. 23rd to Co. 16th												
Project Location:	County 23rd to County 16th St												
Program:	AZSMRT	Design FY:	24	TIP ID:	YC-22-09D1	Const FY:	27	TIP ID:	YC-22-09R	ADOT #:		Fed ID:	
Type of Work:	Widen Shoulder and Install Rumble Strips												
ADOT PM:													
Project Status:													
Project Name:	Ave G: Co. 11th to Co. 16th St												
Project Location:	Avenue G: County 11th to County 16th Street												
Program:	HSIP	Design FY:	24	TIP ID:	YC-24-02D	Const FY:	26	TIP ID:	YC-24-02C1	ADOT #:		Fed ID:	
Type of Work:	Shoulder Widening and Rumble Strips Installation												
ADOT PM:													
Project Status:													