

TECHNICAL ADVISORY COMMITTEE REGULAR MEETING AGENDA

Local Governments and Citizens Working Together

TECHNICAL ADVISORY COMMITTEE (TAC)

December 8, 2022

Time: 9:00 a.m.

In-Person/Virtual

230 West Morrison Street

Yuma, Arizona 85364

Please join our TAC meeting on your computer, tablet, or smartphone.

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YMPO TAC MEMBERS

Chair	Dave Wostenberg, City Engineer, City of Yuma
Vice-Chair	Eulogio Vera, Public Works Director, City of San Luis
Member	Saul Albor, Interim Community Development Director, City of Somerton
Member	Mark Hoffman, Senior Planner, ADOT
Member	Susan Cowey, CIP Administrator, City of Yuma
Member	Frank Sanchez, County Engineer, Yuma County
Member	Jennifer Albers, Principal Planner, City of Yuma
Member	Kelly Fricke, Interim Public Works Director, Yuma County
Member	Joseph Grant, Public Works Director, Town of Wellton
Member	Eric Holland, 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 on the TAC Website Survey Cards for the public to complete. Please send these to Charles Gutierrez, YMPO Senior Planning Manager, at cgutierrez@ympo.org.

Jesus Aguilar (JR) will read a Title VI Statement, Information Only.

3. **Call to the Public**

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

4. **Approval of Minutes**

The approval of the November 10, 2022 minutes.

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

5. **ADOT Project Initiation Process**

Arizona Department of Transportation (ADOT) Local Public Agency (LPA) will present the ADOT steps to initiate a project for the Federal or Hurf Exchange process for the Reimbursement program of the STBG and Carbon Reduction Program funding opportunities.

This is on the agenda for information, discussion, and/or action. Please refer to Summary Agenda Item 5.

6. **Rail/Heavy Freight Study Update**

YMPO Staff and Kimley-Horn team will present Working Paper 3: Economic Impact Analysis of the YMPO Rail/Heavy Freight Alignment Study and briefing on the Final Report for the Study.

Charles Gutierrez, YMPO, and Mr. Chris Joannes, Kimley-Horn and Associates will present this item and is on the agenda as information, discussion, and/or action. Please refer to Summary Agenda Item 6.

7. **Regional Coordination Plan Update**

The YMPO Regional Coordination Plan Kick-Off was kicked off as of November 1, 2022. The Regional Mobility Committee (RMC) will be present during these TAC meetings so that the YMPO Main TAC and the RMC will have the opportunity to collaborate and have the same expectations.

Charles Gutierrez, YMPO, will present this item. This is on the agenda for information, discussion, and/or action. Please refer to Summary Agenda Item 7.

8. **Call for Projects UPDATE**

YMPO TAC members are being asked to develop a list of qualified Surface Transportation Block Grant (STBG) program projects from an approved list from the YMPO 2022-2045 Long-Range Transportation Plan (LRTP). This call for projects will also include Carbon Reduction Program (CRP) formula funds for members to use on qualified projects in the region.

This is on the agenda for information, discussion, and/or action. Please refer to Summary Agenda Item 8.

9. Thriving Community Program

Funded with \$25 million through the [Consolidated Appropriations Act of 2022](#), the U.S. Department of Transportation's (DOT) new Thriving Communities Program (TCP) aims to ensure that disadvantaged communities adversely or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and organizational capacity to compete for federal aid and deliver quality infrastructure projects that enable their communities and neighborhoods to thrive. TCP facilitates the planning and development of transportation and community revitalization activities and provides tools to ensure that under-resourced communities can access the historic funding provided in the [Bipartisan Infrastructure Law](#) (BIL). The Thriving Communities Program will be administered by the [Build America Bureau](#) as part of its broader efforts to provide technical assistance to communities.

This is on the agenda for information, discussion, and/or action. Please refer to Summary Agenda Item 9.

10. RTAC Legislative Update

YMPO has invited Kevin Adams, Arizona Rural Transportation Advocacy Council (RTAC) to give an update to the Federal and State Legislative activities.

This is on the agenda for information, discussion, and/or action. Please refer to Summary Agenda Item 10.

11. YMPO TAC Officer Elections

YMPO Members will have the opportunity to consider, appoint, and/or elect TAC Officers for the Calendar Year 2023. The composition of the TAC is The Vice-Chair will assume/be installed to the Chair position of the TAC and members will consider the next Vice-Chair position. The Schedule has been included in the Information summary of the yearly rotation for the past 10 years.

This is on the agenda for information, discussion, and/or action. Please refer to Summary Agenda Item 11.

12. Population Technical Advisory Committee (POPTAC)

YMPO staff began discussion concepts and ideas that surround the adoption process for the YMPO to be a part of the Census effort in the region. Discussion will ensue with the creation of a Population Technical Committee (POPTAC).

Crystal Figueroa will present this item. This item is on the agenda as information, discussion, and/or action or guidance.

13. YMPO and ADOT

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

- a. Off-System Bridge Applications
- b. ADOT MPD Update

This item is on the agenda for information and discussion. Charles Gutierrez (YMPO) and Mark Hoffman (ADOT) will present this item.

14. 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, meetings), 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.

15. TAC Status Report

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 through 18th Street to 23rd Street
Martinez Lake and Red Cloud Mine Road
North Frontage Road from 10E to Fortuna

City of San Luis:

Cesar Chavez (Juan Sanchez) Boulevard
County 24th Street

City of Yuma:

32nd Street Ave B-Ave D
Avenue B - Reconstruction 24th Street-16th Street
18th St & Ave C
28th Street Widening between 33rd drive - 45th drive

City of Somerton: No projects listed

ADOT:

I-8 Sentinel Rest Area Project
I-8 MP 0.1 - 31 Various Bridges
I-8 Colorado River Bridge Repair Project
I-8 Wellton-Ave 36E Pavement Life Extension Project
US 95, Ave 9E to Rifle Range Rd Project
US 95 Wellton-Mohawk Canal Bridge Project
US 95 MP 67-80 Pavement Life Extension Project

Cocopah Indian Tribe: No projects listed

16. Future Agenda Items

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

a. TIP Amendment

- b. Grant Awards

17. Progress Reports

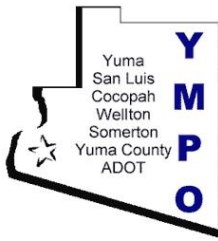
YMPO staff has provided a list of recent activities

- a. Nov 10 - TAC Meeting (CF, CG, NC, JR)
- b. Nov 10 - STSP Safety-Related Data EA Meeting (CF, CG, JR)
- c. Nov 10 - YMPO/AECOM Meeting (CG)
- d. Nov 10 - Draft ACFR to YMPO for 1st Review (CF, BD)
- e. Nov 10 - YRBC Meeting (JR)
- f. Nov 10 - RAAC Meeting (CF, CG)
- g. Nov 11 - Veteran's Day
- h. Nov 14 - Veteran's Day Observed (Office Closed)
- i. Nov 14 - RTAC Priority Project Booklet Follow Up Meeting (CF, CG)
- j. Nov 15 - RMC 5310 Meeting (JR)
- k. Nov 15 - Carbonite/YMPO Implementation (CF, CG).
- l. Nov 15 - 2022 ADOT Transit Planning Webinar (CF, CG, JR)
- m. Nov 15 - ADEQ-Yuma Traffic Study Project (CF, CG)
- n. Nov 15 - ADOT/YMPO Monthly Coordination Meeting (CF, CG)
- o. Nov 15 - Yuma PM10 SIP Update Call (CF, CG)
- p. Nov 15 - Floating Holiday (BD, NC)
- q. Nov 15 - City of Somerton Swearing Ceremony (CF)
- r. Nov 16 - 5310-Saguaro Foundation Community Living Programs w/ADOT (CF, JR)
- s. Nov 16 - SHRP 2 Webinar- Efficacy of High Visibility Crosswalks (CG)
- t. Nov 17 - Arizona-Sonora Border Infrastructure Master Plan Prioritization Workshop (CF, CG)
- u. Nov 17 - AZ SMART Applicant Webinar (CF)
- v. Nov 17 - Yuma Traffic Study Planning Discussion (CF, CG)
- w. Nov 17 - SAAVI Vehicle Inventory Updates for YMPO and PAG Region Discussion (JR)
- x. Nov 18 - Arizona State Transportation Board Meeting in Wickenburg (CF)
- y. Nov 21 - Federal Snapshot: Decisions in D.C. and What Lies Ahead (JR)
- z. Nov 21 - RTAC Advisory Committee Meeting (CF, BD)
- aa. Nov 21 - YMPO Coordinated Plan Kick Off Discussion with LSC Transportation (CF, CG, JR)
- bb. Nov 22 - GYPA and YMPO Re: County 25th and Ash (CF)
- cc. Nov 22-28 - Scheduled PTO (BD)
- dd. Nov 23 - YRBC Nominating Committee Meeting (JR)
- ee. Nov 23 - CF Floater Day
- ff. Nov 24 - Thanksgiving Day (Thursday)
- gg. Nov 25 - Day after Thanksgiving Day (Friday)
- hh. Nov 28 - Day after Thanksgiving Day Observed (Monday)
- ii. Nov 28 - RTAC Board Meeting Virtual (CF)

- jj. Nov 30 - Yuma County Regional Economic Development Meeting (CF)
- kk. Dec 1 - US-95 Project Programming Plan (CF, CG)
- ll. Dec 1 - YMPO Audit Preparation Status Call with The Pun Group (CF, BD)
- mm. Dec 5 - Staff Meeting (CF, CG, BD, NC, JR, RA)
- nn. Dec 5 - ADOT/YMPO Monthly Coordination Meeting (CF, CG)
- oo. Dec 6 - ADOT Transportation Alternatives Program (CF)
- pp. Dec 6 - Beginner's Guide to 1099-MISC & 1099-NEC Requirements (BD)
Dec 7 - COG/MPO Directors Meeting (CF)

18. 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 Charles Gutierrez at 928-783-8911.



TECHNICAL ADVISORY COMMITTEE REGULAR MEETING MINUTES

Local Governments and Citizens Working Together

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YMPO TAC MEMBERS

Chair	Dave Wostenberg, City Engineer, City of Yuma
Vice-Chair	Eulogio Vera, Public Works Director, City of San Luis
Member	Mark Hoffman, Senior Planner, ADOT
Member	Frank Sanchez, County Engineer, Yuma County
Member	Jennifer Albers, Principal Planner, City of Yuma

YMPO TAC MEMBERS ABSENT

Member	Saul Arbol, Interim Community Development Director, City of Somerton
Member	Susan Cowey, CIP Administrator, City of Yuma
Member	Joshua Scott, Public Works Director, Yuma County
Member	Joseph Grant, Public Works Director, Town of Wellton
Member	Eric Holland, Planning Director, Cocopah Indian Tribe

YMPO TAC EX-OFFICIOS

YCIPTA	Shelly Kreger
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ADDITIONAL PRESENT

Miguel Flores, S.M.I.L.E
Chris Joannes, Kimley-Horn
Antonio Martinez, MCAS Yuma
William Moore, Horizon Health and Wellness
Miriam Marguliz, AmeriCorps at NAU
Cathy Myers, Achieve Human Services
Justine Marmesh, LSC Transportation
Gordon Shaw, LSC Transportation

YMPO STAFF PRESENT

Senior Planning Manager
Executive Director
Administrative Assistant
Mobility Manager

Charles Gutierrez
Crystal Figueroa
Norma Chavez
Jesus R Aguilar Jr

1. Call to Order and Declaration of Votes

Chairman Dave Wostenberg called the meeting to order at 9:00 A.M. The City of Yuma declared votes as Dave Wostenberg 3 and Jennifer Albers 2. Yuma County declared votes as Frank Sanchez 2.

2. Title VI of the Civil Rights ACT of 1964

A brief Title VI Nondiscrimination Notice to the Public was read by JR Aguilar.

3. Call to the Public

There were no announcements from the public or TAC members.

4. Approval of Minutes

The October 13, 2022 minutes were approved. Mr. Sanchez motioned for approval. Eulogio Vera seconded the motion. The motion carried.

5. Rail/Heavy Freight Study Update

Chris Joannes, Kimley-Horn, presented Working Paper 3: Economic Impact Analysis of the YMPO Rail/Heavy Freight Alignment Study. Working Paper 3 provides the economic benefit of constructing the north-south rail line and potential impacts to local tax receipts from attracting new employers from increased rail access.

Kimley-Horn reviewed the previous conceptual alignments and the matrix that accompanied the analysis for the conceptual screening alternatives.

Three candidates were chosen, which were A, B, and C. A quantitative analysis occurred with land use, land acquisitions, transportation, environmental impacts, and cost. These were based on points assigned through the matrix and the highest points basically is the recommended alignment. Based off the data to the study, the recommended alignment was C with conditional feasibility conditions to the acceptance of the Alignment C. these conditions were BMGAFR Easement, Public support to increase substantially, and assurances from Mexico of the continuation of the rail will be built in Mexico. The decision to move the alignment to Ave D rather than the POE Alignment due to less impacts.

The next area of the analysis was looking at the Inspection facility. Wilson and Company did an evaluation of these facilities and collaborated with Kimley-Horn to establish the Eastern side, lower portion where the main curve is located. The City of Yuma Owns two large swaths of property there and those pointed to the best location, although it is rather large area the focus would be much smaller of the SR 195. The area north of the SR 195 Southern curve are all federal lands and the possibility to establish the facility would be more difficult.

The next area of analysis was the Intermodal Facility options. These are facilities that rail cars can off-load and be transferred to trucks or other rail cars for movement to outbound locations.

The first area is where the alignment reaches the main UPRR line at Araby Road to approximately 5 1/2E to 32nd St. The area is broken up into many parcels and could work if the city rezoned the parcels. The facility needs ideally 100 acres and this facility has approximately 63 acres. This area is great due to SR 195, I-8, and the UPRR line.

The second area is east of area 1 where the 8 1/2E interchange is located at. This area encompasses the big hole in the ground visible from the I-8 corridor. This is over 100 acres, but the access is limited and a newer road network must be established. The pit would need to be filled in for the facility.

The third area of an intermodal facility could be located would be east in the Tacna area on 45E north of the Old Highway 80. This facility is far from alignment tie-in point and has access constraints. One potential issue is due to the distance from the Alignment from Mexico this distance of rail line would have to be worked out with Union Pacific due to the rail system coming from Mexico would have to run on the UPRR line for a short distance and those details would have to be worked out between the operator and UP.

Mr. Gutierrez asked Chris Joannes, that in Working Paper three it mentions the possibility of a combined Inspection and Intermodal facility. The southern inspection facility could be that location but it is far away from the UP line and having cars from UP to the facility would be the challenge. Areas 1 or 2 of the Intermodal areas could work but further analysis would have to be made. Area 1 is the smallest and would be more of a challenge. Area 2 is larger and could potentially work but there are still issues.

The next steps would be to have the Planning which includes Right of Way preservation and Potential future feasibility study, Design which includes Engineering and Funding with Final Design, Construction which includes Approvals and Construction, and finally Operations which is On-going Maintenance and Operation of the System.

One of the issues concerning the rail line would be for the Right of Way Preservation for future areas of concern. The last study focused on a rather large swath of property and this one is more focused and the hope would be to preserve the right of way area if a line were to be built, otherwise the Right of Way acquisitions cost go up substantially.

The Economic Impact was broken down into two components, The Construction Benefits and New Development Impacts which if new development were made due to the rail what the revenue and tax base could be.

Construction costs Looking the preferred alignment C are approximately 432.5 million dollars with the other two alignments between 285 to 400 Million dollars. Revenue for the State of Arizona would be approximately 15.1 million dollars and the Yuma County region 4 million dollars.

The New Development area was split into three categories in which what were the most land uses areas of concern, Light Manufacturing, Warehousing and Logistics, and Heavy Manufacturing. This was calculated based on the 100,000 square foot and tax based. Between the State of Arizona, Yuma County, and City of Yuma Construction tax revenues where the majority of facilities will occur considering all three categories would be Yearly projections and they are, Light Manufacturing - \$937k, Warehousing & Logistics - \$824k, and Heavy Manufacturing - \$1.1m per 100,00sq. ft. The total operations tax revenues for this would be Light manufacturing - \$551K, Warehousing & Logistics - \$410k, & Heavy Manufacturing - \$788k. The impact for construction tax revenues for the City of San Luis, Light Manufacturing - \$1.1m, Warehousing and Logistics - \$1m, & Heavy Manufacturing - \$1.3m. The Total operation tax revenues for the City of San Luis are Light Manufacturing - \$563k, Warehousing & Logistics - \$426k, & Heavy Manufacturing - \$802k.

Mr. Joannes stated that a final public engagement was planned, only for informational purposes. However, in September's Executive Board meeting, the Board did not feel it necessary to hold a final public meeting. Nevertheless, the TAC was presented with two options: an in-person public information session or a narrated video presentation posted on the YMPO website that also allows for public comments.

Ms. Albers asked if a commitment was made to hold a final public engagement after completing the study.

Mr. Gutierrez said no commitment was made to the public but was in the contract to complete the Public Engagement.

Ms. Albers stated that the narrated video is a better option. However, the comments need to be kept as part of the final study because they become a public record.

Mr. Wostenberg asked if additional comments from the public are necessary since the final public engagement is only for informational purposes of the study's findings.

Ms. Albers said the study states there would be four public engagements, but never stated how the final engagement would take place. She also added that public comments are a matter of record.

Crystal Figueroa, YMPO, said the video presentation will focus on the feasibility of the study based on public input and military involvement. Additionally, any mitigation that needs to occur for the possibility of the study to move forward will also be included.

Mr. Gutierrez suggested that the study be finalized and presented to the TAC for recommendation to the Board for approval in next month's meeting.

Ms. Albers moved to take action on the project as recommended by staff. Mr. Wostenberg seconded the motion. Motion carried.

6. Regional Coordination Plan Kick-Off

Mr. Aguilar presented the YMPO Regional Coordination Plan, which will kick off as of November 1, 2022. This plan will create and set goals for Yuma Regional 5310 program enhancing the mobility of seniors and individuals with disabilities. LSC Transportation Consultants, Inc. was the selected consultant and the Notice to proceed was made on October 31, 2022. The TAC recommendation for approval of the final Plan to the Executive Board will be presented at the end of April.

LSC Transportation Consultants, Inc. joined the TAC meeting at 10:40am.

Justine Marmesh, LSC Transportation, Project Manager, and Gordon Shaw, LSC Transportation, Principal, formally introduced themselves to the TAC. Furthermore, Ms. Marmesh provided a quick overview and future expectations. She stated that LSC Transportation is currently gathering data that will help them identify opportunities for better coordination amongst the providers.

7. Adoption of Arizona Federal Highways Performance Measures

Mr. Gutierrez explained that per The Federal Highway Administration (FHWA), Yuma Metropolitan Planning Organization is required to update their transportation performance targets every year. YMPO agrees with Arizona Department of Transportation's (ADOT) existing performance targets and will adopt them based upon the TAC's recommendation.

Mr. Vera asked if the performance targets are similar to what has been approved in the past.

Mr. Gutierrez said that they are similar with some changes, such as the number of fatalities.

Mr. Sanchez asked how we know that performance targets have been met, such as the number of fatalities decreasing.

Mr. Gutierrez said he will reach out to Mike Blankenship with Greenlight Traffic Engineering to provide more information.

Mr. Wostenberg agreed that providing the TAC with evidence that performance targets have been met would be a good idea.

Mr. Gutierrez said he will provide the TAC with the requested statistics in next month's TAC meeting.

Mr. Vera reminded the TAC that regardless, a recommendation of YMPO's adopted performance targets must be made.

Mr. Sanchez motioned to adopt ADOT's performance measures. Mr. Vera seconded the motion. Motion carried.

8. Call for Projects

Mr. Gutierrez asked the TAC to develop a list of projects that qualify for the Surface Transportation Block Grant (STBG) from an approved list from the YMPO 2022-2045 Long-Range Transportation Plan (LRTP). This call for projects will also include Carbon Reduction Program (CRP) formula funds for members to use on qualified projects in the region.

Mr. Sanchez asked if funds can be carried over to the following year.

Mr. Gutierrez said that the funds do in fact carry over and there is approximately \$600,000 available for use from 2021 and 2022.

Mr. Gutierrez asked Mark Hoffman, ADOT, if Pima Association of Governments (PAG) has programmed any of their CRP money.

Mark Hoffman, ADOT, stated that PAG allocated quite a bit of their CRP money to their Work Program Expenses and Projects.

Mr. Sanchez asked when the lists of projects are due.

Mr. Gutierrez said all lists are due by the end of June.

Mr. Hoffman asked whether YMPO will develop a new Transportation Improvement Program (TIP) for 2024-2028?

Mr. Gutierrez said the TIP will only be updated and will submit the TIP as done two years prior and proceed from there.

Mr. Wostenberg said he will share City of Yuma's (Capital Improvement Program) CIP with YMPO because he believes a few projects should have been added to YMPO's LRTP and TIP.

Mr. Gutierrez reminded the TAC that any project of great significance should be included in the TIP and asked for confirmation from Mr. Hoffman.

Mr. Hoffman said that if a regional significant project is included in the Metropolitan TIP for conformity purposes, then those are submitted and included into the TIP. Mr. Hoffman also asked that the current TIP is from 2022-2026, which would mean that YMPO would be submitting a new TIP document for 2024-2028?

Mr. Gutierrez clarified and said that YMPO will submit a new TIP document for 2024-2028.

9. YMPO Transportation Improvement Program (TIP) Transit 2023-2026 Amendment 5 and Letter of Concurrence

Mr. Gutierrez presented an update for Yuma County Intergovernmental Public Transportation Authority (YCIPTA) on the TIP due to the direct FTA grants that YCIPTA applied for and the award or changes require that the YMPO submit a Letter of Concurrence. Additionally, the recommendation of the TAC on the YMPO TIP Amendment 5 and Letter of Concurrence will be taken to the Executive Board for approval.

Mr. Hoffman motioned to approve the TIP Amendment 5 and Concurrence Letter. Mr. Wostenberg seconded the motion. Motion carried.

10. YMPO and ADOT

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

- a. YMPO - November 11 Veteran's Day
- b. US 95 Project Kick-Off - Mr. Gutierrez expressed his appreciation for a successful Kick-Off Ceremony.
- c. Off-System Bridge Applications - Mr. Gutierrez reminded the TAC that the Off-System Bridge Application process is currently open.
- d. POPTAC - Ms. Figueroa stated that she wishes to bring this item back to the TAC.
- e. Rural Transportation Summit 2023 - Ms. Figueroa stated that RTS 2023 venue has been selected as the Hilton Pivot Point.
- f. ADOT MPD Update - Mr. Hoffman updated the TAC on the Arizona-Sonora Masterplan. There is a combined policy advisory committee and technical working group prioritization workshop scheduled for Thursday, November 17, 2022. Additionally, the project website for the State Long Range Transportation plan has been published. Comments may be submitted on the website. Lastly, additional information will be provided for the State's Transportation system once background data is developed and a public meeting is held. Mr. Hoffman added that the AZ State Match Advantage for Rural Transportation (SMART) Fund was recently established to assist cities, towns, counties and ADOT in competing for federal discretionary surface transportation grants. Mr. Gutierrez asked how far a long ADOT is with the Transportation Alternatives Program (TAP). Mr. Hoffman said ADOT is in the early stages of developing the TAP and has a consultant on board to develop the statewide program. The MPO's will be consulted throughout the process. More information to come in the future.

11. 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, meetings), 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.

12. TAC Status Report

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: Mr. Sanchez said:

Avenue D/E Corridor through County 16th Street to County 23rd Street - Ongoing

Martinez Lake and Red Cloud Mine Road - No changes

North Frontage Road from 10E to Fortuna - Project will be ready for bid by late December.

City of San Luis: Mr. Vera said:

Cesar Chavez (Juan Sanchez) Boulevard - Working with consultant for right-of-way acquisition on private land. ADOT assisting onboarding a consultant for corridor design.

County 24th Street - Awaiting permission from Bureau of Reclamation to begin construction

City of Yuma: Mr. Wostenberg said:

32nd Street Ave B-Ave D - Taking another look to possibly widening

Avenue B – Reconstruction 24th Street-16th Street - 60% plans. Scheduled for construction in FY 24.

18th St & Ave C - New traffic signal. 30% plans with Kimley-Horn.

28th Street Widening between 33rd drive - 45th drive - 100% plan

City of Somerton: No projects listed

ADOT: Mr. Gutierrez reported:

I-8 Sentinel Rest Area Project - Project is 92% complete

I-8 MP 0.1 – 31 Various Bridges - Project is 67% complete

I-8 Colorado River Bridge Repair Project - Project was awarded to Future Construction and Engineering, Inc.

I-8 Wellton-Ave 36E Pavement Life Extension Project - Project is 15% complete

US 95, Ave 9E to Rifle Range Rd Project - Project is 89% complete

US 95 Rifle Range Rd - Wellton - Mohawk Canal Bridge - Fisher San & Gravel proposed to begin work after the first of the year 2023.

US 95 MP 67-80 Pavement Life Extension Project - Contractor working on placement of micro seal, striping, installing rumble strips and final striping will take place in mid-December.

Cocopah Indian Tribe: No projects listed

13. **Future Agenda Items**

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

- a. TIP Amendment
- b. Grant Awards
- c. Call for Projects

14. Progress Reports

YMPO staff has provided a list of recent activities

- a. Oct 13 - TAC Meeting (CF, CG, NC, JR)
- b. Oct 13 - DOT's Thriving Communities Program (CF)
- c. Oct 13 - Audit Preparation Status Call with The Pun Group (CF, BD)
- d. Oct 13 - YRBC Meeting (JR)
- e. Oct 13 - Coordinated Council Meeting (JR)
- f. Oct 14 - COG/MPO Planners Meeting (CG)
- g. Oct 17 - Possible 2023 RTS Venue Walkthrough at Cocopah Conference Center (CF, BD)
- h. Oct 17 - Possible 2023 RTS Venue Civic Center Walkthrough (CF, BD)
- i. Oct 17 - ADOT/YMPO Monthly Coordination Meeting (CF, CG)
- j. Oct 18 - Yuma MPO Regional Coordination Plan Meeting (CF, CG, JR)
- k. Oct 18 - Yuma PM10 SIP Update Call (CF, CG)
- l. Oct 18 - Meaningful Public Involvement Guidance Webinar (CG)
- m. Oct 18 - RTS YMPO Contract (CF, BD)
- n. Oct 19 - Arizona-Sonora Border Infrastructure Master Plan Kick-Off Meeting (CF, CG)
- o. Oct 19 - Statewide Rest Areas Study TAC Meeting #2 (CG)
- p. Oct 19 - How to Make the Most Out of Your Paratransit Fleet (JR)
- q. Oct 20 - Networking for Community Resources Meeting (JR)
- r. Oct 20 - Audit Preparation Status Call with The Pun Group (CF, BD)
- s. Oct 20-21 - Arizona's Women Leading Governments (CF)
- t. Oct 21 - Arizona Transportation Board Meeting (CF)
- u. Oct 24 - RTAC Board Meeting (CF, CG)
- v. Oct 24 - CTS Meeting (CF, CG)
- w. Oct 25 - Public Mtg Statewide Network of EV Charging Stations (CG)
- x. Oct 26 - RTAC Priority Project Booklet (CF, CG)
- y. Oct 26 - Norma's Birthday
- z. Oct 27 - Executive Board Meeting (All)
- aa. Oct 27 - Corridor Profile Studies Update TAC Meeting 2 (CG)
- bb. Oct 31 - Complete LPA DBE Reporting Compliance (CF)
- cc. Nov 1 - 2023 RTS Planning (CF, BD, CG, JR, NC)
- dd. Nov 1 - Transportation Sales Tax Meeting (CF)
- ee. Nov 3 - Tentative US-95 DCIP Grant Kick-Off Meeting (CF, CG)
- ff. Nov 3 - YMPO/TPG Deliverables to Walker Armstrong (CF, BD)
- gg. Nov 3 - YMPO Audit Preparation Status Call with The Pun Group (CF, BD)
- hh. Nov 7 - Staff Meeting (All)
- ii. Nov 9 - PASS Virtual Train-the-Trainer Course (JR)
- jj. Nov 9 - Intro to Fed Rates and State Rates Lodging Programs (NC)

Mr. Gutierrez stated that the Progress Reports were stated as presented.

15. Adjournment

Mr. Wostenberg, Chair, adjourned the TAC meeting.

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 Charles Gutierrez at 928-783-8911.

YMPO SUMMARY AGENDA ITEM 5

ADOT Project Initiation

DATE: December 2, 2022

SUBJECT: ADOT's Project Initiation Process

The purpose of the ADOT LPA Section is to provide guidance, assistance with project delivery and oversight to local public agencies such as counties, towns, cities, and tribal governments within our state. The ADOT LPA Section will assist the project sponsor and project managers with delivery of federal funded local government projects and will provide oversight and monitoring of federal funded local projects. We link local government project planning with project development. Eligible for Preservation/Preventative Maintenance and Protection:

Details from Jennifer Hobert, ADOT LPA Senior Project Coordinator will help members with the federal aid project delivery process.

PUBLIC INPUT: No members of the public have commented on this to date.

ACTION NEEDED:

This item is on the agenda for review, discussion, and/or possible comment only at this stage.

CONTACT PERSON: Charles Gutierrez, Senior Planning Manager, 928-783-8911

YMPO SUMMARY AGENDA ITEM #6

Rail/Heavy Freight Study Update

DATE: December 2, 2022

SUBJECT: Rail/Heavy Freight Study Update

SUMMARY:

The October TAC meeting has a recommendation of Alignment C with Mitigating factors of Goldwater AFR, increase public support, and assurance of the continuation of the rail in Mexico, but at the present time there is no feasibility at the time of completion of the study based off the Working Paper (WP) 2 and with the recommendation to the Executive Board for approval; however, the Board did not approve the alignment at the October meeting. The guidance was to use all three alignments for the remainder of the study and to the point of the Impact Analysis. The TAC received Working Paper 3 prior to the TAC meeting in November, which the Executive Board did not receive the paper. Distribution was supposed to go to the Executive Board and I did not send it out for some reason.

The Executive Board will review WP 3, while the Public Engagement video will be displayed to the public. Comments will be accepted until a pre-determined cut-off date is made by the consultant for completion of the final report.

The TAC in December will have the opportunity to review the video and make any comments that did not get made for WP 3. At present no comments from the TAC have been made. The only comments that were made were by the Executive Director, YMPO.

Today, we are looking for your review of the video and any other comments that the TAC can make on the WP 3 Economic Impact Analysis or any other part of the study.

The executive Board this afternoon will receive a presentation on WP 3 plus the reviewing of the video.

Schedule for the remainder of Study

TAC		Ex Bd	
December 8		December 8	
Review Video	**Approve Video	WP 3 **	**Action - on Alignments
Review WP 3		Review Video	**Approve video
December 12			
Public Engagement Video		December 12 - January 2	
January 12		January 26	
Final Document	Sent on December 13	Final Document	Sent on December 13
Review Final Document	December 13 - January 11	Review Final Document	December 13 - January 25
**Final Doc Approval	**January 12	**Final Doc Approval	**January 26

** - is an Action Item

ACTION NEEDED:

This item is on the agenda as information, discussion, and/or action. The TAC is being asked to recommend approval of the video and schedule to Wrap up the Rail/Heavy Freight Alignment Study.

CONTACT PERSON:

Charles A. Gutierrez, Senior Planning/Mobility Manager, 928-783-8911



FINAL YMPO Rail/Heavy Freight Alignment Study

WORKING PAPER 3: ECONOMIC IMPACT ANALYSIS

NOVEMBER 2022

Prepared for:

Yuma Metropolitan Planning Organization
230 West Morrison Street
Yuma, Arizona 85364

Prepared by:

Kimley»Horn

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Introduction

Economic Analysis Overview

U.S. and global economies rely on rail as a vital link in the global supply chain. Rail service enables businesses to reach a wide range of markets domestically and internationally. A broad range of shippers in nearly all U.S. industries utilize rail service as an important component to the success of their businesses. Rail activity contributes substantially to the economy, including:

- Creating high-paying rail industry jobs.
- Additional industry-supported jobs through its ripple effects and proximity to rail infrastructure.
- Industry and consumer connection to the global market.
- Local community growth for both employment and tax revenue.
- Providing needed capacity for continued economic growth and productivity.

This working paper summarizes an analysis of economic and fiscal impacts that could occur if a new north-south rail line was established in the Yuma region. Economic impact analysis examines the regional implications of an activity in terms of three basic measures: **output**, **earnings**, and **employment**. Fiscal impact analysis evaluates the public revenues created by a particular activity. A summary of the results can be found below. The detailed results of the analysis can be found in the **Appendix**.

This economic and fiscal impact analysis focuses on the impacts derived from (a) construction and (b) ongoing operations of the three Candidate Alternative development scenarios ('A', 'B', and 'C') as well as an incremental analysis of new development that could be induced with new rail infrastructure based on input from regional economic development experts. A map of the alignments for the Candidate Alternatives is shown in **Figure 1**.

Rail Construction

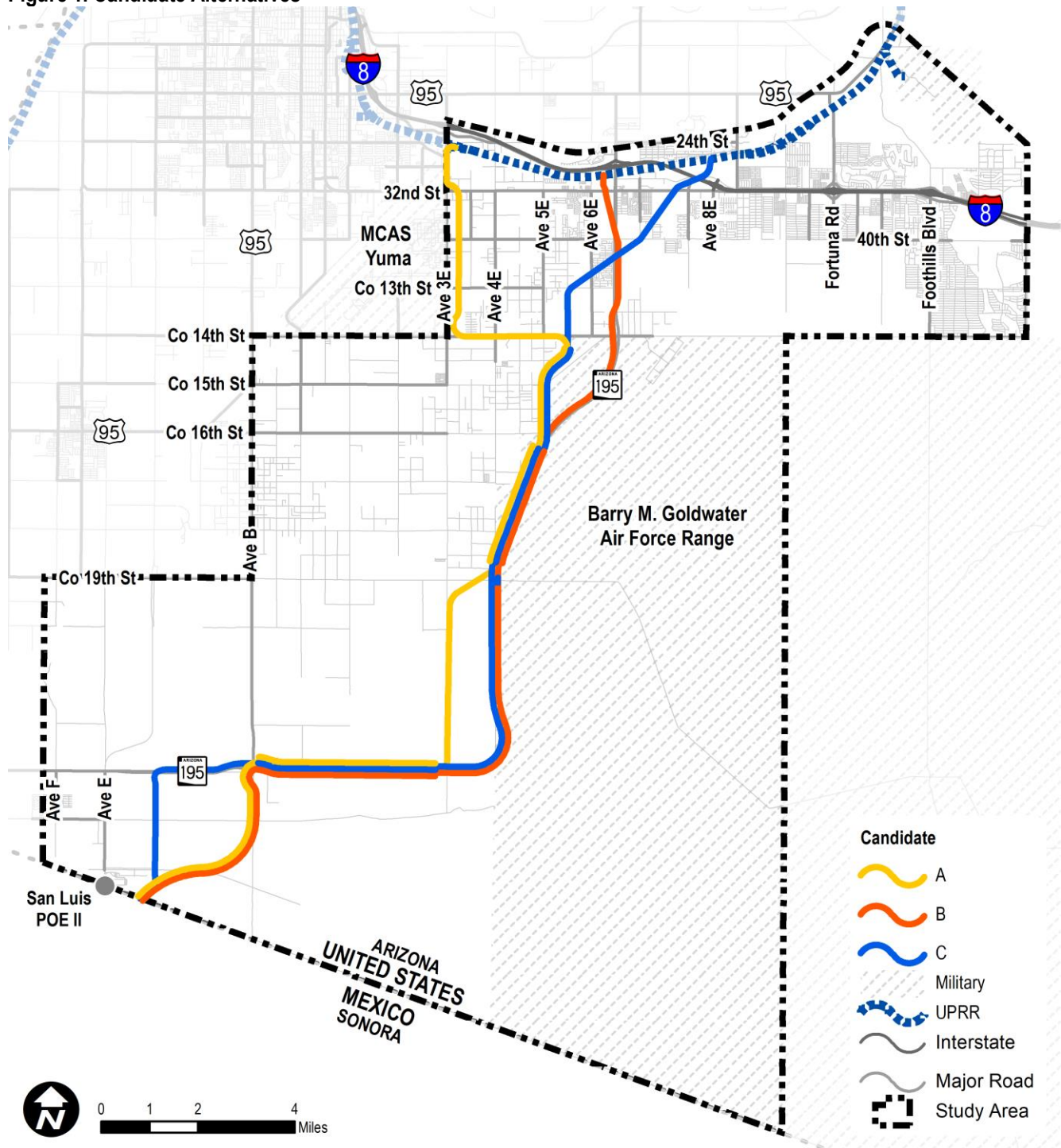
Construction of the rail line itself will have substantial economic and fiscal impacts on the region. Preliminary, planning-level estimates of construction cost for the three alignment candidates range from \$213.2M up to \$321.5M. At this level of construction investment, an estimated range of 1,251 to 1,887 construction employees would be supported during the development of the rail line. After accounting for ripple effects, a total of between 1,685 and 2,541 person-years of employment would be created. This equates to between \$89.2M and \$134.6M in wages and between \$286.8 and \$432.5M in total economic output in the region as shown in **Table 1**.

Table 1: Economic Impact of Rail Construction

Economic Impact of Rail Construction – Yuma County (2022 Dollars)			
	Candidate A	Candidate B	Candidate C
Projected Cost (\$ Mil)	\$213.2	\$297.2	\$321.5
Direct person years of employment	1,251	1,744	1,887
Total person years of employment	1,685	2,349	2,541
Total Wages (\$ Mil)	\$89.2	\$124.4	\$134.6
Total Output (\$ Mil)	\$286.8	\$399.8	\$432.5

Source: Elliott D. Pollack & Company; IMPLAN

Figure 1. Candidate Alternatives





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Table 2 provides fiscal impacts by scenario for the State of Arizona and Yuma County. Additional impacts could also accrue to local municipalities depending on the alignment and percentage located within municipal boundaries.

At the low end, in the Candidate A scenario, the State of Arizona is projected to receive \$10.1M and Yuma County is projected to receive \$2.7M in primary and secondary revenues generated by the rail construction, for a total of over \$12.7M. The Candidate B scenario would generate \$14.0M for the state and \$3.7M for the county. The Candidate C scenario would generate \$15.2M for the state and over \$4.0M for the county.

Table 2: Fiscal Impact of Rail Construction

Fiscal Impact of Rail Construction – Yuma County (2022 Dollars)			
	Candidate A	Candidate B	Candidate C
State of Arizona			
Primary direct taxes	\$6,851,500	\$9,551,300	\$10,332,200
Secondary impacts from employees	\$3,209,100	\$4,473,600	\$4,839,400
Total for the State	\$10,060,600	\$14,024,900	\$15,171,600
Yuma County			
Primary direct taxes	\$1,540,800	\$2,147,900	\$2,323,500
Secondary impacts from employees	\$1,131,400	\$1,577,300	\$1,706,300
Total for the County	\$2,672,200	\$3,725,200	\$4,029,800
Total construction tax revenues	\$12,732,800	\$17,750,100	\$19,201,400

Source: Elliott D. Pollack & Company; IMPLAN; AZ Dept. of Revenue; AZ Tax Research Association

New Development Opportunities

To understand the development opportunities that could result from the region's investment in a north-south rail line, the Project Team conducted interviews with local economic development groups. These groups included the Greater Yuma Economic Development Corporation, the Yuma County Chamber of Commerce, 4FrontED, the Greater Yuma Port Authority, and economic development staff from the Cities of Yuma and San Luis as well as Yuma County.

In terms of future opportunities with a new rail line, feedback from local economic development groups included the fact that agriculture goods are consistently one of the largest import/export users of the San Luis II Port of Entry (POE), the majority of which are only transported by truck. There are currently several users who receive items that could be trucked or sent by rail but are limited by lack of rail to using truck transportation. Industries such as automotive suppliers, steel manufacturers, furniture manufacturers, and others are currently all using the POE. Potential future opportunities could include containers coming from ships in Ensenada as well as large, heavy equipment such as wind turbine blades utilizing the new rail line.

The consensus in terms of missed opportunities due to the lack of rail infrastructure includes:

- **Light manufacturing** facilities that take in pre-prepared or parts and assemble them into final products that would be sold to customers

- **Warehouse and logistics** facilities that would take finished products and re-sort them to be delivered to their final destinations
- **Heavy industrial** manufacturing that would include production of labor and materials-intensive products that may need bulk steel rolls, bulk fertilizers, or similar items that currently must cross in Mexicali

These three major development classifications were utilized in the analysis. The underlying assumptions used to estimate the impacts of construction and operations can be found in **Table 3**. For operations, each land use type was considered separately in terms of its ability to support employment and generate revenues. Construction costs for induced development range from \$90 per square foot for warehousing and logistics to \$150 per square foot heavy manufacturing space. Additional furniture, fixtures, and equipment purchases are also assumed.

Table 3: Project Site Plan Assumptions

Project Site Plan Assumptions/Rail-Induced Development Potential – Yuma County (2022 Dollars)				
Land Use	Sq. ft	Cost/ Sq. ft	Construction Cost	FF&E
Light Manufacturing	100,000	\$120	\$12,000,000	\$1,500,000
Warehouse & Logistics	100,000	\$90	\$9,000,000	\$1,200,000
Heavy Manufacturing	100,000	\$150	\$15,000,000	\$2,500,000

Note: Equipment used in manufacturing process is exempt from sales tax at the State and County level

Source: Elliott D. Pollack & Company; ULI; SIOR

Estimates of employment per square foot for each commercial type range from 750 square feet per employee for heavy manufacturing up to 1,500 square feet per employee for warehousing and logistics. Estimated rent, occupancy and utility usage is provided in **Table 4**.

Table 4: Operating Assumptions

Operating Assumptions/Rail-Induced Development Potential – Yuma County (2022 Dollars)				
Land Use	Sq. ft per employee	Rent / Sq. ft	Stabilized Occupancy	Utilities per Sq. ft
Light Manufacturing	1,000	\$10.20	\$92%	\$5.00
Warehouse & Logistics	1,500	\$9.36	\$92%	\$3.00
Heavy Manufacturing	750	\$12.40	\$92%	\$7.00

Source: Elliott D. Pollack & Company, SIOR; Marshall & Swift

Economic Impact

Based on the assumptions outlined previously, the direct construction costs per 100,000 square feet of construction would range from \$9.0M to \$15.0M. This equates to total jobs ranging from 88 jobs to 146 jobs during construction and total economic output ranging from \$12.7M to \$21.1M. Detail of the construction impacts can be found in the **Appendix**.



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Once construction is completed, operations would begin to produce jobs on an ongoing annual basis. **Table 5** provides the jobs and output by land use per 100,000 square feet of development. Warehousing and logistics would create 84 jobs per 100,000 square feet of development and \$9.9M in annual economic output. Light Manufacturing would create 125 jobs per 100,000 square feet and \$22.0M in annual economic output. Heavy manufacturing would create 177 jobs per 100,000 square feet and \$42.4M in annual economic output.

Table 5: Economic Impact Development Potential

Economic Impact Summary/ Rail-Induced Development Potential – Yuma County (2022 Dollars)			
	Light Manufacturing	Warehousing & Logistics	Heavy Manufacturing
Construction Impact			
Person Years of Employment	117	88	146
Wages (\$ Mil)	\$5.9	\$4.5	\$7.4
Output (\$ Mil)	\$16.9	\$12.7	\$21.1
Operations Impact			
Jobs	125	84	177
Wages (\$ Mil)	\$5.2	\$4.6	\$9.9
Output (\$ Mil)	\$22.0	\$9.9	\$42.4

Source: Elliott D. Pollack & Company; IMPLAN

Fiscal Impact

This section details the fiscal impacts by scenario for the State of Arizona, Yuma County, two local municipalities (the cities of Yuma and San Luis who would have the most direct access to the north-south rail alignment). The fiscal impact of each scenario for construction varies based on land use assumptions. Detailed results can be found in the **Appendix**.

Based on the assumptions outlined above, the direct construction costs per 100,000 square feet of construction would range from \$9.0M to \$15.0M.

City of Yuma

As shown in **Table 6**, if a north-south rail alignment were to be built, construction impacts for the City of Yuma would equate to approximately \$937,600 in state and local revenues for light manufacturing, an estimated \$824,900 in state and local revenues for warehousing and logistics, and over \$1.1M in state and local revenues for heavy manufacturing. Detailed construction impacts can be found in the **Appendix**.

Once construction is completed, operations would begin to produce jobs on an ongoing annual basis as shown in **Table 7**. Warehousing and logistics would create \$410,700 in state and local taxes per 100,000 square feet of development each year. Light Manufacturing would create \$551,600 in state and local taxes per 100,000 square feet of development each year. Heavy manufacturing would create \$788,000 in state and local taxes per 100,000 square feet of development on an annual basis.



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Table 6: Fiscal Construction Impacts - City of Yuma

Fiscal Construction Impacts / Rail-Induced Development Potential – City of Yuma (2022 Dollars)			
Construction Impacts	Light Manufacturing	Warehousing & Logistics	Heavy Manufacturing
State of Arizona			
Primary direct taxes	\$385,700	\$356,500	\$482,100
Secondary impacts from employees	\$217,300	\$163,000	\$271,700
Yuma County			
Primary direct taxes	\$86,700	\$65,100	\$108,400
Secondary impacts from employees	\$78,000	\$58,900	\$96,700
City of Yuma			
Primary direct taxes	\$132,600	\$153,000	\$132,600
Secondary impacts from employees	\$37,300	\$28,400	\$46,200
Total construction tax revenues	\$937,600	\$824,900	\$1,137,700

Table 7: Fiscal Operations Impacts - City of Yuma

Fiscal Operations Impacts / Rail-Induced Development Potential – City of Yuma (2022 Dollars)			
Operations Impacts	Light Manufacturing	Warehousing & Logistics	Heavy Manufacturing
State of Arizona			
Primary direct taxes	\$0	\$12,900	\$0
Secondary impacts from employees	\$163,700	\$117,900	\$259,600
Yuma County			
Primary direct taxes	\$34,800	\$29,400	\$43,500
Secondary impacts from employees	\$117,300	\$77,900	\$173,600
City of Yuma			
Primary direct taxes	\$54,900	\$42,500	\$69,300
Secondary impacts from employees	\$67,300	\$44,900	\$100,000
Other			
School districts	\$61,500	\$46,100	\$76,900
Special districts	\$52,100	\$39,100	\$65,100
Total operations tax revenues	\$551,600	\$410,700	\$788,000

City of San Luis

As shown in **Table 8**, if a north-south rail alignment were to be built, construction impacts for the City of San Luis would equate to approximately \$1.1M in state and local revenues for light manufacturing, an estimated \$1.0M in state and local revenues for warehousing and logistics, and over \$1.3M in state and local revenues for heavy manufacturing per 100,000 square feet of development. Detailed construction impacts can be found in the **Appendix**.

Once construction is completed, operations would begin to produce jobs on an ongoing annual basis as shown in **Table 9**. Warehousing and logistics would create \$426,400 in state and local taxes per 100,000 square feet of development each year. Light Manufacturing would create \$563,800 in state and local taxes per 100,000 square feet of development each year. Heavy manufacturing would create \$802,100 in state and local taxes per 100,000 square feet of development on an annual basis.



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Working Paper 3. Economic Impact Analysis

Table 8: Fiscal Construction Impacts - City of San Luis

Fiscal Construction Impacts / Rail-Induced Development Potential – City of San Luis (2022 Dollars)			
Construction Impacts	Light Manufacturing	Warehousing & Logistics	Heavy Manufacturing
State of Arizona			
Primary direct taxes	\$385,700	\$356,500	\$482,100
Secondary impacts from employees	\$217,300	\$163,000	\$271,700
Yuma County			
Primary direct taxes	\$86,700	\$65,100	\$108,400
Secondary impacts from employees	\$78,000	\$58,900	\$96,700
City of San Luis			
Primary direct taxes	\$312,000	\$360,000	\$312,000
Secondary impacts from employees	\$25,800	\$19,500	\$32,100
Total construction tax revenues	\$1,105,500	\$1,023,000	\$1,303,000

Table 9: Fiscal Operations Impacts - City of San Luis

Fiscal Operations Impacts / Rail-Induced Development Potential – City of Yuma (2022 Dollars)			
Operations Impacts	Light Manufacturing	Warehousing & Logistics	Heavy Manufacturing
State of Arizona			
Primary direct taxes	\$0	\$12,900	\$0
Secondary impacts from employees	\$163,700	\$117,900	\$259,600
Yuma County			
Primary direct taxes	\$34,800	\$29,400	\$43,500
Secondary impacts from employees	\$117,300	\$77,900	\$173,600
City of San Luis			
Primary direct taxes	\$57,500	\$46,400	\$73,600
Secondary impacts from employees	\$36,700	\$26,500	\$59,600
Other			
School districts	\$101,700	\$76,300	\$127,100
Special districts	\$52,100	\$39,100	\$65,100
Total operations tax revenues	\$563,800	\$426,400	\$802,100

Conclusion

The construction of a north-south rail alignment in the project study area could have substantial positive economic impacts in the greater Yuma region. The construction of the rail line itself would result in between \$12.7M and \$19.2M in taxes along with between 1,685 and 2,541 person-years of good-paying employment. After completion, new manufacturing and industrial employment attracted by the region's north-south rail access would bring in between \$410,000 and \$802,000 of new tax revenue per year for every 100,000 square feet of development attracted, depending on the type and location of that development.



Appendix – Detailed Analysis Tables

Economic Impact of Construction by Land Use by Scenario (Full Table)

Economic Impact of Construction (Full Table) – Yuma County (2022 Dollars)			
	Light Manufacturing	Warehousing & Logistics	Heavy Manufacturing
Person Years of Employment			
Direct	88	66	110
Indirect	14	10	17
Induced	15	11	19
Total	117	88	146
Wages (\$Mil)			
Direct	\$4.3	\$3.2	\$5.4
Indirect	\$0.9	\$0.7	\$1.1
Induced	\$0.8	\$0.6	\$0.9
Total	\$5.9	\$4.5	\$7.4
Economic Output (\$Mil)			
Direct	\$12.0	\$9.0	\$15.0
Indirect	\$2.6	\$1.9	\$3.2
Induced	\$2.3	\$1.7	\$2.9
Total	\$16.9	\$12.7	\$21.1

NOTE: The total may not equal the sum of the impacts due to rounding. All dollar figures are in constant dollars. Inflation has not been included in these figures.



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Economic Impact of Operations by Land Use by Scenario (Full Table)

Economic Impact of Operations (Full Table) – Yuma County (2022 Dollars)			
	Light Manufacturing	Warehousing & Logistics	Heavy Manufacturing
Person Years of Employment			
Direct	92	61	123
Indirect	20	12	30
Induced	13	12	25
Total	125	84	177
Wages (\$Mil)			
Direct	\$3.2	\$3.6	\$6.9
Indirect	\$1.4	\$0.5	\$1.8
Induced	\$0.7	\$0.6	\$1.2
Total	\$5.2	\$4.6	\$9.9
Economic Output (\$Mil)			
Direct	\$16.5	\$6.4	\$33.6
Indirect	\$3.5	\$1.7	\$5.0
Induced	\$2.0	\$1.8	\$3.8
Total	\$22	\$9.9	\$42.4



YMPO Rail/Heavy Freight Alignment Study

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Fiscal Impact of Rail Construction

Fiscal Impact of Rail Construction – Yuma County (2022 Dollars)			
	Candidate A	Candidate B	Candidate C
State of Arizona			
Construction Sales	\$6,851,500	\$9,551,300	\$10,332,200
Secondary impacts from employees			
Spending sales tax	\$1,104,700	\$1,540,000	\$1,665,900
Income tax	\$1,410,000	\$1,965,600	\$2,126,300
Unemployment tax	\$318,500	\$444,000	\$480,300
Vehicle license tax	\$246,500	\$343,600	\$371,700
Gas Tax	\$129,400	\$180,400	\$195,200
Total for the State	\$10,060,600	\$14,024,900	\$15,171,600
Yuma County			
Construction Sales	\$1,540,800	\$2,147,900	\$2,323,500
Secondary impacts from employees			
Spending sales tax	\$296,700	\$413,600	\$447,400
Property tax	\$807,900	\$1,126,300	\$1,218,400
State shared revenues	\$26,800	\$37,400	\$40,500
Total for the County	\$2,672,200	\$3,725,200	\$4,029,800
Total Construction Tax Revenues	\$12,732,800	\$17,750,100	\$19,201,400



YMPO Rail/Heavy Freight Alignment Study

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Fiscal Impact of Industrial Construction (Built in the City of Yuma)

Fiscal Impact of Industrial Construction – City of Yuma (2022 Dollars)			
	Candidate A	Candidate B	Candidate C
State of Arizona			
Construction Sales	\$385,700	\$289,300	\$482,100
Use Tax	N/A	\$67,200	N/A
Secondary impacts from employees			
Spending sales tax	\$75,200	\$56,400	\$94,000
Income tax	\$93,900	\$70,500	\$117,400
Unemployment tax	\$22,100	\$16,600	\$27,700
Vehicle license tax	\$17,100	\$12,800	\$21,400
Gas Tax	\$9,000	\$6,700	\$11,200
Total for the State	\$603,000	\$519,500	\$753,800
Yuma County			
Construction Sales	\$86,700	\$65,100	\$108,400
Secondary impacts from employees			
Spending sales tax	\$20,200	\$15,200	\$25,300
Property tax	\$56,200	\$42,100	\$70,200
State shared revenues	\$1,600	\$1,600	\$1,200
Total for the County	\$164,700	\$124,000	\$205,100
City of Yuma			
Construction Sales	\$132,600	\$132,600	\$132,600
Use Tax	N/A	\$20,400	N/A
Secondary impacts from employees			
Spending sales tax	\$13,500	\$10,200	\$16,900
Property tax	\$22,700	\$17,100	\$28,400
State shared revenues	\$1,100	\$1,100	\$900
Total for the City	\$169,900	\$181,400	\$178,800
Total all jurisdictions	\$937,600	\$824,900	\$1,137,700



YMPO Rail/Heavy Freight Alignment Study

Working Paper 3. Economic Impact Analysis

Fiscal Impact of Industrial Construction (Built in the City of San Luis)

Fiscal Impact of Industrial Construction – City of San Luis (2022 Dollars)			
	Candidate A	Candidate B	Candidate C
State of Arizona			
Construction Sales	\$385,700	\$289,300	\$482,100
Use Tax	N/A	\$67,200	N/A
Secondary impacts from employees			
Spending sales tax	\$75,200	\$56,400	\$94,000
Income tax	\$93,900	\$70,500	\$117,400
Unemployment tax	\$22,100	\$16,600	\$27,700
Vehicle license tax	\$17,100	\$12,800	\$21,400
Gas Tax	\$9,000	\$6,700	\$11,200
Total for the State	\$603,000	\$519,500	\$753,800
Yuma County			
Construction Sales	\$86,700	\$65,100	\$108,400
Secondary impacts from employees			
Spending sales tax	\$20,200	\$15,200	\$25,300
Property tax	\$56,200	\$42,100	\$70,200
State shared revenues	\$1,600	\$1,600	\$1,200
Total for the County	\$164,700	\$124,000	\$205,100
City of San Luis			
Construction Sales	\$312,000	\$312,000	\$312,000
Use Tax	N/A	\$48,000	N/A
Secondary impacts from employees			
Spending sales tax	\$25,400	\$19,100	\$31,800
Property tax	\$0	\$0	\$0
State shared revenues	\$400	\$400	\$300
Total for the City	\$337,800	\$379,500	\$344,100
Total all jurisdictions	\$937,600	\$824,900	\$1,137,700



YMPO Rail/Heavy Freight Alignment Study

Working Paper 3. Economic Impact Analysis

Fiscal Impact of Industrial Operations (Built in the City of Yuma)

Fiscal Impact of Industrial Construction – City of Yuma (2022 Dollars)			
	Candidate A	Candidate B	Candidate C
State of Arizona			
Property Tax	\$0	\$0	\$0
Utility Tax	N/A	\$12,900	N/A
Secondary impacts from employees			
Spending sales tax	\$106,900	\$78,300	\$176,500
Income tax	\$5,300	\$4,700	\$10,100
Unemployment tax	\$23,600	\$16,000	\$33,500
Vehicle license tax	\$18,300	\$12,400	\$25,900
Gas Tax	\$9,600	\$6,500	\$13,600
Total for the State	\$163,700	\$130,800	\$259,600
Yuma County			
Property tax	\$34,800	\$26,100	\$43,500
Utility tax	N/A	\$3,300	N/A
Secondary impacts from employees			
Spending sales tax	\$29,000	\$21,000	\$47,300
Property tax	\$87,300	\$56,200	\$125,600
State shared revenues	\$1,000	\$700	\$700
Total for the County	\$152,100	\$107,300	\$217,100
City of Yuma			
Property tax	\$30,400	\$22,800	\$38,000
Lease	\$16,000	\$14,600	\$19,400
Utility tax	\$8,500	\$5,100	\$11,900
Secondary impacts from employees			
Spending sales tax	\$19,400	\$14,000	\$31,600
State shared revenues	\$800	\$600	\$600
Total for Local Governments	\$122,200	\$87,400	\$169,300
Other Districts			
School districts	\$61,500	\$46,100	\$76,900
Special districts	\$52,100	\$39,100	\$65,100
Total for Other Districts	\$113,600	\$85,200	\$142,000
Total tax revenues	\$551,600	\$410,700	\$788,000



YMPO Rail/Heavy Freight Alignment Study

Working Paper 3. Economic Impact Analysis

Fiscal Impact of Industrial Operations (Built in the City of San Luis)

Fiscal Impact of Industrial Construction – City of San Luis (2022 Dollars)			
	Candidate A	Candidate B	Candidate C
State of Arizona			
Property Tax	\$0	\$0	\$0
Utility Tax	N/A	\$12,900	N/A
Secondary impacts from employees			
Spending sales tax	\$106,900	\$78,300	\$176,500
Income tax	\$5,300	\$4,700	\$10,100
Unemployment tax	\$23,600	\$16,000	\$33,500
Vehicle license tax	\$18,300	\$12,400	\$25,900
Gas Tax	\$9,600	\$6,500	\$13,600
Total for the State	\$163,700	\$130,800	\$259,600
Yuma County			
Property tax	\$34,800	\$26,100	\$43,500
Utility tax	N/A	\$3,300	N/A
Secondary impacts from employees			
Spending sales tax	\$29,000	\$21,000	\$47,300
Property tax	\$87,300	\$56,200	\$125,600
State shared revenues	\$1,000	\$700	\$700
Total for the County	\$152,100	\$107,300	\$217,100
City of San Luis			
Property tax	\$0	\$0	\$0
Lease	\$37,500	\$34,400	\$45,600
Utility tax	\$20,000	\$12,000	\$28,000
Secondary impacts from employees			
Spending sales tax	\$36,400	\$26,300	\$59,400
State shared revenues	\$300	\$200	\$200
Total for Local Governments	\$94,200	\$72,900	\$133,200
Other Districts			
School districts	\$101,700	\$76,300	\$127,100
Special districts	\$52,100	\$39,100	\$65,100
Total for Other Districts	\$153,800	\$115,400	\$192,200
Total tax revenues	\$563,800	\$426,400	\$802,100

YMPO INFORMATION SUMMARY for Agenda Item #7

Regional Coordination Plan Update

DATE: December 2, 2022

SUBJECT: Regional Coordination Plan Update

SUMMARY:

The YMPO Technical Advisory Committee and Regional Mobility Committee members were presented with proposals from two firms, Wilson & Company and LSC Transportation Consultants, Inc. (LSC). The TAC reviewed and scored the proposals and at the regular TAC meeting on October 13, 2022, the TAC made a recommendation for LSC, a transportation planning and engineering firm with over 30 years of experience in transit. On October 27, 2022, the Executive Board approved the LSC selection and the Notice to Proceed was signed October 31, 2022. As we are in the initial stages of the project, YMPO and LSC have been collaborating with members and providers in assembling data needs for this project. The Yuma Regional 5310 program Coordination Plan will create and set goals for Enhancing the Mobility of Seniors and Individuals with Disabilities program.

The new proposed timeline is as follows:

- NTP - October 31, 2022
- 5 months of digging deep with all 5310 providers and TAC members
- There will be three TAC meetings and a final presentation to the TAC/RMC and then the Executive Board.
- Completion time is Approximately April 2023
- TAC Recommends approval to the Ex. Bd in April/May
- End of May/April 2023
- Executive Board Approval
- Submit to ADOT on May 2023

This project will update the Regional Coordination Plan (RCP) as part of the Regional Mobility Management Program. The primary purpose of the RCP is to enhance the Mobility of Seniors and Individuals with Disabilities. YMPO is required to complete an RCP as per the Contract we have with ADOT and as part of the Work Program.

ACTION NEEDED:

This is on the agenda as information and discussion only.

CONTACT PERSON:

Charles Gutierrez, Senior Planning Manager, 928-783-8911
Jesus "JR" Aguilar, Mobility Manager, 928-783-8911

YMPO SUMMARY AGENDA ITEM #8

CALL FOR PROJECTS

DATE: December 2, 2022

SUBJECT: Call for Projects

SUMMARY:

YMPO has elected to move to a two-year cycle of the Surface Transportation Block Grant (STBG) Program funds that the Yuma MPO receives. The Members have the ability to look at projects that were developed during the YMPO 2022-2045 Long-Range Transportation Plan (LRTP). Project development should be a project that was submitted and had the Air Quality Conformity Analysis (AQCA) during the development of the LRTP.

The STBG funds can be used primarily on Collector and above classification on the Federal program YMPO receives.

There is a new program that the IIJA has made for the nation. It is the Carbon Reduction Program funding.

Funding Levels for this Call for Projects:

Apportionment is the Federal amount that the MPO receives in STBG based on Population.

Obligation Authority - means a limitation placed on Federal-aid highway program obligations to act as a ceiling on the obligation of contract authority that can be made within a specified time period, usually a fiscal year, regardless of the year in which the funds are authorized

YMPO will provide an updated Funding amount for each year

Please see the Carbon Reduction Program (CRP) Implementation Guidance

ACTION NEEDED:

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

CONTACT PERSON:

Charles A. Gutierrez, Senior Planning/Mobility Manager, 928-783-8911

YMPO INFORMATION SUMMARY for Agenda Item 9

Thriving Community Program Grant

DATE: November 30, 2022

SUBJECT: Thriving Community Program Grant

SUMMARY:

The U.S. Department of Transportation released a Thriving Community Program (TCP) on October 19, 2022, funded by the Consolidated Appropriation Act of 2022.

The U.S. Department of Transportation's (DOT) Thriving Communities Program (TCP) was established by the Consolidated Appropriations Act, 2022 (P.L.-117-103, Division L, Title I). A Notice of Funding Opportunity (NOFO) was released on October 19, 2022 and a submission of the opportunity on December 6, 2022.

The goal of the TCP is to ensure disadvantaged communities adversely and/or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and organizational capacity to comprehensively plan for and deliver quality infrastructure projects and community development projects that enable their communities and neighborhoods to thrive. The TCP **will provide technical assistance, planning and capacity building support** to advance transportation and community revitalization activities that benefit disadvantaged populations and communities. The TCP will also support and build local capacity to improve project acceleration, access to and management of federal funding, and deployment of local hiring, workforce development and inclusive community engagement practices (including persons with disabilities and limited English proficient individuals).

This Notice of Funding Opportunity (NOFO) seeks to establish a national technical assistance program that will drive innovation, advance equity outcomes, and build a national pipeline of community-driven infrastructure projects. In its first year, TCP will provide deep-dive technical assistance to at least 30 communities. This will be done through cooperative agreements with eligible parties to help those communities with the highest degree of burden and capacity constraints prepare, develop, and deliver transformative infrastructure projects.

Eligible TCP applicants should propose strategies to provide deep-dive technical assistance, planning and capacity building and build a robust Community of Practice across regions involving diverse transportation and community stakeholders. Specifically, this includes facilitating the scoping, planning, development and delivery of transportation and community revitalization activities supported by DOT under titles 23, 46, and 49, United States Code, that increase mobility, reduce pollution from transportation sources, expand affordable transportation options, facilitate efficient land use, preserve or expand jobs, improve housing conditions, enhance connections to health care, education, and food security, or improve health outcomes.

The TCP has two separate RESPONSE Opportunities:

1. This NOFO is for eligible applicants to provide technical assistance, planning, or capacity building services to help disadvantaged communities, and

2. A separate call for Letters of Interest (LOI) from recipients eligible to receive TCP support can be viewed at <https://www.transportation.gov/grants/thriving-communities>

These Responses are due to the DOT through the Grants.gov submission process by December 6, 2022.

Thriving Communities Program Structure is as follows:

- a) Capacity Builder Design Strategies
- b) Communities of Practice Typology

On November 10, 2022, City of San Luis, Staff notified YMPO of the opportunity and desire to apply for the Thriving Communities Program (TCP) to receive technical assistance. Due to the forthcoming modernization of the San Luis I, Port of Entry (POE), ADOT, and GSA has encouraged the City of San Luis to apply for support considering the cities infrastructure critical needs to support the port expansion. The City is applying for the TCP opportunity and has identified Yuma County and YMPO as Community Partners in support of their effort. The deadline to submit the Application and LOI to receive technical assistance is December 6, which is prior to the December 8th Board meeting. The San Luis Economic Development Manager Jenny Torres will have the opportunity to address this Board and any concerns.

PUBLIC INPUT:

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

ACTION NEEDED:

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

CONTACT PERSON:

Charles Gutierrez, Senior Planning Manager 928-783-8911

YMPO INFORMATION SUMMARY for Agenda Item 10

RTAC Legislative Update

DATE: December 2, 2022

SUBJECT: RTAC Legislative Update

SUMMARY:

The Rural Transportation Advocacy Council will provide an update to activities leading up to the next Arizona Legislative Budget review and assignments of funding opportunities. The Rural Arizona MPOs, with the guidance of the RTAC to establish the Project Priority Lists updated to establish a new Bill to be presented to the AZ Legislative Branches with the Yuma MPO looking at approximately 39 million dollars of State Funding.

PUBLIC INPUT:

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

ACTION NEEDED:

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

CONTACT PERSON:

Charles Gutierrez, Senior Planning Manager 928-783-8911

YMPO INFORMATION SUMMARY for Agenda Item 11

YMPO TAC Officer Elections

DATE: December 2, 2022

SUBJECT: YMPO TAC Officer Elections

SUMMARY:

As per the YMPO Bylaws: B. Technical Advisory Committee (TAC) 2. Voting (b) Elected officers of the TAC shall serve on a rotation basis, whereby, when the Chair's position is vacated, the Vice Chair assumes the position of the Chair. The TAC must then elect another TAC member to serve as the Vice Chair. (c) The TAC's Chair and Vice Chair, respectively, shall be from jurisdictions other than those same officers on the YMPO Executive Board.

At Present, the TAC has adjusted the composition of the officers to align with the composition of the Executive Board. The rotation is as follows:

TAC OFFICER ROTATION

Year	Chair	Vice-Chair
2008	Yuma County	Wellton
2009	Wellton	Yuma County
2010	Yuma County	San Luis
2011	San Luis	Somerton
2012	Somerton	Yuma
2013	Yuma	Wellton
2014	Wellton	Yuma County
2015	Yuma County	San Luis
2016	San Luis	Somerton
2017	Somerton	Yuma
2018	Yuma	Yuma County
2019	Yuma County	San Luis/Wellton
2020	San Luis/Wellton	Somerton
2021	Somerton	Yuma/San Luis/Yuma
2022	Yuma/San Luis/Yuma	San Luis
2023	San Luis	

PUBLIC INPUT:

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

ACTION NEEDED:

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

CONTACT PERSON:

Charles Gutierrez, Senior Planning Manager 928-783-8911