



YMPO TECHNICAL ADVISORY COMMITTEE REGULAR MEETING AGENDA

TECHNICAL ADVISORY COMMITTEE (TAC)

October 8, 2026

Time: 9:00 a.m.

In-Person/Virtual

230 West Morrison Street

Yuma, Arizona 85364

If you wish to join our TAC meeting on your computer, tablet, or smartphone:

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YMPO TAC MEMBERS

Chairman	Dave Wostenberg, City Engineer, City of Yuma
Vice-Chair	Kelly Fricke, Public Works Director, Yuma County
Member	Frank Sanchez, Senior Civil Engineer/CIP Manager, Yuma County
Member	Eulogio Vera, Public Works Director, City of San Luis
Member	Susan Cowey, CIP Administrator, City of Yuma
Member	Erika Peterson, Principal Planner, City of Yuma
Member	Jennifer Hobert, Regional Planner, ADOT
Member	Gary Magrino, Business Development Director, Cocopah Indian Tribe
Member	Adolfo Ponce, Assistant Public Works Director, Town of Wellton
Member	Rosana Douglas, Public Works Director, City of Somerton

YMPO TAC EX-OFFICIOS

EPA	John Kelly
FHWA	Anthony Sarhan
FTA	Tony Belleau
Caltrans	Beth Landrum
YCIPTA	Shelly Kreger

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<https://meet.goto.com/905749397>. You can also dial in using your phone. United States (Toll Free): 1 866 899 4679 Access Code: 905-749-397.

1. Call to Order and Roll Call Attendance

The meeting will be called to order. Lucia Zamudio, YMPO Bookkeeper/Administrative Assistant, will call the attendance roll.

2. Declaration of Votes

City of Yuma and Yuma County members will have the opportunity to declare the

number of their votes.

3. Title VI of the Civil Rights ACT of 1964

Jesus Aguilar, Jr., YMPO Title VI Coordinator, will read a brief Title VI nondiscrimination statement. Additional information regarding Title VI accommodations and YMPO's voluntary public participation self-identification survey is provided at the end of this agenda.

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

4. Call to the Public

This item provides an opportunity for the public to comment on items that are NOT on the agenda. Individuals who wish to address the committee need not request permission in advance, but each presentation is limited to three (3) minutes.

5. Approval of Minutes

This agenda includes a copy of the draft minutes from September 10, 2026, Regular TAC Meeting.

This item is on the agenda for information, discussion, and/or possible action to review, change, and/or approve the September 10, 2026, minutes.

6. YMPO Staff Hiring Update

Staff will provide an update on the Senior Transportation Planner position.

This item is on the agenda for information and discussion only. YMPO Executive Director Ms. Figueroa will present this item. Further information is available in the information summary 6.

7. AZ SMART Update

This item provides an update on the Arizona SMART Fund, including YMPO's \$100,000 award for the 2024 Safe Streets for All (SS4A) Grant, current statewide funding availability, recent redistributions, and the \$6.7 million legislative transfer to the State General Fund reflected in the latest report.

This item is on the agenda for information and discussion only. Ms. Figueroa will present this item. Further information is available in the information summary 7.

8. Off System Bridge Program – Call for Projects

This item provides a follow-up to last month's presentation on the FY 2028 Off-System Bridge (OSB) Program Call for Projects, reinforcing the upcoming ADOT call, anticipated funding, eligibility requirements, and anticipated application timeline for member agencies.

This item is on the agenda for information and discussion only. Ms. Figueroa will present this item. Further information is available in the information summary 8.

9. Transportation Alternatives (TA) Program Funding Update

Staff will provide an update on federal reauthorization of the TA Program and the anticipated timing of Arizona's next call for projects.

This item is on the agenda for information and discussion only. Ms. Figueroa will present this item. Further information is available in the information summary 9.

10. Possible New Studies in the FY28-29 Unified Planning Work Program (UPWP)

YMPO is preparing the draft FY 2028–29 Unified Planning Work Program (UPWP) and Annual Budget in coordination with the TAC and Executive Board. Building on the previous presentation, YMPO staff will provide a budget forecast, and TAC members will review the study list to carry forward and further evaluate potential regional plans and studies based on regional priorities, available funding, and staff capacity. Review with FHWA, FTA, and ADOT is anticipated between March and April 2027.

This item is on the agenda for information and discussion only. Ms. Figueroa will present this item. Further information is available in the information summary 10.

11. Comprehensive Safety Action Plan (CSAP) Update

Staff will provide an update on the Comprehensive Safety Action Plan (CSAP), including the Existing Conditions Report that will be shared with the TAC. Staff will also discuss anticipated public outreach efforts.

This item is on the agenda for information and discussion only. Ms. Figueroa will present this item. Further information is available in the information summary 11.

12. YMPO and ADOT

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

- a. YMPO
- b. ADOT MPD Update

This item is on the agenda for information and discussion only. Ms. Figueroa will present this item.

13. 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.

14. 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.

Yuma County:

Avenue D/E Corridor: 16th Street to 23rd Street Pathway-Avenue B to Avenue C/West Main Canal

County 14th at Avenue G, Traffic Signal and Left Turn Lane County 14th St. at Avenue C, Traffic Signal

US95 at Avenue C, Traffic Signal

County 11th and Avenue G Intersection Realignment Project Somerton Canal at County 10 ¼ Street Bridge

44th St, Avenue 12-1/2 E to Colina Avenue

Avenue B, County 18th St. shoulder widening and rumble strips Avenue G, shoulder widening and rumble strips

Railroad Crossing Elimination (Three Intersections) Avenue 1E and County 14 ½ Street Bridge Replacement

City of San Luis:

Cesar Chavez Boulevard US95 to SR195

US95-County 21 St to County 22 St Raised Medians

City of Yuma:

Crane Elementary School #13 21st Dr. & 30th St. Hawk Signal Shared Use Pathway East Wetland Park to Pacific Ave.

Bus Pull-Outs: Avenue A and 16th Street

1st Street Shared Use Pathway from 4th Avenue to Avenue B. 32nd St; Avenue 3E to Avenue 7 ½ E Shared Pathway

Hotel Del Sol Multimodal Center

Avenue 4E and B Canal Bridge Replacement

Town of Wellton:

William St: Oakland Avenue to Los Angeles Avenue

Cocopah Indian Tribe:

No Projects

City of Somerton:

County 15th and Avenue D, Intersection Improvements

Main Street Redevelopment
Cesar Chavez and Main Street Improvements

ADOT:

US-95: Wellton-Mohawk Canal to Imperial Dam Road

US-95: Imperial Dam Road to Aberdeen Road

15. Future Agenda Items

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

- a. AZ Sun Cloud

16. Progress Reports

- a. Sep 10 – YMPO TAC Meeting (CF, JR, LL, LZ)
- b. Sep 10 – San Luis Speed Study - Traffic Counts Consultation (JR)
- c. Sep 14 – Regional Mobility Committee (JR)
- d. Sep 14 – ADOT/YMPO Monthly Coordination Meeting (CF, LL)
- e. Sep 15 – IGX EGrants Training (LL)
- f. Sep 15 – Yuma PM10 SIP Update Meeting (CF)
- g. Sep 16 – YMPO Wheel Fun Follow Up (CF)
- h. Sep 16 – YPLAN/YMPO Meeting (CF)
- i. Sep 17 – Grants Guidance (CF, JR, LL)
- j. Sep 17 – WACOG-Networking for Community Resources (JR)
- k. Sep 17 – Travel Training w/ John McKelvey (JR)
- l. Sep 17 – YMPO Executive Board Meeting (CF, JR, LL, LZ)
- m. Sep 18 – FRUTH Group Call – IT Services (CF, JR, LL, LZ)
- n. Sep 18 – State Transportation Board – Eloy (CF)
- o. Sep 21 – ADOT CPS Interstate Corridors - TAC Meeting #3 (CF)
- p. Sep 21 – Yuma CoPt Monthly Meeting (JR)
- q. Sep 21 – RTAC Advisory Committee (CF)
- r. Sep 23 – The Controller's Workshop (LL)
- s. Sep 23 – Greenlight Dinner (CF, JR)
- t. Sep 23 – 25 Roads and Streets Conference (CF, JR, LL, LZ)
- u. Sep 28 – E-Grants IGX Refresher Training for Mobility Manager/ COGs & MPOs (CF, JR, LL)
- v. Sep 28 – RTAC Board Meeting (CF, LL)
- w. Sep 28 – YCIPTA Board Meeting (JR)
- x. Sep 28 – CTS Meeting (CF)
- y. Sep 29 – Monthly Follow Up Traffic Counts Uploads – YMPO (CF, JR)
- z. Sep 30 – YMPO/ ADOT 5310 Quarter Report (JR)
- aa. Sep 30 – E-Grants IGX Refresher Training (CF, JR, LL)
- bb. Sep 30 – P2P workshop - Southcentral District (CF, LL)
- cc. Oct 02 – PASS Training (JR)

- dd. Oct 05 – RTAC Advisory Committee (CF, LL)
- ee. Oct 05 – Yuma Region Bicycle Coalition (JR)
- ff. Oct 06 – P2P workshop - Southwest District (CF, LL)
- gg. Oct 06 – YMPO CSAP: Monthly Check-in (CF, JR)
- hh. Oct 07 – Project Delivery Academy - Module 4 - Project Design and Securing Clearances (CF, JR)
- ii. Oct 08 – YMPO TAC Meeting (CF, KM, JR, LL, LZ)
- jj. Oct 08 – State Mobility Managers Meeting (JR)

17. Adjournment

Title VI and ADA Notice Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and other applicable nondiscrimination laws and authorities, the Yuma Metropolitan Planning Organization does not discriminate on the basis of race, color, national origin, sex, age, disability, or income status in the administration of its programs or activities. Persons requiring a reasonable accommodation based on language or disability should contact Jesus Aguilar, Jr., YMPO Title VI Coordinator, at Title_VI_Coordinator@ympo.org or 928-783-8911. Requests should be made at least forty-eight (48) hours in advance or as soon as possible so that accommodations may be arranged.

Aviso de Título VI y ADA

De conformidad con el Título VI de la Ley de Derechos Civiles de 1964, la Ley para Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), y otras leyes y autoridades aplicables contra la discriminación, la Yuma Metropolitan Planning Organization no discrimina por motivos de raza, color, origen nacional, sexo, edad, discapacidad o nivel de ingresos en la administración de sus programas o actividades. Las personas que requieran asistencia lingüística o una adaptación razonable deben comunicarse con Jesus Aguilar, Jr., Coordinador del Título VI de YMPO, al Title_VI_Coordinator@ympo.org o 928-783-8911. Las solicitudes deben presentarse al menos cuarenta y ocho (48) horas antes de la reunión para permitir realizar los arreglos necesarios.

Voluntary Public Participation Survey / Encuesta Voluntaria de Participación Pública

In an effort to improve participation in the transportation planning process and better understand meeting attendance, YMPO encourages attendees to complete a voluntary demographic survey.

[English Survey](#)

En un esfuerzo por determinar quien asiste a nuestras reuniones y a fin de mejorar la participación en el proceso de planificación, la organización YMPO le pide que por favor llene la siguiente encuesta voluntaria:

[Encuesta en Español](#)



YMPO TECHNICAL ADVISORY COMMITTEE REGULAR MEETING MINUTES

TECHNICAL ADVISORY COMMITTEE (TAC)

September 10, 2026

Time: 9:00 a.m.

In-Person/Virtual

230 West Morrison Street

Yuma, Arizona 85364

1. Call to Order and Roll Call Attendance

The Yuma Metropolitan Planning (YMPO) Chairman, City of Yuma Engineer, Dave Wostenberg, called the Technical Advisory Committee (TAC) meeting to order at 9:00 a.m. Lucia Zamudio, YMPO Bookkeeper/Administrative Assistant, called the roll as follows:

YMPO TAC Members Present

Chairman	Dave Wostenberg, City Engineer, City of Yuma ^
Vice-Chair	Kelly Fricke, Public Works Director, Yuma County ^
Member	Eulogio Vera, Public Works Director, City of San Luis ~
Member	Susan Cowey, CIP Administrator, City of Yuma ^
Member	Erika Peterson, Principal Planner, City of Yuma ~
Member	Jennifer Hobert, Regional Planner, ADOT ~
Member	Adolfo Ponce, Assistant Public Works Director, Town of Wellton ~
Member	RoseAna Douglas, Public Works Director, City of Somerton ~

^ Attended in person.

~ Participated by teleconference.

YMPO TAC Members Absent

Member	Frank Sanchez, Senior Civil Engineer/CIP Manager, Yuma County #
Member	Vacant, Cocopah Indian Tribe *

Not present, but was represented by proxy by another member, or attendee.

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

Other Attendees Present

Jennifer Dvorsky	High Street Consulting
Kevin Ford	High Street Consulting
Sanjay Paul	Arizona Department of Transportation (ADOT)

Jendayi Edmeade	AZ LTAP
Brian Rubin	Maricopa Association of Governments (MAG)
Noah Guild	Maricopa Association of Governments (MAG)
Josh Barger	Greenlight Traffic Engineering
Amir Tarighi	Greenlight Traffic Engineering
Ryan McKell	Kimley-Horn
Jen Gote Matarese	Wheel Fun
Emilio Perez	Wheel Fun

YMPO Staff Present

Crystal Figueroa	Executive Director
Jesus Aguilar, JR.	Transportation Program Manager
Lourdes Lopez	Accountant/Executive Assistant
Lucia Zamudio	Bookkeeper/Administrative Assistant

2. Declaration of Votes.

The City of Yuma declared votes: Dave Wostenberg (2), Erika Peterson (2), Susan Cowey (1).

Yuma County declared votes: Kelly Fricke (2).

3. Title VI of the Civil Rights ACT of 1964

Jesus Aguilar, JR., Title VI Coordinator/Mobility Manager, YMPO, read the YMPO Title VI Nondiscrimination Notice to the Public.

Mr. Aguilar presented the Title VI self-identification survey cards to the TAC Committee members, explaining that participation was voluntary and based on self-identification. He also stated that the survey cards are located at the office and also on the YMPO website.

4. Call to the Public

Chairman Wostenberg announced members from the Wheel Fun organization were present and would be speaking.

Emilio Perez, Southeast Regional Manager, Wheel Fun, thanked the Chairman and Alex Tipton for connecting Wheel Fun with YMPO. He also thanked Gene Dalbey for his continued support for the organization and youth cycling in the region.

Mr. Perez informed the TAC about the Wheel Fun youth cycling program, which provides no-cost after school mountain bike programs for students in the third through eighth grade. He noted the organization currently serves schools across Arizona and is expanding to four schools within the YMPO region.

He continued to explain that Wheel Fun is exploring a Transportation Alternatives (TA) Safe Routes to School grant to expand bicycle safety education and regional coordination.

Mr. Perez requested that YMPO consider serving as the public agency sponsor for the grant while Wheel Fun developed the application, provided the local match, and implemented the program.

Jon Fell, Assistant District Engineer, Arizona Department of Transportation (ADOT), questioned whether Wheel Fun's Safe Routes to School study would include pedestrians. Mr. Perez confirmed it would focus solely on cycling.

5. Approval of Minutes

Approval of the August 13, 2026, Regular TAC Meeting minutes.

MOTION: Vice-Chair Fricke moved to approve August 13, 2026, Meeting Minutes. Adolfo Ponce, Assistant Public Works Director, Town of Wellton, seconded, and the motion was unanimously approved.

6. FY 2026-2030 YMPO TIP Amendment #8 – Administrative Only

Lourdes Lopez, Accountant II/Executive Assistant, YMPO, explained this item was being brought back to the TAC for information regarding an administrative change that was added to FY 2026-2030 YMPO TIP Amendment #8 after the TAC's August 13, 2026, approval of recommendation to the Executive Board.

Ms. Lopez stated the change was identified after the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) submitted their 5307 Capital and Operating assistance grant application to YMPO. She continued that the change includes six 5307 transit projects, five requiring corrections to local match and total project costs, and one included to align the TIP with YCIPTA's grant application. She noted federal funding amounts remain unchanged. Ms. Lopez also stated that YMPO provided YCIPTA with a letter of concurrence to accompany its 5307-funding application.

Ms. Lopez also added that ADOT issued a revised eligibility letter for the Yuma County Ferguson Lateral West Main Canal to 5th Street project, moving it from FY28 to FY27 and separating funding into design and construction phases. She noted that \$45,000 is allocated for design and \$585,000 for construction, while the total project award remains \$630,000.

7. Comprehensive Safety Action Plan (CSAP) Update

At 9:14 am, Crystal Figueroa, Executive Director, YMPO, notified the Committee that Josh Barger, Project Engineer, Greenlight Traffic Engineering, was having technical difficulties and requested the Committee move onto agenda item number Chairman Wonstenberg approved and proceeded with the request.

Mr. Barger provided a progress update on the Comprehensive Safety Action Plan, including a summary of the region's safety analysis using calendar years 2021–2025 crash data and an existing conditions report covering local agency roadways and ADOT facilities outside the City of Yuma study area. He reported more than 4,200 crashes, including 60 fatal and 185 serious injury crashes, with annual crash totals remaining relatively stable while fatal crashes increased in 2025.

Mr. Barger highlighted vulnerable road user trends, including 48 pedestrian crashes and 32 bicycle crashes, with crash concentrations in Somerton, San Luis, and areas east of Yuma. He reported preliminary emphasis areas include intersection, nighttime, lane departure, speed-related, unrestrained, and impaired driving crashes.

Mr. Barger requested the Committee's feedback on the preliminary stakeholder list to ensure all relevant agencies and organizations are included in future outreach and workshops.

Chairman Wostenberg suggested the Bureau of Reclamation, Border Patrol, Rural Metro, and Yuma Proving Ground (YPG) be added. He noted YPG traffic was a major contributor to the recorded fatalities that led to the widening of highway 95. Ms. Figueroa added the City of Somerton, San Luis, and Tribal police departments. Mr. Barger thanked the Committee and said he would be reaching out to the stakeholders for their involvement in the first meeting.

8. AZ Local Technical Assistance Program (LTAP)

Jendayi Edmeade, Marketing Specialist/Administrator, LTAP, provided a brief program overview, which offers technical training, assistance, and resources to local, rural, tribal, and state agencies. She explained that YMPO's member agencies are contributing members and have access to trainings and services with no additional per-training cost.

Chairman Wostenberg asked if they could send a list of trainings and available locations. Ms. Edmeade explained that agencies can request on-site training tailored to their needs or attend pre-scheduled regional trainings. She also noted that available training opportunities are shared through the LTAP website, newsletters, and direct outreach when agencies have seats available.

Ms. Edmeade highlighted the program's technical training, on-demand assistance, equipment loan, and workforce development programs. She noted that agencies can request customized or refresher training, borrow retro reflectometers at no cost, and participate in the Road Scholar and heavy equipment certification programs.

She reported that during the past fiscal year, 261 participants from the YMPO region attended 13 training courses, with traffic control, flagger, and heavy equipment courses among the most requested.

Ms. Figueroa emphasized that the agencies should feel encouraged to reach out with any questions, and that YMPO could always connect them with the appropriate responses and support.

Ms. Edmeade encouraged agencies to share open training seats with neighboring agencies to maximize participation. She reiterated that agencies can request training records, transcripts, Road Scholar progress reports, and other training reports, with most information available on demand, and highlighted the LTAP website and newsletters as the primary sources for training updates.

Ms. Figueroa reported that YMPO renewed its participation in the Arizona LTAP program for FY 2027–2031, with an annual \$5,000 STBG contribution.

9. Off System Bridge (OSB) Program – Call for Projects

At 10:01 am, Ms. Figueroa requested the Committee move on to item 10 and Chairman Wostenberg approved.

Ms. Figueroa reported that ADOT will issue the FY28 OSB Program call for projects in October, with applications anticipated to be due in December. She continued that approximately \$3.9 million in STBG funding is available with a 94.3% federal / 5.7% local match, while 100% federal Bridge Formula Program funding remains uncertain. She also reported that YMPO completed an inventory of 131 off-system bridges, identifying 52 eligible structures and 14 priority candidates for project review. She encouraged member agencies to review the screening results and coordinate with YMPO on potential applications.

Chairman Wostenberg asked which off system bridges qualified for the program. He stated he could identify the 4E bridge that was awarded funding the past year but did not know the rest. He added it the bridge on 3rd Street no longer qualified as it was now labeled a collector.

Ms. Figueroa stated that the bridge inventory data was shared with ADOT for verification, as some records may not be current, and ADOT will provide an updated list to confirm the inventory.

10. Arizona Sun Cloud Data Portal - Update

Ms. Figueroa introduced Brian Rubin, Principal Planner, MAG, and Jennifer Dvorsky, Project Manager, High Street Consulting, to present an overview of the Sun Cloud project, noting that an ADOT grant will expand the platform from a five-county region to statewide coverage. Mr. Rubin also reported that the platform's 22 data layers, including safety, travel demand, and travel time data, will be updated throughout the project and can be used to support planning studies and grant applications. He introduced Kevin Ford, Partner, High Street Consulting, to continue the presentation.

Mr. Ford emphasized that the Sun Cloud platform will expand statewide, including the YMPO region, and provide performance mapping to help identify transportation needs. He also outlined planned enhancements, including pavement and bridge condition forecasts, resilience scoring, bicycle and pedestrian volume estimates, and roadway user demographic data, and noted that local agencies will be involved in validating the data and supporting future planning efforts.

Ms. Dvorsky added that the statewide Sun Cloud project will continue through 2028, with data collection beginning soon and lasting approximately 18 months. She also announced a Yuma workshop to take place on October 20, 2026, to gather feedback, with a second workshop planned in 2028 to demonstrate the updated Explorer tool and provide hands-on training.

Ms. Figueroa asked what resources the data portal offered for local agencies to locate data set that were unavailable in the region. Mr. Ford responded by encouraging agencies to suggest additional data sets for the platform. He noted that new data will be considered when feasible and that estimated data will be validated with local agencies to ensure it accurately reflects local conditions.

Mr. Rubin asked the Committee to share local data for inclusion in the platform. He reiterated where local data is unavailable, a third-party data and modeling tool will be used to then validate the results with local agencies.

Ms. Figueroa questioned whether the dashboard would serve as a consolidated data portal for the member agencies. Mr. Rubin confirmed that the platform would serve as a one-stop resource with mapping, filtering, and analysis tools. He added that agencies would also be able to download the data and supporting code for their own offline analysis.

At 10:13 am, Chairman Wostenberg instructed the return to agenda item 9.

11. Possible New Studies in the FY 28-29 Unified Planning Work Program (UPWP)

Ms. Figueroa reported that YMPO has begun developing the FY28–29 UPWP and is seeking the Committee’s input on regional transportation study priorities. She noted that several federally required planning documents must continue, including the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Travel Demand Model, and public outreach activities. She added that some studies remain partially funded and will require additional programming. She noted that the LRTP update is a federally required effort scheduled to begin in January 2028.

Ms. Figueroa also asked members to help prioritize future studies, including a Safe Routes to School Plan, Regional Coordination Plan, Bicycle and Pedestrian Plan update, and other deferred studies.

Chairman Wostenberg asked for more information on the Interstate 8 Improvement Study. Ms. Figueroa stated she would be discussing the Regional Transportation Sales Tax Study with ADOT to determine whether the agency has resources to lead the effort, allowing YMPO to focus on other regional planning priorities.

Chairman Wostenberg added that Yuma County is already advancing a Railroad Crossing Elimination Study for three crossings. He reported that bicycle, pedestrian, and transit improvements are being addressed through the City of Yuma's Green Transportation Plan and the regional Safety Action Plan, suggesting those needs may already be covered by existing planning efforts.

Ms. Figueroa stated that this was an initial discussion and that the item will return at the next Committee meeting after available funding is better understood to help prioritize future studies.

12. Staff Hiring – Update

Ms. Figueroa reported that YMPO has adjusted workloads following recent staffing changes while recruitment continues. She added that a preferred candidate has been selected for the Senior Transportation Planner position, with a tentative October 5, 2026, start date. She noted Regional Mobility Manager position has been reclassified as Transportation Program Manager, with expanded responsibilities including regional mobility programs, Federal Transit Administration (FTA) compliance, and the YMPO traffic count program.

13. 2026 ACEC Conference on Roads and Streets

Lucia Zamudio, Bookkeeper/Administrative Assistant, YMPO, confirmed that lodging reservations remain in place for the September 23–26, 2026, Roads & Streets Conference at El Conquistador Resort in Tucson, AZ. She also noted that a group dinner is planned, requested notification of any cancellations, and asked Committee members to confirm rental vehicle needs.

Ms. Figueroa stated the yearly YMPO dinner would be held at El Charro Café in Oro Valley, and asked if there were any members present during the meeting that could confirm their attendance. RoseAna Douglas, Public Works Director, City of Somerton, Eulogio Vera, Public Works Director, City of San Luis, and Chairman Wostenberg all confirmed their attendance.

14. PROTECT Grant Program – Regional Letter of Support

Ms. Figueroa reported that YMPO received a request from the City of Yuma for a regional letter of support for a PROTECT competitive grant application for 40th Street improvements between Avenue 5½ E and Avenue 7E. She noted the project is consistent with the LRTP and supports corridor resilience and connectivity. She highlighted that the grant application is due October 9, 2026.

Chairman Wostenberg added that letters of support have been received from the

Yuma Fire Department, Yuma Police Department, and additional support is anticipated from Marine Corps Air Station (MCAS), YPG, the Sheriff's Office, and Rural Metro. He requested the Committee's assistance for the regional letter of support.

MOTION: Chairman Wostenberg moved to recommend the letter of support for approval to the Executive Board. Erika Peterson, Principal Planner, City of Yuma, seconded, and the motion was unanimously approved.

15. YMPO and ADOT

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

- a. YMPO (Update provided by Ms. Figueroa)
- b. ADOT MPD (Update provided by Jennifer Hobert, Regional Planner, ADOT)

Ms. Figueroa reported that ADOT is updating its School Area Traffic Safety Guidelines, last revised in 2006, and is requesting input from member agencies on the establishment, operation, maintenance, and enforcement of school zones and crossings. She stated YMPO will distribute the request to the Committee members for coordination with local staff and school districts, and noted that the City of Yuma currently follows MUTCD school zone guidelines. Mr. Vera confirmed the City of San Luis also followed these guidelines.

Ms. Hobert reported that FY27 TA projects are being initiated, with establishment packets for studies, scoping, and education projects being sent out. She noted design and construction establishment letters would be sent from the Local Public Agency (LPA) section. She also announced that the State Freight Plan TAC meeting is scheduled for September 15, 2026, and invited interested members to participate.

16. In-Kind Match Forms

Ms. Zamudio reminded the Committee 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.

She noted she would be sending pre-filled forms for those attending the Roads & Streets Conference.

17. 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.

Yuma County: No Updates

Avenue D/E Corridor: 16th Street to 23rd Street Pathway-Avenue B to Avenue C/West Main Canal
County 14th at Avenue G, Traffic Signal and Left Turn Lane County 14th St. at Avenue C, Traffic Signal
US95 at Avenue C, Traffic Signal
County 11th and Avenue G Intersection Realignment Project Somerton Canal at County 10 ¼ Street Bridge
44th St, Avenue 12-1/2 E to Colina Avenue
Avenue B, County 18th St. shoulder widening and rumble strips Avenue G, shoulder widening and rumble strips
Railroad Crossing Elimination (Three Intersections) Avenue 1E and County 14 ½ Street Bridge Replacement

City of San Luis: Update provided by Mr. Vera

Cesar Chavez Boulevard US95 to SR195 – No Update

US95-County 21 St to County 22 St Raised Medians – Preconstruction meeting will be held September 10, 2026

Ms. Figueroa asked for an update on the City of San Luis' Highway Safety Improvement Program (HSIP) project. Mr. Vera responded the city was finalizing their Right-of-Way paperwork in order to place the project back on the TIP.

City of Yuma: Update provided by Chairman Wostenberg

Crane Elementary School #13 21st Dr. & 30th St. Hawk Signal – Awaiting ADOT project letter and IGA

Shared Use Pathway East Wetland Park to Pacific Ave. – Stage 5, awaiting bid

Bus Pull-Outs: Avenue A and 16th Street – Awarded by the State Transportation Board August 21, 2026

1st Street Shared Use Pathway from 4th Avenue to Avenue B. 32nd St – Searching for funding

Avenue 3E to Avenue 7 ½ E Shared Pathway – Searching for funding

Hotel Del Sol Multimodal Center – Demolition is set to begin in October, groundbreaking presentation will be open to the public at 11:00 am

Avenue 4E & B Canal Bridge Replacement – Awaiting IGA

Avenue B: 1st to 16th Street – Out to bid

Riley Avenue & 18th Street – Bid will close in 10 days

3rd Street and Avenue B Signal (HSIP) – Awaiting bid

Cielo Verde & 32nd Street Signal - Awaiting bid

Avenue 10E & 32nd Street Signal - Awaiting bid, awaiting ADOT packet, awaiting IGA

32nd Street to 36th Street Shared Used Pathway – Awaiting bid, awaiting ADOT packet, awaiting IGA

Avenue A & 36th Street Hawk Signal – Received TA funds for scoping, awaiting

ADOT project letter

3rd Street Bridge @ East Main Canal – Received funds for scoping, awaiting ADOT project letter

Town of Wellton: No Update

William St: Oakland Avenue to Los Angeles Avenue

Cocopah Indian Tribe:

No Projects

City of Somerton: Update provided by Ms. Douglas

County 15th and Avenue D, Intersection Improvements – Under procurement

Main Street Redevelopment – Street will open October 1, 2026

Cesar Chavez and Main Street Improvements – Out for proposal

ADOT: No Update

US-95: Wellton-Mohawk Canal to Imperial Dam Road

US-95: Imperial Dam Road to Aberdeen Road

18. Future Agenda Items

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

- a. AZ Sun Cloud

19. Progress Reports

YMPO staff has provided a list of recent activities:

- a. Aug 13 – MPO/COG Directors Meeting (CF)
- b. Aug 13 – State Mobility Managers Meeting (JR)
- c. Aug 14 – COG/MPO Planners Meeting (CF, JR)
- d. Aug 15 – YMPO Personnel Policies and Procedures Update (CF)
- e. Aug 17 – Datto Installation Meeting (LL)
- f. Aug 17 – ADOT Transit & Regional Mobility Managers Team Building (JR)
- g. Aug 17 – RTAC Advisory Committee (CF, LL)
- h. Aug 18 – ADOT MS2 Training w Gap Map Demo (CF, JR, LL)
- i. Aug 18 – PUN Group - Audit Meeting (LL)
- j. Aug 18 – Travel Training - EC - Route Planning (JR)
- k. Aug 19 – HR Management Meeting (CF, LL)
- l. Aug 19 – Audit Follow-Up (LL, LZ)
- m. Aug 20 – WACOG-Networking for Community Resources (JR)
- n. Aug 20 – YMPO - Revised Eligibility Letter Review (CF, LL)
- o. Aug 21 – State Transportation Board - Prescott Valley (CF)
- p. Aug 24 – Traffic Review Committee Meeting (CF, JR)
- q. Aug 24 – RTAC Board Meeting (CF, LL)
- r. Aug 24 – YCIPTA Board Meeting (JR)
- s. Aug 24 – Fruth Group - Datto Install Phone Call (CF, JR, LL, LZ)

- t. Aug 25 – YMPO-HR Consult (CF)
- u. Aug 25 – Fruth Group Site Visit w/ ERIC (CF, JR, LL, LZ)
- v. Aug 25 – ADOT Follow up w YMPO (CF, JR)
- w. Aug 25 – AZ LTAP: Virtual Information Session (LL)
- x. Aug 26 – Safety Committee Meeting (JR)
- y. Aug 27 – Special meeting of the YCIPTA Board, Title VI approval (JR)
- z. Aug 27 – YMPO Executive Board Meeting (CF, JR, LL, LZ)
- aa. Aug 31 – Learn to Write Effective Policies & Procedures Module (LL)
- bb. Sep 01 – YMPO CSAP: Monthly Check-in (CF, JR)
- cc. Sep 02 – Project Delivery Academy - Module 3 - Project Tools and Meeting
Additional Federal Requirements (CF, JR, JH)
- dd. Sep 02 – IRS 1099 Update - Virtual Seminar (LZ)
- ee. Sep 07 – Staff Meeting (CF, JR, LL, LZ)
- ff. Sep 10 – YMPO TAC Meeting (CF, JR, LL, LZ)

20. 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 at 928-783-8911.

YMPO INFORMATION SUMMARY for Agenda Item 6

YMPO Staff Hiring Update

DATE: October 08, 2026

SUBJECT: YMPO Staff Hiring Update

SUMMARY:

YMPO is providing an update regarding the previously reported recruitment for the Senior Transportation Planner position. Since the September 10, 2026, staff hiring update, YMPO's selected candidate has accepted an offer of employment. The candidate's anticipated start date has been revised from October 5 to October 26, 2026, to allow additional time to complete the transition from his current employment and relocate to Yuma. Staff anticipates introducing the new Senior Transportation Planner to the Executive Board at its October 29 meeting and to the TAC at its next regularly scheduled meeting.

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, Executive Director, 928-783-8911

YMPO INFORMATION SUMMARY for Agenda Item 7

Arizona SMART Fund Update

DATE: October 8, 2026

SUBJECT: AZ SMART Fund Update

SUMMARY:

The \$50 million AZ SMART Fund was established by the Arizona Legislature in 2022 to assist eligible cities, towns, counties, and the Arizona Department of Transportation (ADOT) in competing for federal discretionary surface transportation grants. Applications to the AZ SMART funds must first be approved by the Metropolitan Planning Organization (MPO) with an official letter of approval. ADOT administers this fund, and the State Transportation Board (STB) approves all awards. In 2024, the Arizona Legislature amended the program, including an additional \$12M, making MPOs eligible applicants, and allowing the State Transportation Board to redistribute funding across funding categories.

YMPO submitted an application for \$100,000 in local match reimbursement for the 2024 Safe Streets for All Grant, and the State Transportation Board unanimously approved the application on September 19, 2025. This month, YMPO received the fully executed award packet.

YMPO REGION AZ SMART FUNDS AWARDED

AWARDED YEAR	MUNICIPALITY	AWARD TYPE	FUNDING CATEGORY	PROJECT NAME	AWARD AMOUNT	FEDERAL GRANT	FEDERAL GRANT
2023	City of San Luis	DOES	Municipality Over 10K	Cesar Chavez Blvd Improvements	\$2,787,435	RSTGP 2023	\$25,000,000
2023	Yuma County	DOES	County Over 100K	Avenue E/D New Roadway Construction	\$610,000	RAISE 2025	Not Awarded
2024	City of Yuma	MATCH	Municipality Over 10K	Comprehensive Safety Action Plan	\$90,000	SS4A 2024	\$480,000
2024	City of Yuma	MATCH	Municipality Over 10K	Yuma Multi-Modal Transportation Center	\$3,537,057	RAISE 2021	\$10,614,225
2023	ADOT	DOES	N/A	US Highway 95, Wellton-Mohawk Canal to Imperial Dam Road	\$3,750,000	RAISE 2023	\$8,500,000
2025	Yuma County	MATCH	County Over 100K	Elimination of three UPRR Crossings (9E, Fortuna Rd, County 29E	\$160,000	FRA 2024	\$640,000
2025	YMPO	MATCH	County Over 100K	Regional Comprehensive Safety Action Plan	\$100,000	SS4A 2024	\$400,000
TOTAL					\$10,934,492		\$45,634,225

AVAILABLE FUNDING – UPDATE as of September 18, 2026

During FY 2026, the Legislature swept \$6.7 million from the AZ SMART Fund to the State General Fund by June 30, 2026.

The AZ SMART Fund Report reflects the current funding position after redistributions, adjustments, and the latest award. The report shows \$4,772,977 currently available for award.

Cumulative AZ SMART Fund Report						
Funding Category	ADOT	Muni < 10K	Muni 10K+	County < 100K	County 100K+	Total
Statute	ARS §28-339 F.5	ARS §28-339 F.4	ARS §28-339 F.3	ARS §28-339 F.2	ARS §28-339 F.1	
Revenue						
Legislative Appropriations	\$12,500,000	\$12,500,000	\$12,500,000	\$12,500,000	\$12,500,000	\$62,500,000
Interest Earnings/Match Received	\$1,825,104	\$1,743,016	\$1,780,624	\$1,791,651	\$1,743,610	\$8,884,005
Total Revenues	\$14,325,104	\$14,243,016	\$14,280,624	\$14,291,651	\$14,243,610	\$71,384,005
Approvals						
Grant Development		\$4,600		\$50,000		\$54,600
Match Awards	\$5,371,724	\$31,212	\$17,305,153	\$3,346,000	\$4,602,642	\$30,656,731
Design & Engineering	\$3,750,000	\$11,314,078	\$9,588,707	\$7,868,506	\$6,670,000	\$39,191,291
1% Program Administration	\$100,000					\$100,000
Match Released	(1,250,000)	0	(6,402,008)	(46,000)	0	(7,698,008)
Design Recovered	0	(807,500)	(1,546,772)	(1,204,452)	0	(3,558,724)
Net Approvals	\$7,971,724	\$10,542,390	\$18,945,080	\$10,014,054	\$11,272,642	\$58,745,890
Prior Redistributions						
Net Prior Redistributions & Adjustments 1&2	(5,231,979)	(2,579,225)	5,785,858	(3,156,196)	(1,849,567)	(7,031,110)
Available after Prior Redistributions/Adjustments	\$1,121,402	\$1,121,402	\$1,121,402	\$1,121,402	\$1,121,402	\$5,607,007
Current Requests						
Items for September STB Approval	\$834,030	\$0	\$0	\$0	\$0	\$834,030
Current Available After Approval	\$287,372	\$1,121,402	\$1,121,402	\$1,121,402	\$1,121,402	\$4,772,977
Pending Requests						
Grant Development		\$15,200		\$0		\$15,200
Match Awards	\$0	\$0	\$8,379,266	\$0	\$245,000	\$8,624,266
Design & Other Eng Svcs (DOES)	\$0	\$2,718,209	\$0	\$0	\$0	\$2,718,209
Total Pending Requests	\$0	\$2,733,409	\$8,379,266	\$0	\$245,000	\$11,357,675
After Approval of Pending Requests	\$287,372	-\$1,612,007	-\$7,257,864	\$1,121,402	\$876,402	-\$6,584,695
Notes:						
1/ Includes all redistributions approved by the Board plus interest earned in January and July but received in the month following Board approval.						
2/ Includes FY 2026 Legislative Transfer Out, \$6.7M to General Fund on or before June 30, 2026; SB1847 Sec. 121.						

Applicants may request AZ SMART Funds for:

- Reimbursement of up to 50% of the eligible costs associated with Grant Development and Submission of an application for a federal discretionary grant. Limited to counties with a population of less than 100,000 and cities and towns with a population of less than 10,000. (Town of Wellton).
- Reimbursement of non-federal match for a federal grant.
- Reimbursement of design and other engineering services expenditures that meet federal standards for projects eligible for a federal grant.

ACTION NEEDED:

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

CONTACT PERSON:

Crystal Figueroa, Executive Director.

YMPO INFORMATION SUMMARY AGENDA ITEM 8

Off-System Bridge Program – Call for Projects

DATE: October 8, 2026

SUBJECT: Off-System Bridge Program – Call for Projects

SUMMARY:

The Arizona Department of Transportation (ADOT) Local Public Agency (LPA) Section is anticipating issuing a formal call for projects for the Off-System Bridge (OSB) Program for State Fiscal Year (SFY) 2028 in October. This is a state-administered STBG set-aside, not funding taken from YMPO's regular regional STBG allocation.

The purpose of the program is to fund the Design and/or Construction for replacement, rehabilitation, preservation, and protection of roadway bridges over waterways, other topographical barriers, other roadways, railroads, canals, ferry landings, etc. on bridges that are not on the Federal-aid highway system (local roads or rural minor collectors).

Funding:

For the upcoming FY2028 OSB call for projects, approximately \$3.9 million in Surface Transportation Block Grant Program (STBGP) funding is anticipated to be available. At this time, it is uncertain whether any additional Bridge Formula Program (BFP) funding will be available. Local agencies interested in submitting projects should anticipate the October 2026 call and the December 2026 application deadline.

- Under the STBG Program, eligible project costs will be funded at 94.3% federal share with a 5.7% local match.
- Under the Bridge Formula Program (BFP), eligible project costs **would be** funded with 100% federal share, and no local match is required.

The **two** separate funding programs normally used on Off-System Bridge Projects are described below:

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

Eligible for Replacement, Rehabilitation and/or Strengthening:

The bridge must be classified as either "Poor" or "Fair" or having a load capacity rating that requires the bridge to be posted for weight restrictions based on the National Bridge Inspection Standards (NBIS).

Eligible for Preservation/Preventative Maintenance and Protection:

All bridges, regardless of condition, are eligible for Preservation/Preventive Maintenance or Protection measures.

BRIDGE FORMULA PROGRAM (BFP)

Eligible for Replacement, Rehabilitation, and/or Strengthening:

The bridge must be classified as either "Poor" or "Fair" or have a load capacity rating that requires the bridge to be posted for weight restrictions based on the National Bridge Inspection Standards (NBIS).

Eligible for Preservation/Preventative Maintenance and Protection:

Protection activities as described above are also eligible to be funded under this program given that one of the above conditions or load capacity items are met.

Project Application:

- The application shall identify the requested Program Funding (STBG or BFP) the project sponsor wishes to apply for in the application form.
- Applications will require a description of work that includes purpose and need, scope of work, justification (system prioritization), schedule, and detailed cost estimates for Design and Construction phases. Entities submitting multiple applications will need to regionally prioritize projects and submit justification for the selected projects.

Timeline:

- OSB applications are due back to the ADOT LPA Section no later than **December 30, 2026**.
- ADOT Selection Committee will review and prioritize all projects based on submitted applications and established scoring criteria, usually in January, to be determined **(TBD)**.
- Eligibility determination letters will be sent to applicants (with a copy to the Regional COG/MPO), usually in **February, TBD**.
- Project Sponsors with projects selected can start working with their Regional COG/MPO to program the project into the Regional TIP as soon as program eligibility determination letter is received.
- Project Sponsors with selected projects may start working with ADOT LPA Section to initiate the project and start IGA process as soon as the project has been programmed in the Regional TIP.
- Funding for Development Activities such as consultant selection, Environmental, ROW, and Utility and Railroad consultations will not be available, usually until after **June of next year**.

Attached are the Off-System Bridge Guidelines, application, and scoring criteria. Ensure that all OSB applications submitted to ADOT are on the attached application form.

In anticipation, all Off-System Bridge applications must be submitted through the Regional COG/MPO, or the application will not be considered. This will ensure that each project will appropriately be considered for regional prioritization at the COG/MPO level before submission to ADOT.

More information about the OSB Program can be found on the ADOT LPA Section website at [Off-System-Bridge-Guidelines.pdf](#).

If you have questions or need further information please contact Mark Henige, ADOT LPA Program Manager.

ACTION NEEDED:

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

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

TAC — Off-System Bridge Project Candidates

These structures pass the available inventory screens for local agency listing, roadway class and condition-related work. Project eligibility remains unconfirmed until the additional checks below are documented. Funding is competitive.

Review category	Count	Meaning
All checks passed	0	Confirmed eligibility recorded below
Fair-condition candidates	14	Replacement / rehabilitation review
Good-condition candidates	38	STBG preservation review

Structure ID	Agency	Structure Name	Roadway	Condition	Potential work / program
7718	City of Yuma	S Gila Canal Br	S Ave 5 E	Fair	Replacement / rehabilitation / strengthening — STBG or BFP review
8517	City of Yuma	B Canal Bridge	S Ave 4 E	Fair	Replacement / rehabilitation / strengthening — STBG or BFP review
8533	City of Yuma	Old Colorado Riv Br	N Penitentiary Ave	Fair	Replacement / rehabilitation / strengthening — STBG or BFP review
7719	City of Yuma	B Canal Bridge	S Ave 5 E	Good	Preservation / preventive maintenance / protection — STBG review
10525	City of Yuma	B Canal Bridge	S Ave 6 E	Good	Preservation / preventive maintenance / protection — STBG review

Structure ID	Agency	Structure Name	Roadway	Condition	Potential work / program
7516	Yuma County	West Main Canal Br	W County 10th St S	Fair	Replacement / rehabilitation / strengthening — STBG or BFP review
7616	Yuma County	Dome Canal Bridge	S Ave 22 E	Fair	Replacement / rehabilitation / strengthening — STBG or BFP review
7622	Yuma County	Gila River Bridge	S Ave 30 E	Fair	Replacement / rehabilitation / strengthening — STBG or BFP review
7752	Yuma County	Well-Mohwk Canal Br	S Ave 36 E	Fair	Replacement / rehabilitation / strengthening — STBG or BFP review
7768	Yuma County	Well-Mohwk Canal Br	S Ave 16 E	Fair	Replacement / rehabilitation / strengthening — STBG or BFP review
8795	Yuma County	Lateral A8.9	S Ave 1 E	Fair	Replacement / rehabilitation / strengthening — STBG or BFP review
8913	Yuma County	West Main Canal Br	W County 15th St S	Fair	Replacement / rehabilitation / strengthening — STBG or BFP review
8943	Yuma County	Salinity Canal Br	E County 10th St S	Fair	Replacement / rehabilitation / strengthening — STBG or BFP review
10058	Yuma County	Main Drain Br	W County 20th St S	Fair	Replacement / rehabilitation / strengthening — STBG or BFP review
10060	Yuma County	Main Drain Br	W County 18th St S	Fair	Replacement / rehabilitation / strengthening — STBG or BFP review
11209	Yuma County	Gila Gravity Canal Br	E County 5th St S	Fair	Replacement / rehabilitation / strengthening — STBG or BFP review

Structure ID	Structure Name	YMPO TIP Funding Status
8517	B Canal Bridge	OSB programmed: FY2027 design, \$545,000 (YU 27-07D); FY2029 construction, \$3,248,919 (YU 27-07C).
8795	Lateral A8.9	OSB programmed: FY2027 design, \$345,000 (YC 27-02D); FY2030 construction, \$1,673,430 (YC 27-02C).

Structure ID	Agency	Structure Name	Roadway	Condition	Potential work / program
7517	Yuma County	Gila Gravity Canal	S Ave 12 E	Good	Preservation / preventive maintenance / protection — STBG review
7614	Yuma County	Wellton Canal Bridge	E County 8th St S	Good	Preservation / preventive maintenance / protection — STBG review
7615	Yuma County	Mohawk Canal Bridge	S Ave 38 E	Good	Preservation / preventive maintenance / protection — STBG review
7618	Yuma County	Mohawk Canal Bridge	S Ave 38 E	Good	Preservation / preventive maintenance / protection — STBG review
7627	Yuma County	A Canal Bridge	S 4th Ave	Good	Preservation / preventive maintenance / protection — STBG review
7637	Yuma County	Mohawk Canal Bridge	S Ave 29 E	Good	Preservation / preventive maintenance / protection — STBG review
7638	Yuma County	Texas Hill Bridge	E County 1st St S	Good	Preservation / preventive maintenance / protection — STBG review
7639	Yuma County	Salinity Canal Br	S Ave 28 E	Good	Preservation / preventive maintenance / protection — STBG review
7720	Yuma County	A Canal Bridge	S Ave 2 E	Good	Preservation / preventive maintenance / protection — STBG review
7730	Yuma County	Mohawk Canal Bridge	S Ave 33 E	Good	Preservation / preventive maintenance / protection — STBG review
7751	Yuma County	Well-Mhwk Canal Br	S Ave 37 E	Good	Preservation / preventive maintenance / protection — STBG review
8842	Yuma County	West Main Canal Br	W County 8 12 St S	Good	Preservation / preventive maintenance / protection — STBG review
8864	Yuma County	Mohawk Canal Bridge	S Ave 42 E	Good	Preservation / preventive maintenance / protection — STBG review
8865	Yuma County	Mohawk Canal Bridge	S Ave 46 E	Good	Preservation / preventive maintenance / protection — STBG review
8872	Yuma County	Wellton Canal Bridge	S Ave 33 E	Good	Preservation / preventive maintenance / protection — STBG review
8941	Yuma County	Dome Canal Bridge	E County 8th St S	Good	Preservation / preventive maintenance / protection — STBG review
8942	Yuma County	Dome Lateral Bridge	S Ave 21 E	Good	Preservation / preventive maintenance / protection — STBG review
9950	Yuma County	Timber Bridge	E County 5th St S	Good	Preservation / preventive maintenance / protection — STBG review
10055	Yuma County	Gila Canal Bridge	S Ave 4 E	Good	Preservation / preventive maintenance / protection — STBG review
10056	Yuma County	Main Drain Br	E County 21st St S	Good	Preservation / preventive maintenance / protection — STBG review
10057	Yuma County	Main Drain Br	S Ave H	Good	Preservation / preventive maintenance / protection — STBG review
10059	Yuma County	Main Drain Br	S Ave G	Good	Preservation / preventive maintenance / protection — STBG review
10099	Yuma County	Gila River Bridge	S Ave 38 E	Good	Preservation / preventive maintenance / protection — STBG review
10146	Yuma County	Dome Lateral Bridge	S Ave 22 E	Good	Preservation / preventive maintenance / protection — STBG review
10423	Yuma County	Main Drain Bridge	W County 17th St S	Good	Preservation / preventive maintenance / protection — STBG review
10548	Yuma County	Wellton Mohawk Channel Br	E County 8th St S	Good	Preservation / preventive maintenance / protection — STBG review
10856	Yuma County	Avenue 14E RCB	S Ave 14 E	Good	Preservation / preventive maintenance / protection — STBG review
11117	Yuma County	48th St Frt RCB	E 48th St A	Good	Preservation / preventive maintenance / protection — STBG review
11118	Yuma County	Ironwood Dr RCB	S Ironwood Dr	Good	Preservation / preventive maintenance / protection — STBG review
11575	Yuma County	Texas Hill Bridge	E County 1st St N	Good	Preservation / preventive maintenance / protection — STBG review

Structure ID	Agency	Structure Name	Roadway	Condition	Potential work / program
7613	Town of Wellton	Wellton Canal Br	S William St	Good	Preservation / preventive maintenance / protection — STBG review
7728	Town of Wellton	Wellton Canal Bridge	S Ave 25 E	Good	Preservation / preventive maintenance / protection — STBG review
7729	Town of Wellton	Mohawk Canal Bridge	S Ave 25 E	Good	Preservation / preventive maintenance / protection — STBG review
11669	Town of Wellton	Coyote Wash RCB #1	E Arizona Ave	Good	Preservation / preventive maintenance / protection — STBG review
11670	Town of Wellton	Coyote Wash RCB #2	E San Jose Ave	Good	Preservation / preventive maintenance / protection — STBG review
11671	Town of Wellton	Coyote Wash RCB #3	E Oakland Ave	Good	Preservation / preventive maintenance / protection — STBG review

YMPO Off-System Bridge Eligibility Screening

Planning-level review of ADOT National Bridge Inventory records filtered to YMPO | Source year: 2026

Screening result	Count
Local-agency inventory records	131
Off-system functional-class screen	52
Fair/Poor candidates for project review	14
Good-condition preservation candidates	38

Member agency	Local inventory	Off-system screen	Fair/Poor candidates	Good preservation	Primary message to agency
Yuma County	97	41	11	30	Review the Fair/Poor candidate list first, then consider Good-condition preservation needs.
City of Yuma	22	5	3	2	Review the Fair/Poor candidate list first, then consider Good-condition preservation needs.
Town of Wellton	7	6	0	6	No immediate Fair/Poor candidate passed the screen; six Good structures may be considered if preservation/protection needs exist.
City of San Luis	3	0	0	0	No Fair/Poor structure passed the initial off-system class screen; review verification list and ask ADOT about classification/other programs.
City of Somerton	2	0	0	0	No Fair/Poor structure passed the initial off-system class screen; review verification list and ask ADOT about classification/other programs.
Total	131	52	14	38	

Recommended TAC message

YMPO completed an initial inventory screen to help each member agency identify possible Off-System Bridge projects. The Fair/Poor Candidates sheet lists the strongest starting points for replacement, rehabilitation or strengthening review. The Preservation Candidates sheet contains Good-condition structures that may still be eligible for preservation, preventive maintenance or protection. Agencies should confirm ownership, current condition, load-posting status, project need, cost and sponsor commitment. ADOT makes the final eligibility and funding determination.

Important: this is a planning screen, not an eligibility determination or award recommendation.

Use filter dropdowns on each detail sheet. Screening Register flags three US-95 NHS discrepancies and two Avenue 3E location checks. Original counts remain unchanged pending ADOT confirmation. NHS status alone does not establish OSB eligibility.

YMPO INFORMATION SUMMARY for Agenda Item 9

Transportation Alternatives (TA) Program Funding Update

DATE: October 8, 2026

SUBJECT: The TA Program Funding Update

SUMMARY:

The Transportation Alternatives (TA) Program set-aside provides funding for a variety of smaller-scale transportation projects and activities throughout Greater Arizona, including bicycle and pedestrian facilities, recreational trails, Safe Routes to School, and other eligible community improvements and environmental mitigation activities.

The current federal surface transportation authorization, the Bipartisan Infrastructure Bill, expires September 30, 2026. The proposed BUILD America 250 Act retains TA funding and has advanced out of the U.S. House Transportation and Infrastructure Committee, but it has not been enacted. As a result, the program's funding and requirements beyond the current authorization remain subject to congressional action.

ADOT has advised that the timing of its next TA call for projects is uncertain. If the program continues, ADOT anticipates a call for fiscal years 2030–2032, potentially in mid-to-late 2028. YMPO staff will continue to monitor federal legislation and ADOT guidance and will inform the TAC when the next funding opportunity is announced.

After the Wheel Fun organization's call to the public, YMPO staff have also held preliminary discussions with Wheel Fun, a nonprofit organization, regarding potential TA funding for a Regional Manager to coordinate bicycle education, bike-to-school events, after-school programs, volunteer/coach training, and partnerships with schools and community organizations. Wheel Fun would house and administer the position. A Safe Routes to School planning study can be considered by the TAC during the next TA Call for projects for YMPO to apply for and carry out.

Wheel Fun has indicated that it needs a project sponsor to pursue TA funding. Staff is exploring whether YMPO could appropriately serve in that role, subject to ADOT confirmation of eligibility and clarification of the sponsorship responsibilities, including grant administration, local match, reporting, and financial obligations. Any proposed partnership would be brought forward for further review and appropriate approval before a commitment is made.

TAC members will have an opportunity to discuss regional needs, potential member agency participation, and whether further development of this partnership should be considered.

ACTION NEEDED:

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

CONTACT PERSON:

Crystal Figueroa, Executive Director.

YMPO INFORMATION SUMMARY for Agenda Item 10

Possible New Studies in the Unified Planning Work Program (UPWP)

DATE: October 8, 2026

SUBJECT: Possible New Studies in the Unified Planning Work Program (UPWP)

SUMMARY:

YMPO is currently operating under the second year of the FY 2026–2027 UPWP and is beginning development of the FY 2028–2029 UPWP in coordination with the TAC and Executive Board representing member agencies. The annual work program review with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and ADOT is anticipated between March and April 2027.

The UPWP is YMPO's two-year work plan and budget for carrying out the metropolitan transportation planning process. It translates the long-range goals and priorities established in the Long-Range Transportation Plan (LRTP). It identifies the framework to be completed, and anticipated products, including:

- a) Development and maintenance of federally required planning documents certification documents (LRTP, UPWP, and TIP); maintenance of the YMPO travel demand model; public outreach; and administrative functions.
- b) Transportation Planning Studies managed by YMPO staff and conducted by consultant companies.**
- c) YMPO Administration and Technical Assistance to member agencies, including public involvement and coordination with transportation partners.

Funding Forecast

Table with forecasted total sum budgets for FY 2028 and 2029, broken down salaries, operational, Contractual.

FY2028 Projected Funding available and Projected Programming			FY2029 Projected Funding available and Projected Programming		
Projected Federal & State Funds	\$	1,103,600.63	Projected Federal & State Funds	\$	1,032,639
Programming / Budget	Amount		Programming / Budget	Amount	
Personnel (Salaries + Fringe)	\$	615,360	Personnel (Salaries + Fringe)	\$	645,809
M&O (Direct Expenditures)	\$	230,909	M&O (Direct Expenditures)	\$	234,665
Contractual	\$	257,332	Contractual	\$	152,165
Capital Expenditures	\$	-	Capital Expenditures	\$	-
TOTAL PROGRAMMED	\$	1,103,600.24	TOTAL PROGRAMMED	\$	1,032,639
<i>Remaining Available</i>		\$0	<i>Remaining Available</i>		\$0

Transportation Planning Studies

An important part of UPWP development is determining which regional transportation studies should be undertaken during the upcoming two-year period. Transportation studies allow YMPO and its member agencies to evaluate existing and future needs, collect and analyze regional data, identify potential strategies and improvements, and better position priority improvements for future funding and implementation.

Currently, some work program studies are completed, and others are partially funded. These studies will need programming for Year 1 of the FY 2028–2029, and the deferred may be considered as well.

The FY 2022-2045 LRTP Implementation Section also identified the following transportation planning studies that could be part of the FY 2028-29 UPWP

CURRENT FY 2026-2027	• FY 2026-2050 LRTP Completed • Complete Streets Concept Study Completed • Roads of Regional Significance Study Completed • Short-Range Transportation Plan To be Advertised • TMA Upgrade Study 50% Programmed • Interstate 8 Improvement Study ~10% Programmed
DEFERRED FOR CONSIDERATION	• Regional Transportation Sales Tax Study • Daily Border Crossers Study • Bicycle and Pedestrian Facilities Study
OTHER LRTP RECOMMENDED POSSIBILITIES	• Countywide Railroad Crossing Evaluation • Downtown San Luis Area Circulation • Yuma International Airport Traffic Circulation • Regional ITS Framework Plan • Yuma County Origin-Destination Study • Emerging Technologies Readiness Plan • Regional Active Transportation Plan

The proposed list of potential regional studies was presented to the Technical Advisory Committee (TAC) at the September 10 meeting for review and input. TAC provided the following comments and updates:

- Countywide Railroad Crossing Evaluation: TAC noted that Yuma County is currently working on a Railroad Elimination Study. Therefore, a separate Countywide Railroad Crossing Evaluation is not recommended at this time.
- Bicycle and Pedestrian Facilities Study: TAC noted that the City of Yuma's recently updated Integrated Multimodal Transportation Plan already incorporates bicycle and pedestrian facility needs. In addition, in March 2020, YMPO finalized a Bicycle and Pedestrian Study, which incorporated specific bicycle and pedestrian facilities. Therefore, a separate study may not be a priority at this time.
- During the meeting, the need for a new project was identified: Safe Routes to School Plan (TA Program), and an update to the transportation services regional coordination plan (5305e). The next 2030-2053 Long-Range Transportation Plan will need to commence in January 2028 (STBG) in FY2028.

In addition, YMPO Staff recently identified the following:

- A broadly scoped "Daily Border Crossers Study" would substantially duplicate recent work already completed by the City of San Luis in partnership with

YMPO. The December 2022 San Luis POE Impact Study included an Origin-Destination analysis that examined not only where border crossers were going, but also their trip purpose, travel mode, crossing frequency, worker transportation practices, parking, and some unmet operational needs.

These ongoing and recently completed efforts should be considered when determining the highest-priority regional studies for FY 2028–2029.

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, Executive Director, 928-783-8911

YMPO INFORMATION SUMMARY for Agenda Item 11

Comprehensive Safety Action Plan (CSAP) Update

DATE: October 8, 2026

SUBJECT: Comprehensive Safety Action Plan Update

SUMMARY:

The draft Existing Conditions Report was distributed to TAC members on September 30, 2026. This item provides an opportunity for questions, comments, and discussion regarding the report.

Greenlight and YMPO staff will also participate in the Somerton Fall Festival on October 29 as part of the CSAP's first round of public engagement efforts. This outreach will provide an opportunity to hear directly from community members about local transportation safety concerns and help inform the CSAP.

Once the consultant makes the public engagement tools available, YMPO staff will share them with the TAC and member agencies. These will include English and Spanish flyers, surveys, and an interactive map to gather public feedback.

ACTION NEEDED:

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

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



YMPO COMPREHENSIVE SAFETY ACTION PLAN

Existing Conditions

September 2026

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Introduction



Introduction

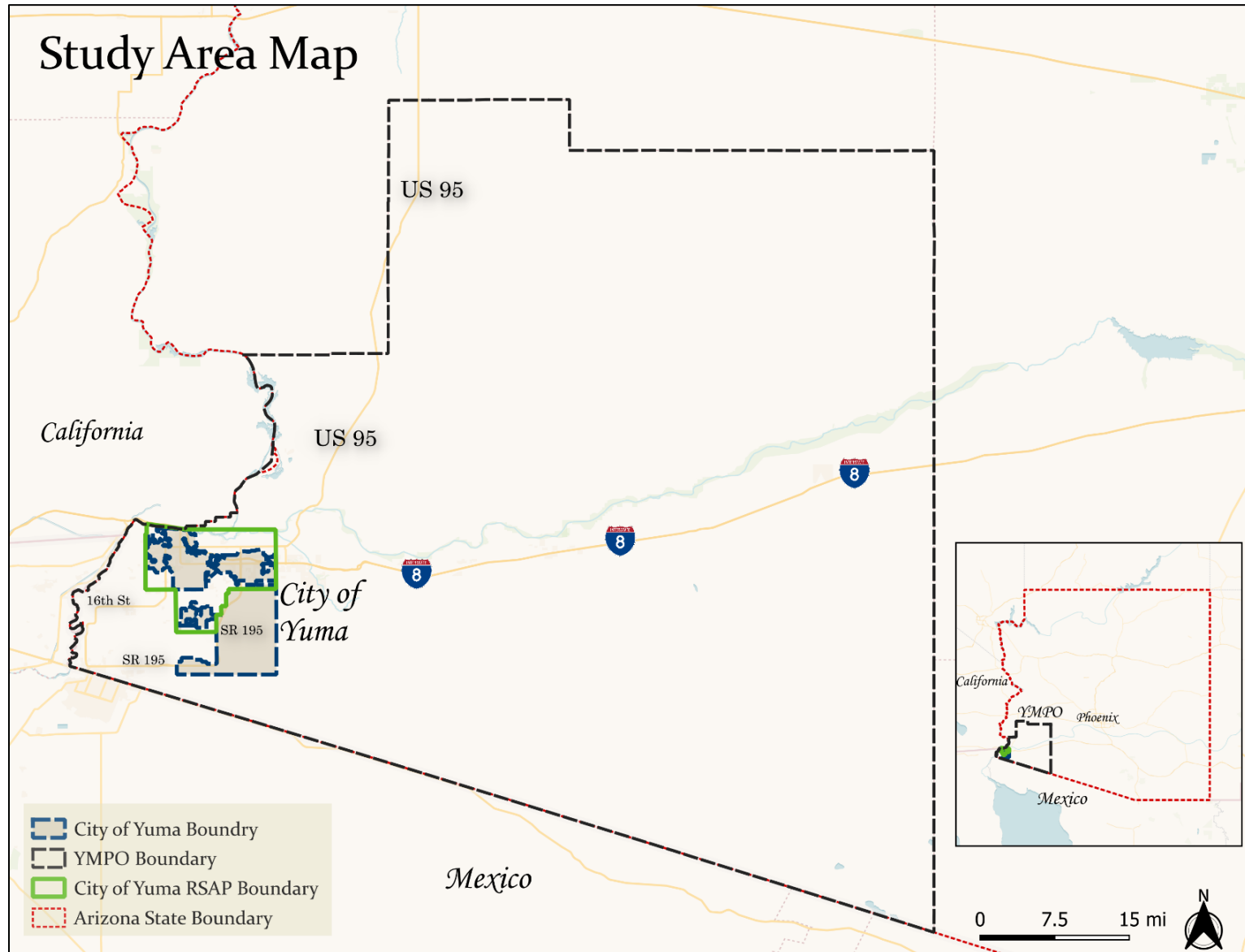
This report evaluates the existing transportation safety conditions within the Yuma Metropolitan Planning Organization (YMPO). The analysis focuses on historical crash data for roadways within the YMPO boundaries to identify patterns and contributing factors associated with the crashes. This review includes an in-depth examination of crash frequency, severity, manner of collision, location, time of occurrence, and some demographics, such as age. Additionally, the report analyzes behaviors and roadway characteristics, including road user type and user behavior, to help pinpoint systemic safety issues. These insights will inform data-driven strategies and target improvements to reduce fatal and serious injury crashes throughout the study area. **Figure 1** illustrates the study area and the YMPO boundary.

The crash data analysis is presented in three separate sections:

- **Section 1** provides an overall summary of crash data obtained from the ADOT Arizona Crash Information System (ACIS) for the YMPO study area. The study area excludes the City of Yuma crash data intentionally, as the area was previously analyzed as part of the recently completed City of Yuma Road Safety Action Plan (RSAP).
- **Section 2** analyzes crashes occurring on local agency-maintained roadways within the YMPO study area, excluding the City of Yuma RSAP study area and ADOT-maintained facilities.
- **Section 3** focuses on crashes that occurred on ADOT-maintained roadways within the YMPO study area, including portions of I-8, SR 195, and US 95, also excluding the City of Yuma RSAP study area.



Figure 1. Study Area





02

Study Area

Existing Conditions



Study Area Existing Conditions

The Arizona Department of Transportation's (ADOT) Arizona Crash Information System (ACIS) was used to retrieve the study area's crash data. ACIS is a comprehensive database system that collects, manages, and maintains traffic crash information from agencies within the state of Arizona. The most recent five years of crash data (2021-2025) have been gathered and analyzed to determine the study area's existing crash performance. **Figure 2** shows the total study area crashes by severity type, while **Figure 3** highlights the distribution of fatal and serious injury crashes.



Figure 2. Study Area Total Crashes by Severity

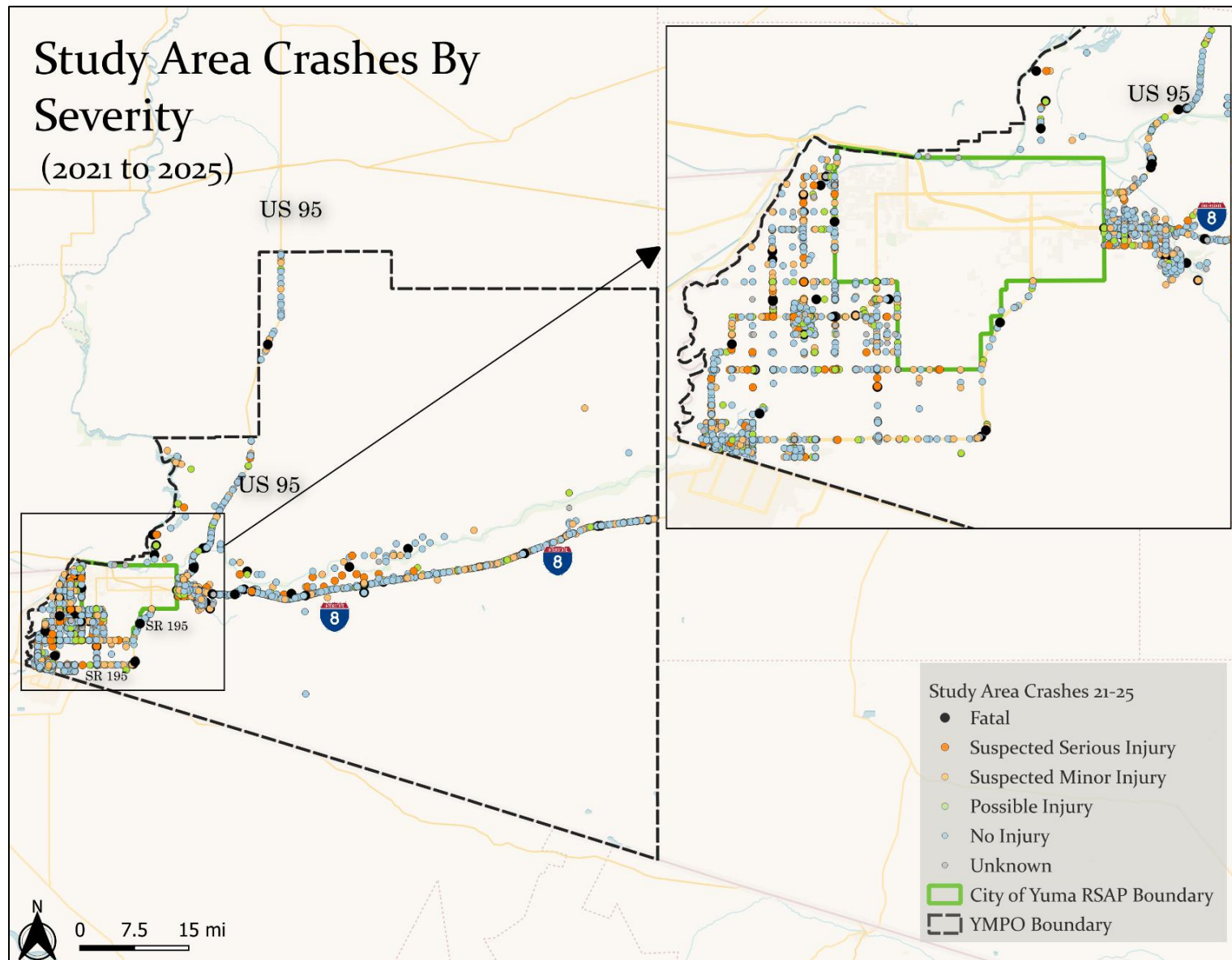
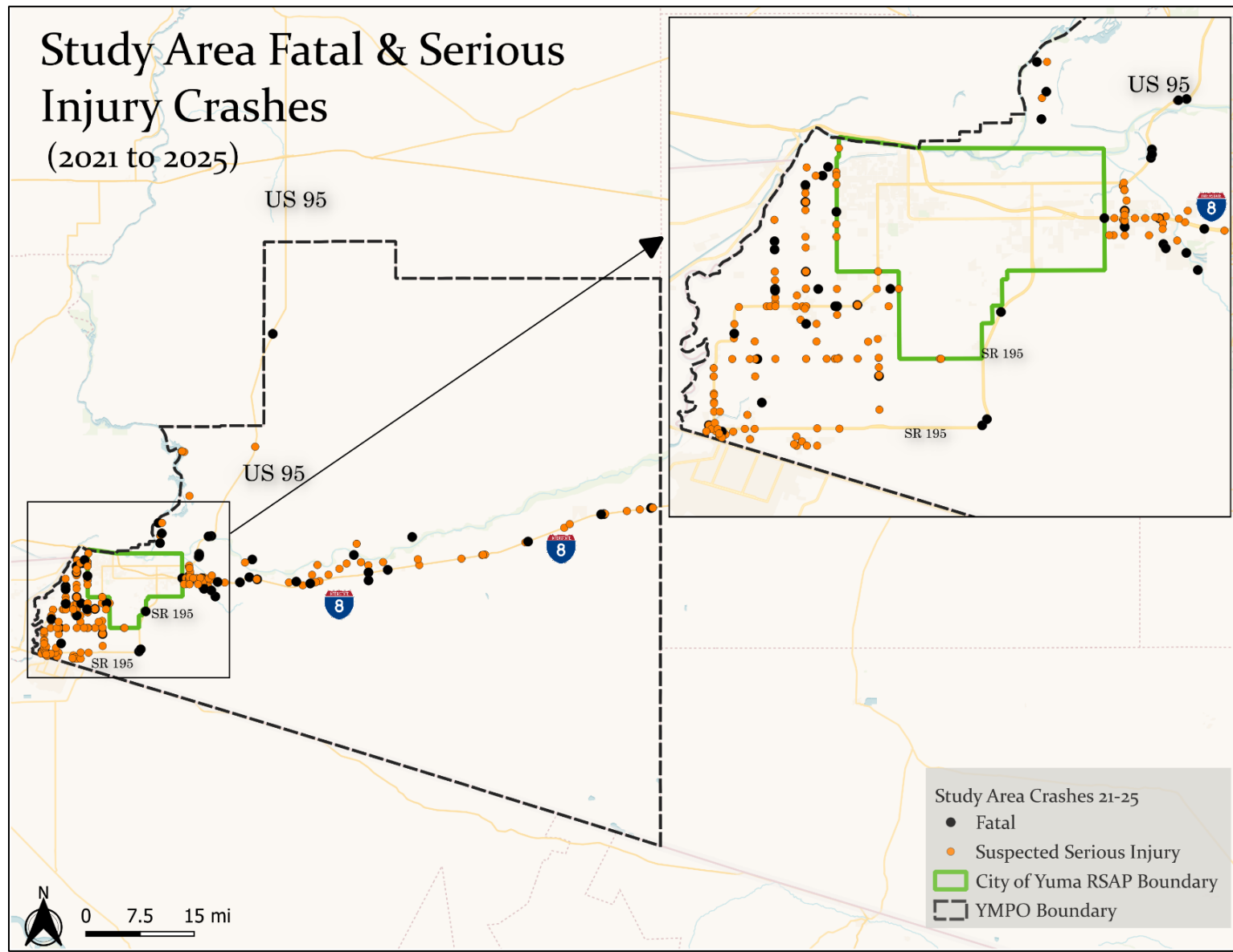


Figure 3. Study Area Fatal and Serious Injury Crashes



Crash Trends

Figure 4 illustrates the distribution of crashes by severity within the study area over the five-year period. A total of 4,269 crashes occurred during this five-year period, and fatal and serious injury crashes accounted for approximately 5.7 percent of the total crashes, while no injury crashes accounted for approximately 63 percent of the total crashes.

Figure 4. Study Area Total Crashes by Severity

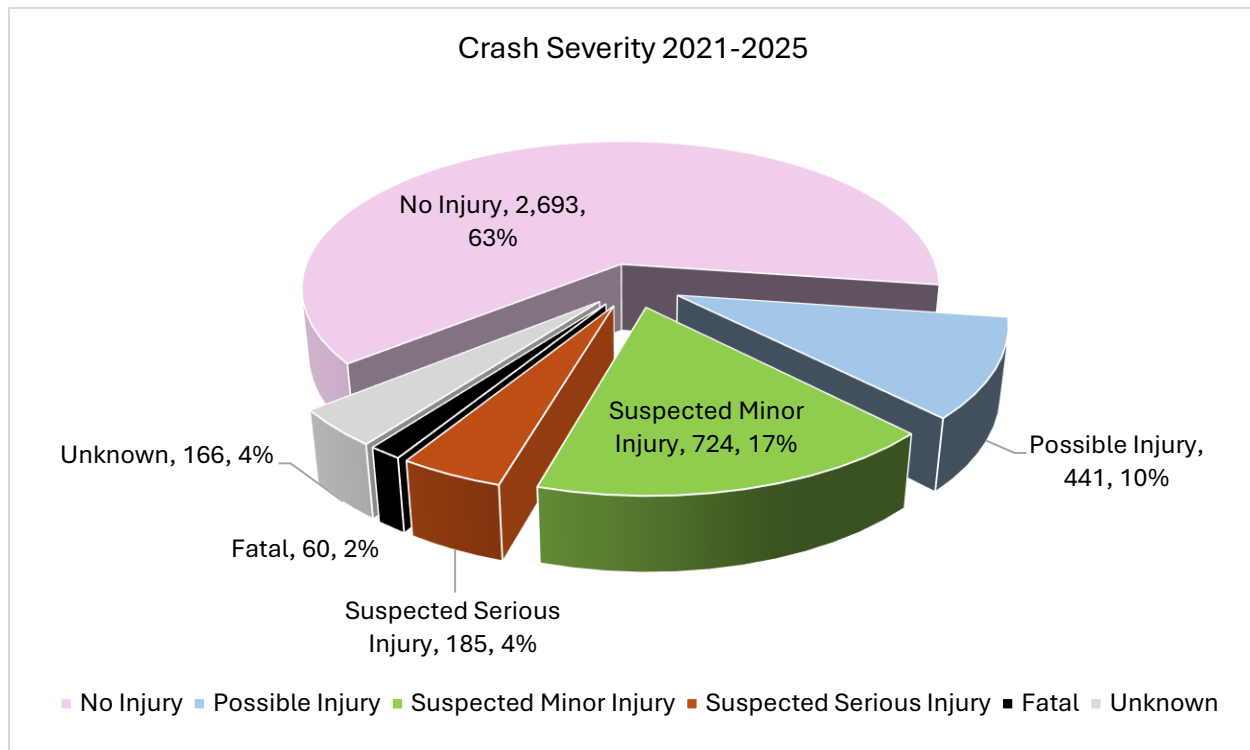


Figure 5 shows the annual crash frequency from 2021 to 2025. The data indicates an overall increase of approximately 4.2 percent over the five-year period. **Figure 6** shows the annual fatal and serious injury crashes.

Figure 5. Study Area Crash Trend

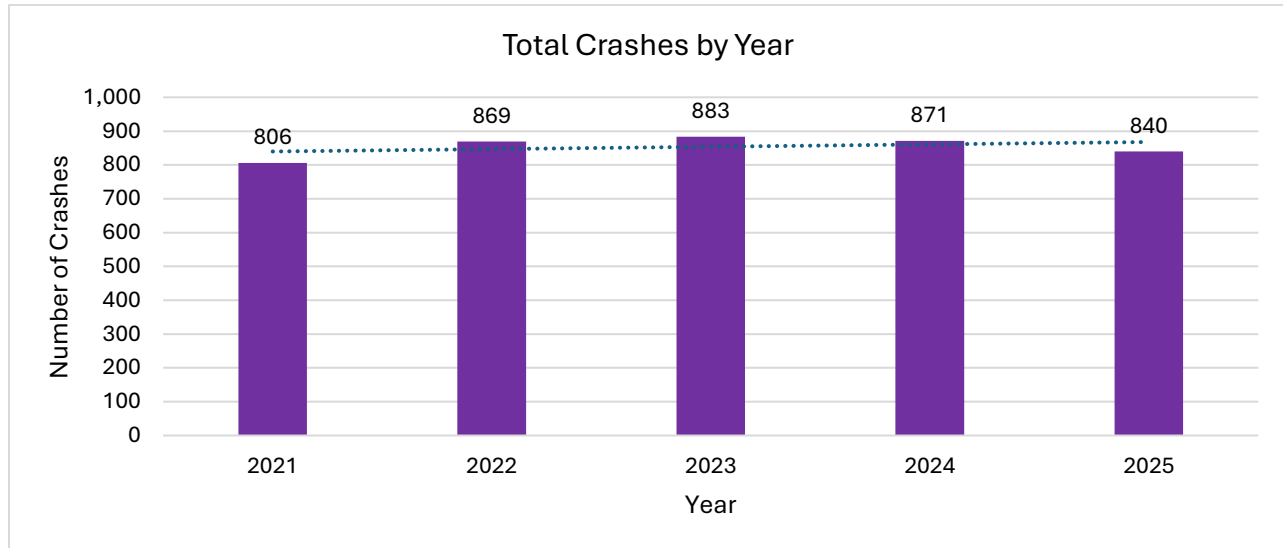


Figure 6. Study Area Fatal and Serious Injury Crashes by Year

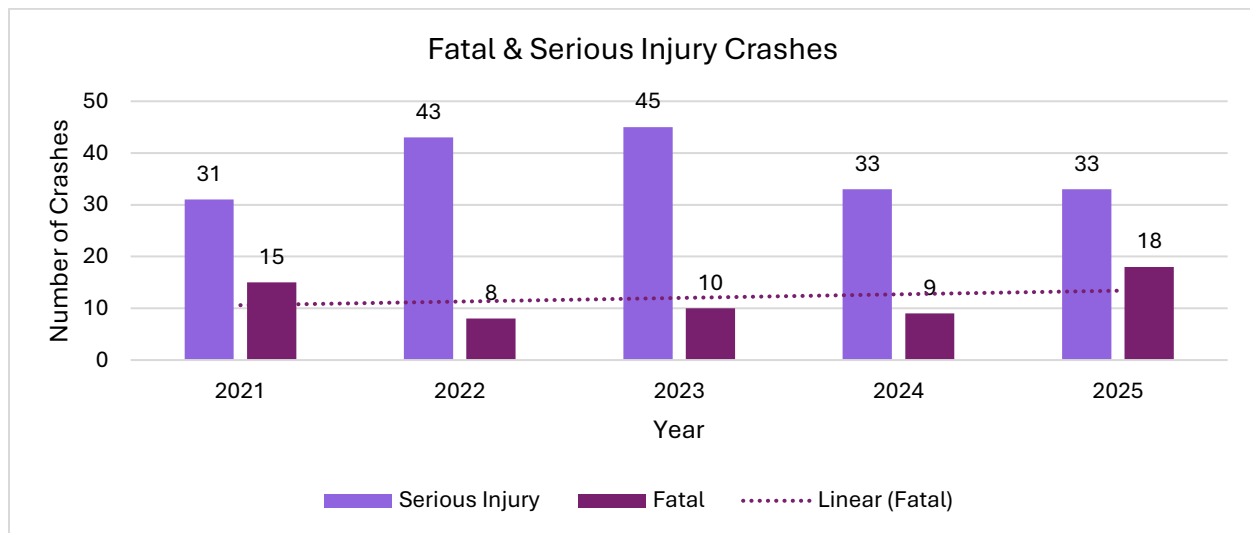


Figure 7 represents the number of crashes for each hour of the day within the study area from 2021 to 2025. As shown, 7:00 to 8:00 AM has the highest number of crashes in the morning, with 211 incidents, while 4:00 to 5:00 PM has the highest number of crashes in the afternoon, with 332 incidents. **Figure 8** shows only the fatal and serious injury crashes for each hour of the day.

Figure 7. Study Area Crashes per Hour of the Day

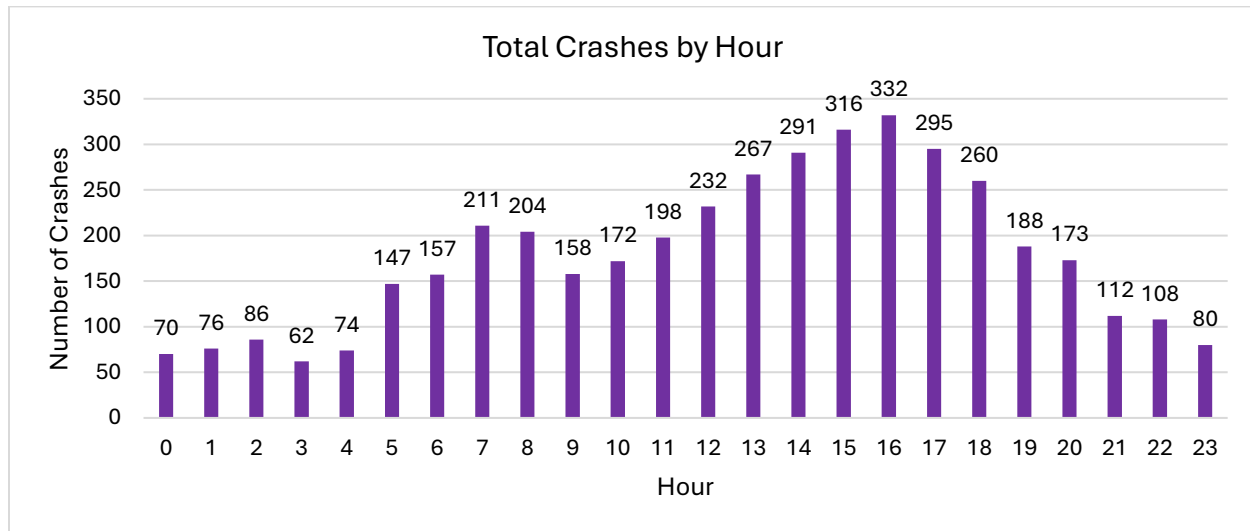


Figure 8. Study Area Fatal and Serious Injury Crashes by Hour

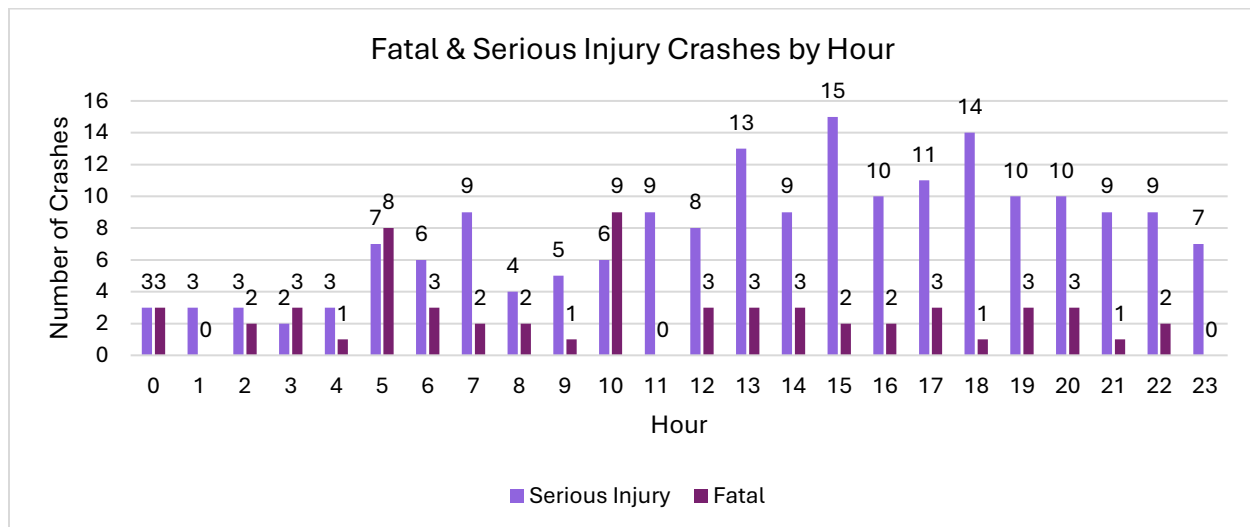


Figure 9 represents the average annual crash rate per 100,000 population in the YMPO region less the City of Yuma RSAP population, calculated using the matched population for each year within the study area from 2021 to 2025. Similarly, the annual fatal and suspected serious injury crash rates are shown in **Figure 10** and **Figure 11** respectively.

Figure 9. Study Area Annual Crash Rate per 100,000 Population

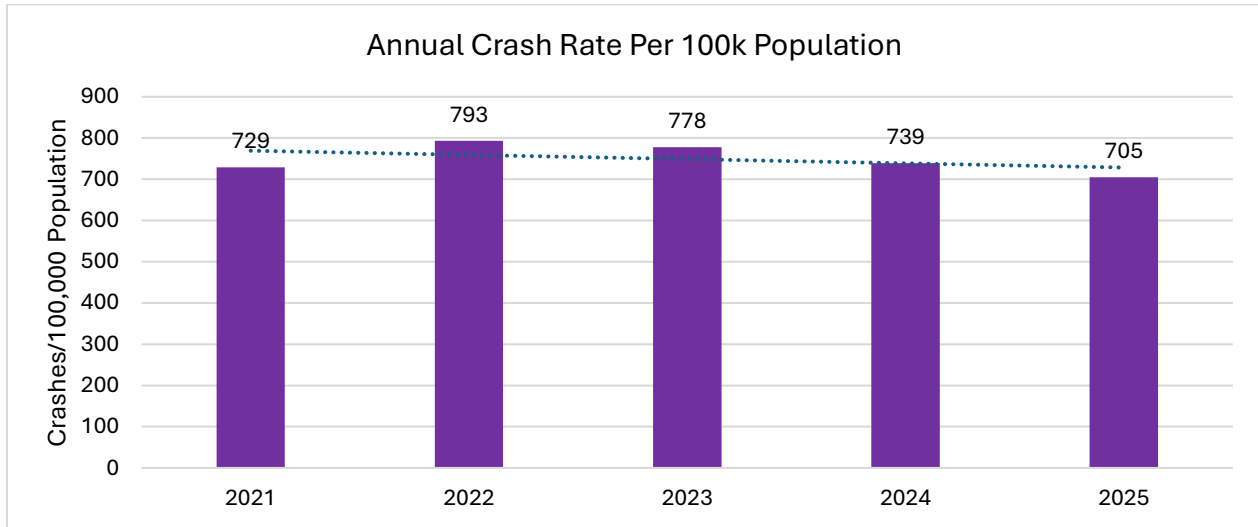


Figure 10. Study Area Annual Fatal Crash Rate per 100,000 Population

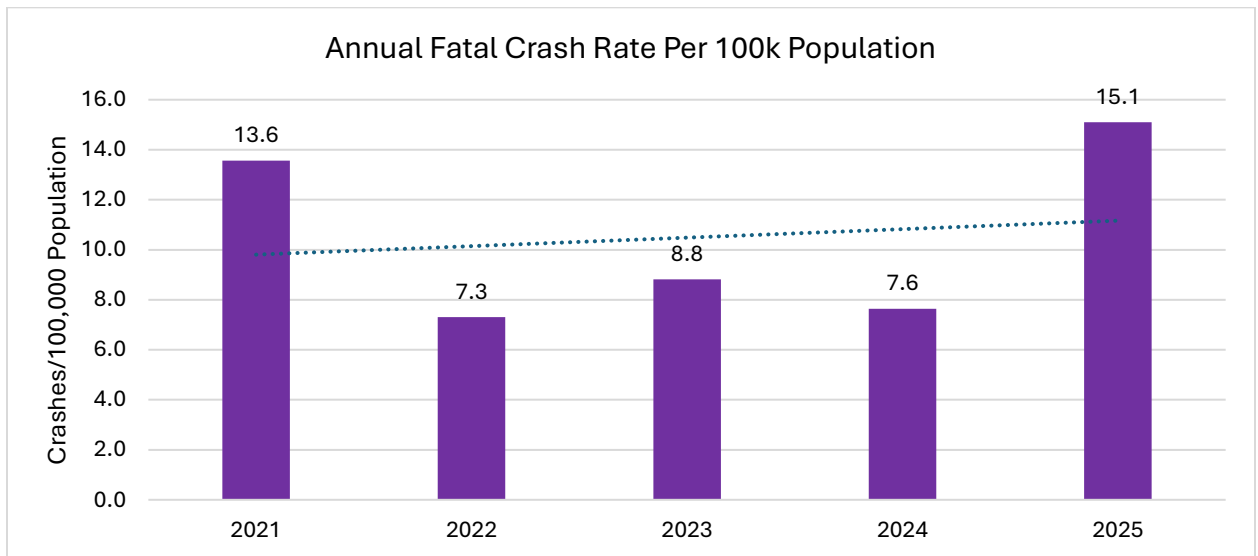
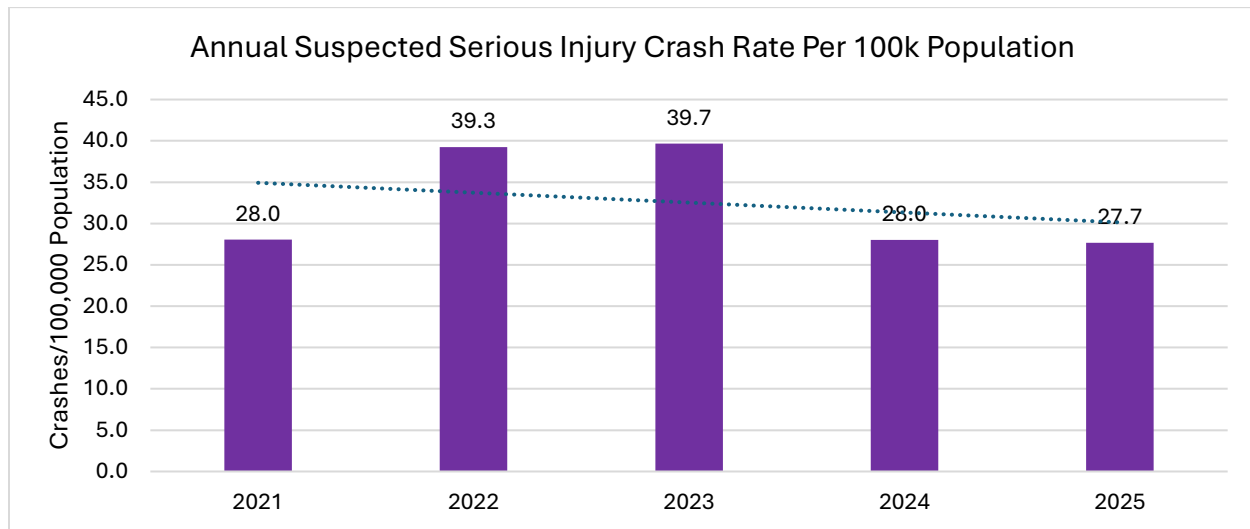


Figure 11. Study Area Annual Suspected Serious Injury Crash Rate per 100,000 Population



Crash Characteristics

Table 1 shows the distribution of crashes by manner. “Single Vehicle” crashes are the most prevalent, accounting for 29.2% of all incidents among the various crash manners. This is followed by “Rear End” and “Sideswipe Same Direction” manner at 21.1% and 12.7% of all crashes, respectively.

Table 1. Study Area Crashes by Manner

Crash Manner	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Angle (Front To Side)(Other Than Left Turn)	268	51	84	22	9	3	437	10.2%
Head On	32	21	29	15	11	2	110	2.6%
Left Turn	268	48	105	16	1	2	440	10.3%
Other	225	61	98	26	9	1	420	9.8%
Rear End	595	128	147	27	3	2	902	21.1%
Sideswipe Opposite Direction	78	7	9	6	3	3	106	2.5%
Sideswipe Same Direction	465	23	36	6	2	9	541	12.7%
Single Vehicle	720	96	207	66	20	137	1246	29.2%
U Turn	29	3	8	0	1	0	41	1.0%
Unknown	13	3	1	1	1	7	26	0.6%
Grand Total	2693	441	724	185	60	166	4269	100%

Table 2 shows crash surface condition by severity. “Dry” is the most prevalent surface condition type of crashes.

Table 2. Study Area Surface Condition by Crash Severity

Surface Condition	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Dry	2,521	411	663	165	50	126	3,936	92.2%
Mud Dirt Gravel Sand	60	9	35	15	3	23	145	3.4%
Other	1	0	0	0	0	0	1	0.0%
Unknown	19	4	2	1	4	12	42	1.0%
Water Standing Moving	12	3	2	1	0	1	19	0.4%
Wet	80	14	22	3	3	4	126	3.0%
Grand Total	2,693	441	724	185	60	166	4,269	100%

Table 3 displays the distribution of crashes by light condition. The “Daylight” condition has the highest number of crashes, accounting for 64.7 percent. This is followed by the “Dark not Lighted” and “Dark Lighted” conditions, with 17.2% and 10.8% of crashes, respectively.

Table 3. Study Area Crashes by Light Condition

Surface Condition	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Dark Lighted	286	55	63	20	5	31	460	10.8%
Dark Not Lighted	440	59	123	47	22	43	734	17.2%
Dark Unknown Lighting	9	1	4	1	0	2	17	0.4%
Dawn	69	16	22	7	2	3	119	2.8%
Daylight	1,800	297	477	105	26	56	2,761	64.7%
Dusk	71	10	30	4	2	4	121	2.8%
Unknown	18	3	5	1	3	27	57	1.3%
Grand Total	2,693	441	724	185	60	166	4,269	100%

Table 4 shows crash violations by severity. “Speed Too Fast For Conditions”¹ and “Failed To Yield Right Of Way” are the top crash violations. **Table 5** shows impaired driving by severity.

¹ “Speed Too Fast For Conditions” in crash analysis refers to situations where a driver is traveling at a speed that is excessive or unsafe considering the prevailing weather, road, or traffic conditions even if the driver is within the posted speed limit.



YMPO COMPREHENSIVE SAFETY ACTION PLAN

Table 4. Study Area Crash Violation by Severity

Violation	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Disregarded Traffic Signal	62	16	27	2	2	0	109	2.6%
Drove Left Of Center Line	24	3	4	5	5	4	45	1.1%
Failed To Keep In Proper Lane	203	39	50	16	9	21	338	7.9%
Failed To Yield Right Of Way	397	94	142	31	7	5	676	15.8%
Followed Too Closely	165	39	26	2	0	1	233	5.5%
Made Improper Turn	111	9	35	3	0	1	159	3.7%
No Improper Action	424	49	80	19	3	5	580	13.6%
Other	348	43	59	18	1	10	479	11.2%
Ran Stop Sign	48	12	31	9	3	1	104	2.4%
Speed Too Fast For Conditions	473	92	203	54	13	40	875	20.5%
Unknown	184	21	28	17	8	76	334	7.8%
Unsafe Lane Change	220	15	17	2	3	1	258	6.0%
Grand Total	2,659	432	702	178	54	165	4,190	98.1%¹

*Violations under one percent are not included in the table.

Table 5. Study Area Impaired Driving by Severity

Impaired Driving	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Illness Or Physical Impairment	3	5	1	1	1	0	11	2.7%
Fell Asleep Fatigued	100	20	39	11	1	2	171	41.4%
Alcohol	126	23	40	19	9	7	217	52.5%
Drugs	1	1	1	0	0	0	3	0.7%
Medications	4	0	1	0	1	0	6	1.5%
Marijuana	3	1	1	0	0	0	5	1.2%
Grand Total	237	50	83	31	12	9	413	100.0%

Figure 12 and **Figure 13** display the age distribution percent of all drivers involved in crashes, and drivers explicitly involved in fatal and serious injury crashes, respectively. As illustrated, individuals aged 18 to 21 account for the highest number of total crashes. For serious injury and fatal crashes, the high-risk age range is broader, spanning from 20 to 31, with the peak occurring at age 29, which saw 9 serious or fatal crashes over the five-year period from 2021 to 2025.



Figure 12. Study Area Total Crashes by Age

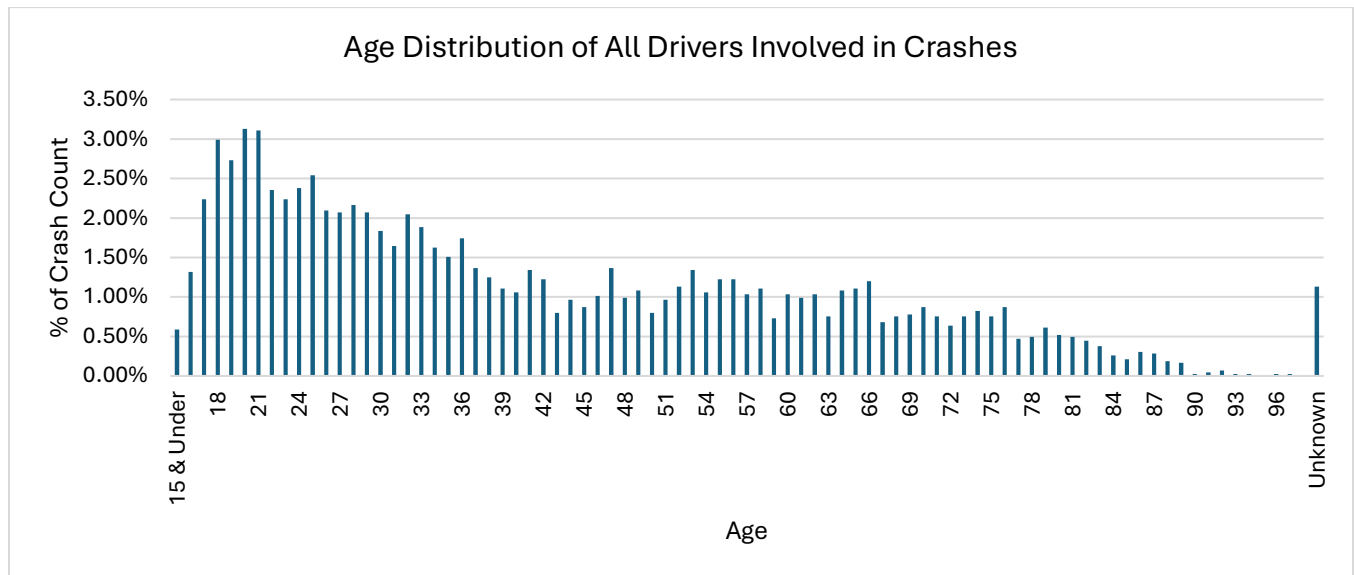
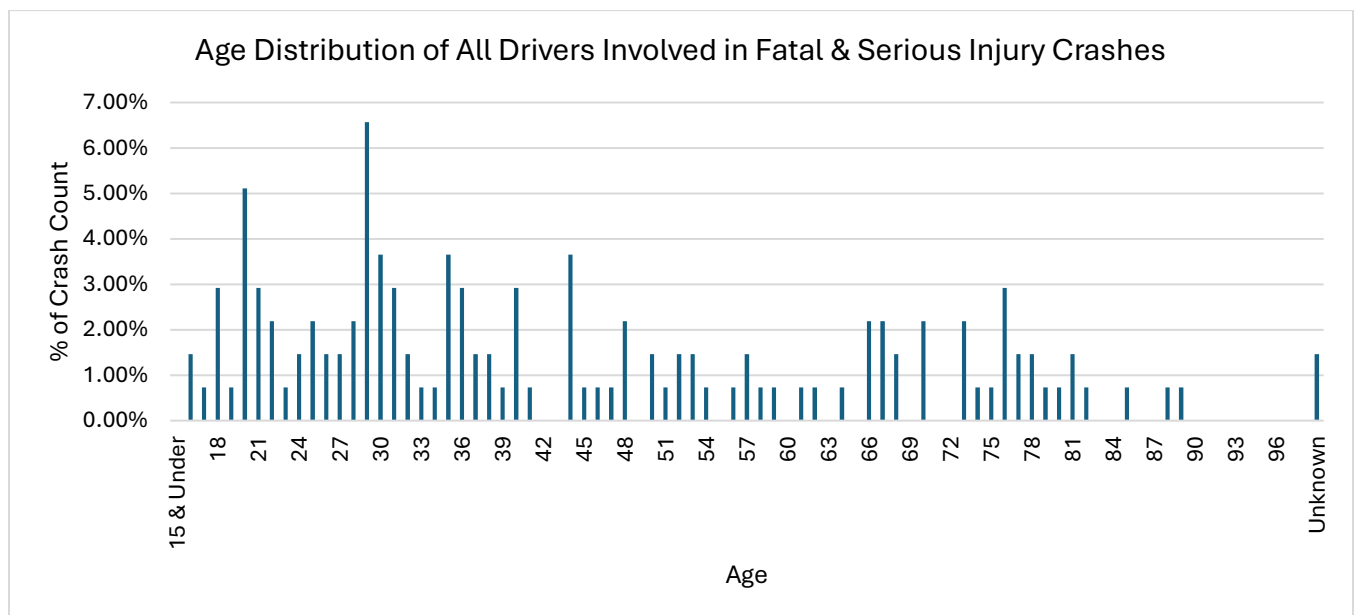
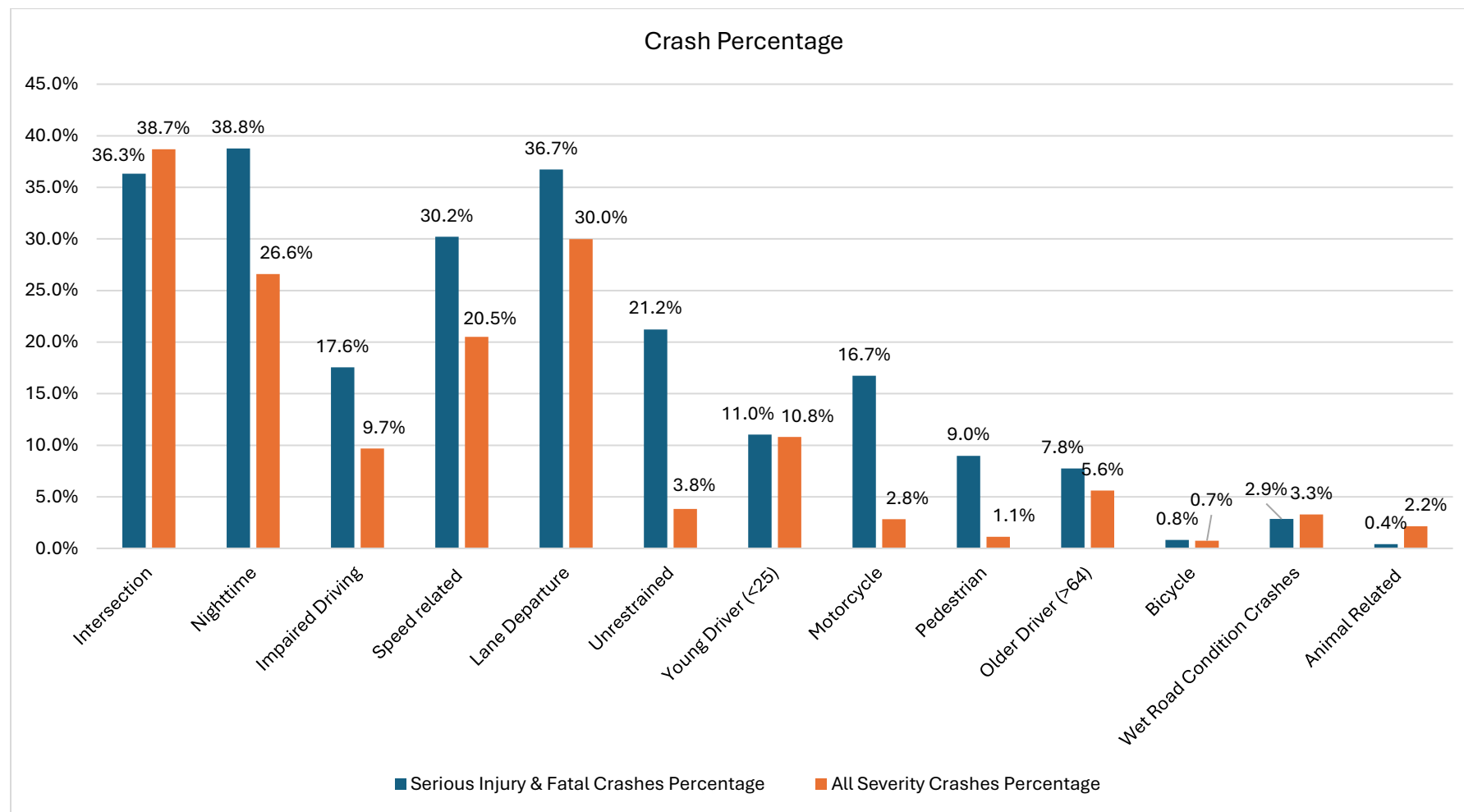


Figure 13. Study Area Serious Injury and Fatal Crashes by Age



The crash data was evaluated to determine the factors that contributed to the highest percentage of fatalities, serious injuries, and all severity crash types. The top contributing crash characteristics are shown in **Figure 14**. Nighttime crashes account for the highest number of fatal and serious injury crashes at 38.8%, with lane departure and intersection ranking below at 36.7% and 36.3%, respectively.

Figure 14. Study Area Fatal and Serious Injury Characteristics



Vulnerable Road User Safety Performance

This section evaluates crash patterns involving Vulnerable Road Users (VRUs) within the study area, such as pedestrians and bicyclists. Due to their lack of physical protection and conspicuity, VRUs are typically at higher risk of severe injury or fatality in the event of a crash. Understanding crash patterns involving VRUs is critical to identifying areas of concern and developing targeted safety improvements.

Pedestrian Safety Performance

Figure 15 shows the distribution of pedestrian crashes by injury severity. From 2021 to 2025, there were 48 pedestrian-involved crashes. Of these, 12.5% resulted in fatalities, while 33.3% were classified as suspected serious injuries. Figure 16 shows the pedestrian crashes within the study area, while **Figure 17** shows only fatal and suspected serious injury pedestrian crashes.

Figure 15. Study Area Pedestrian Crashes by Severity

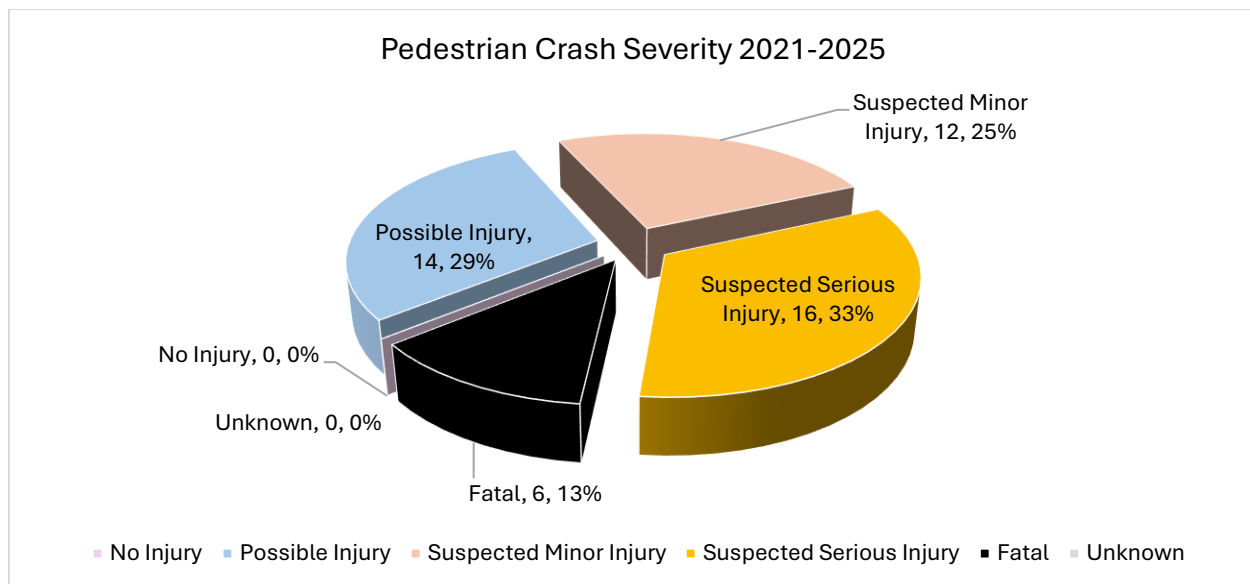


Figure 16. Study Area Pedestrian Crashes

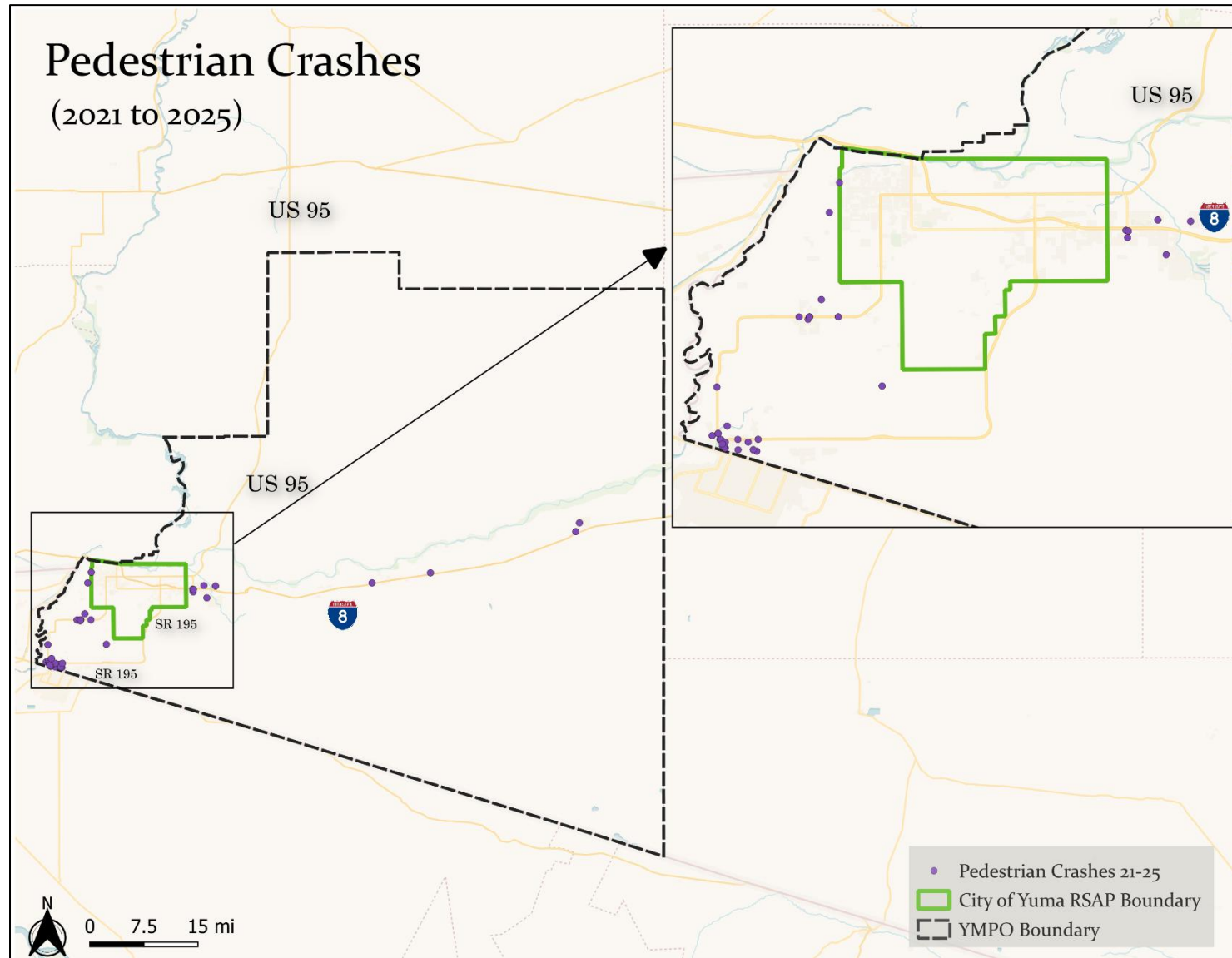
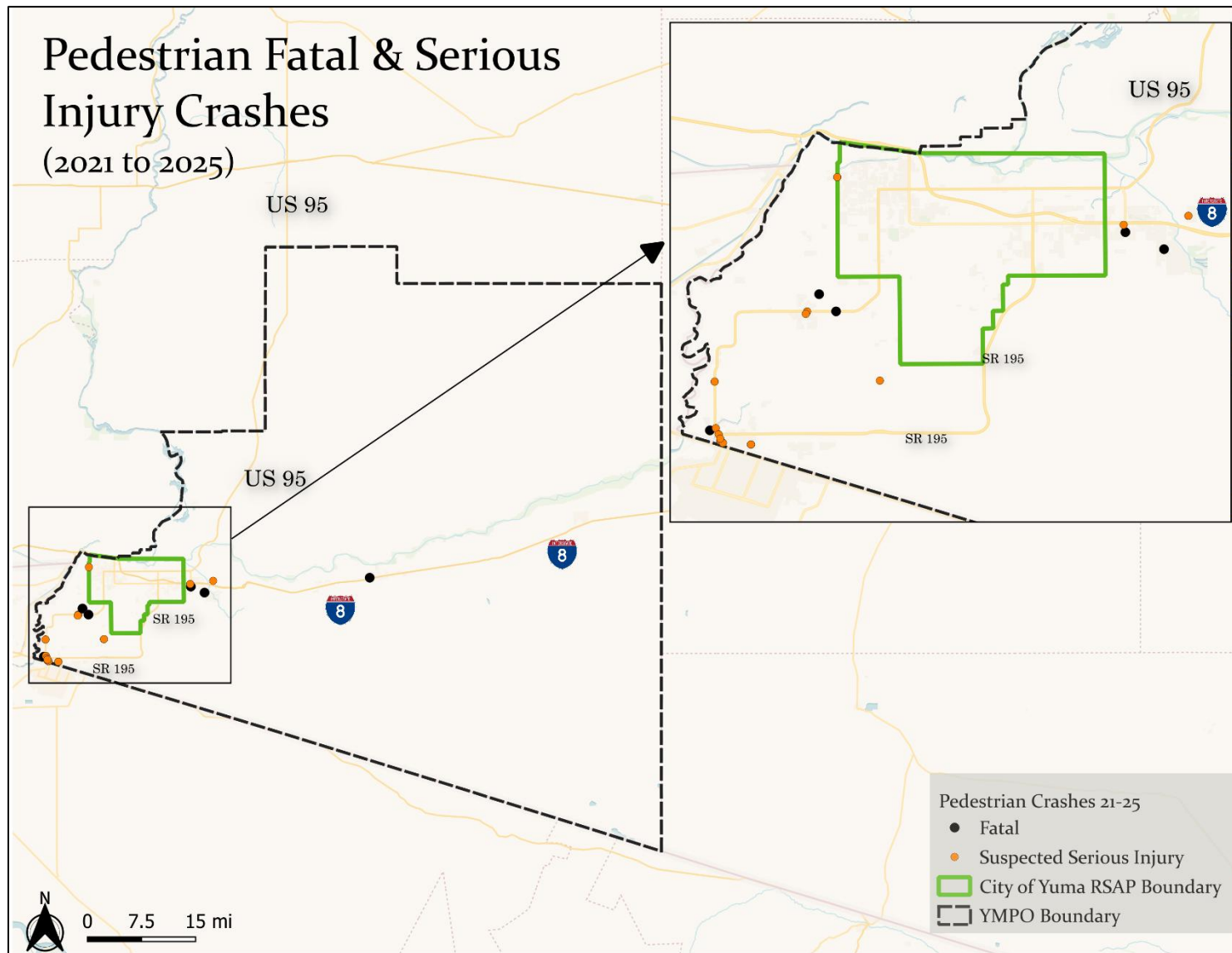


Figure 17. Study Area Pedestrian Fatal and Serious Injury Crashes



Bicyclist Safety Performance

Figure 18 shows the distribution of bicyclist crashes by injury severity. From 2021 to 2025, there were 32 bicyclist-involved crashes, with 3.1% resulting in fatalities and 3.1% classified as suspected serious injuries. **Figure 19** shows the bicyclist crashes within the study area while **Figure 20** only shows the fatal and suspected serious injury bicyclist crashes.

Figure 18. Study Area Bicyclist Crashes by Severity

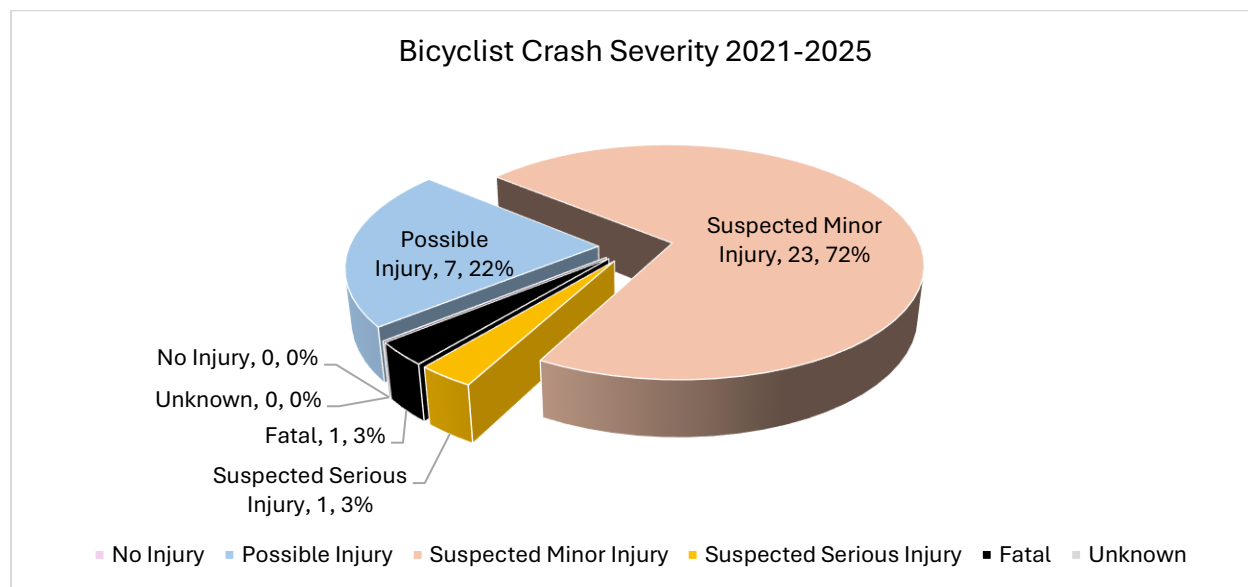


Figure 19. Study Area Bicyclist Crashes

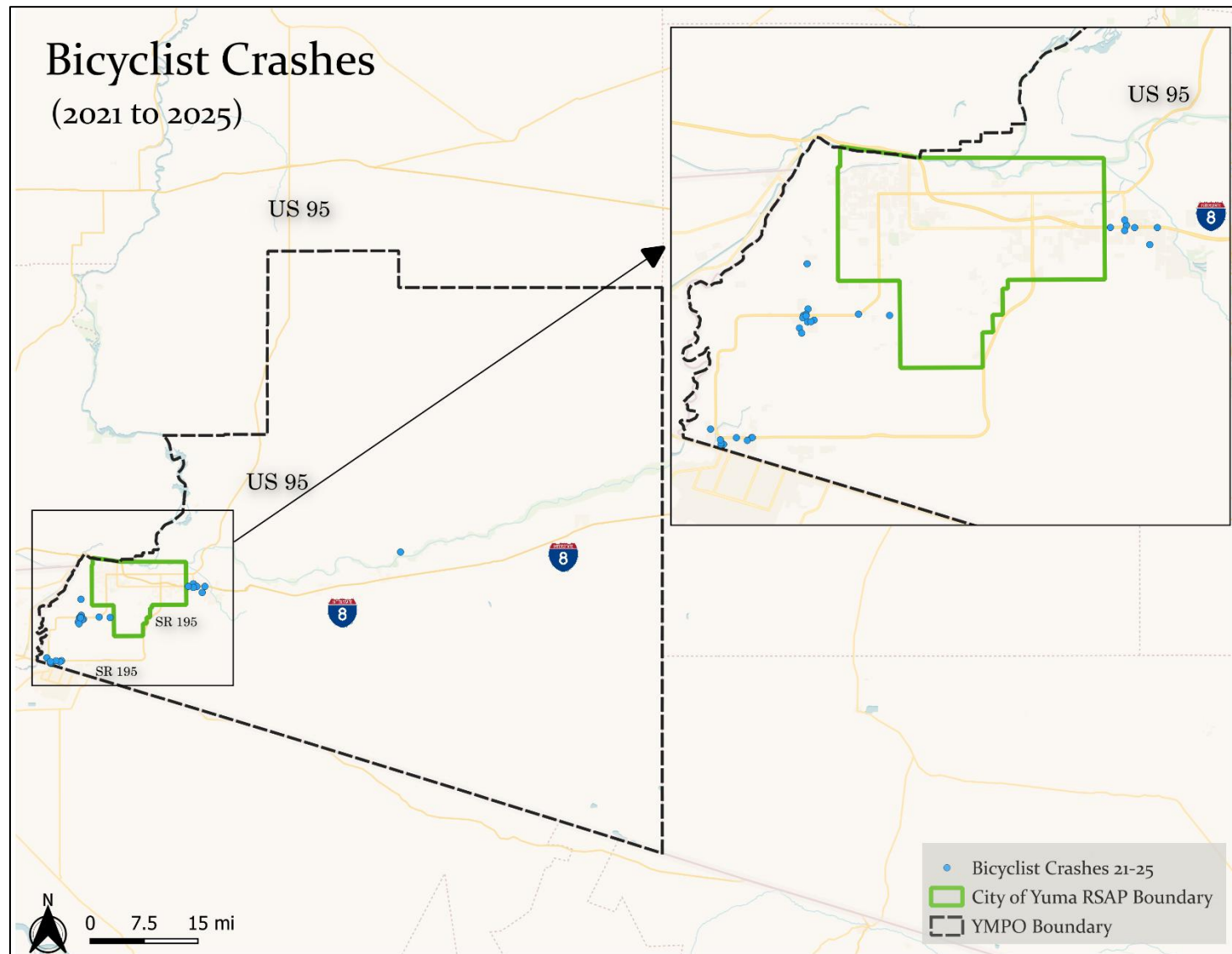
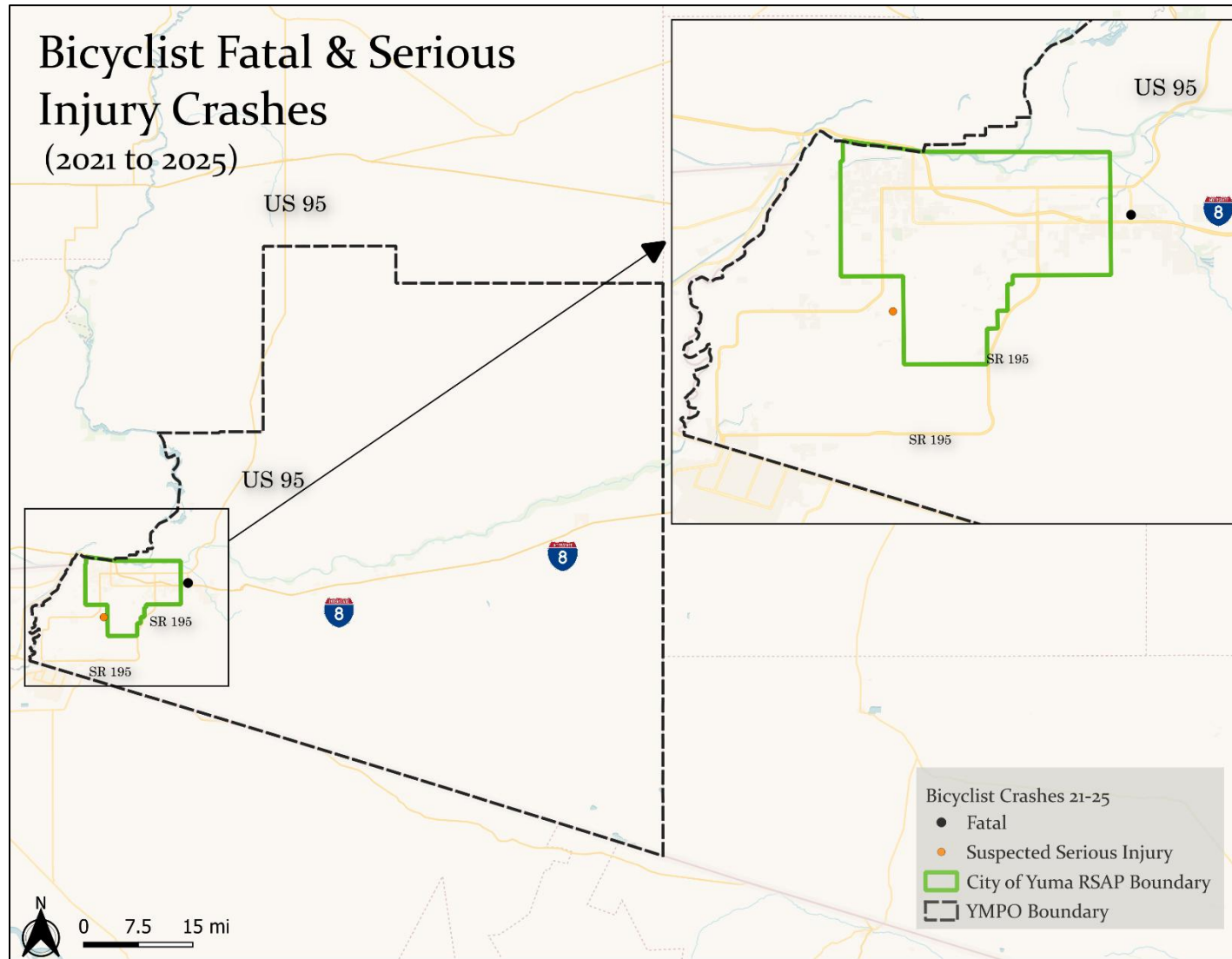


Figure 20. Study Area Bicyclist Fatal and Serious Injury Crashes



Study Area 2026 Existing Conditions

Additionally, the most up-to-date 2026 crash data was gathered and analyzed to determine the study area's most recent existing crash performance. Recent data were gathered from a combination of ADOT ACIS and local newspaper clippings of 2026 fatal crashes. **Figure 21** shows the total study area crashes by severity type, while **Figure 22** highlights the distribution of fatal and serious injury crashes.



Figure 21. Study Area Total Crashes by Severity

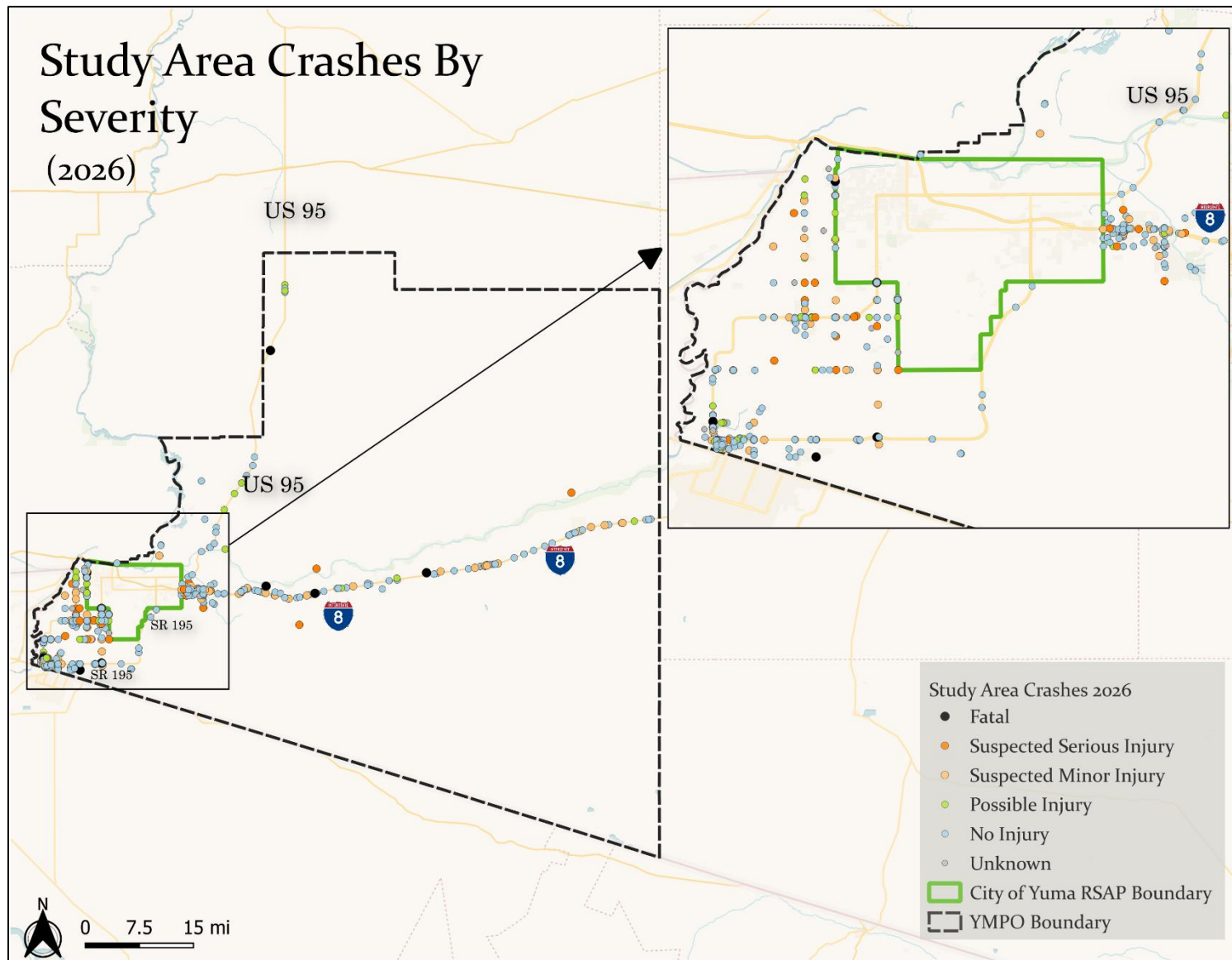
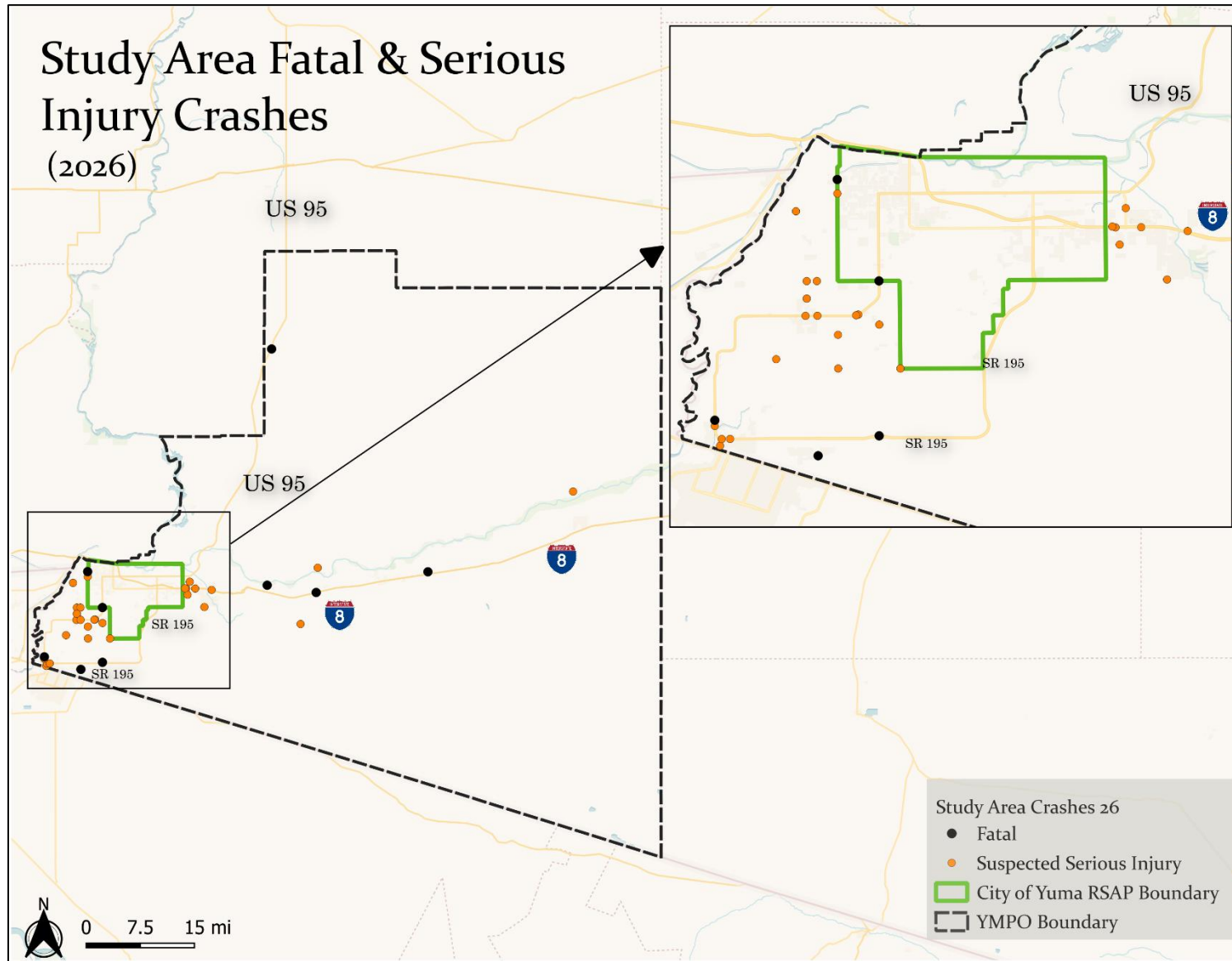


Figure 22. Study Area Fatal and Serious Injury Crashes



Crash Trends

Figure 23 illustrates the distribution of crashes by severity within the study area over the most current 2026 period. A total of 487 crashes occurred during this current 2026 period, and fatal and serious injury crashes accounted for approximately 7.8 percent of the total crashes, while no injury crashes accounted for approximately 60.2 percent of the total crashes.

Figure 23. Study Area Total Crashes by Severity

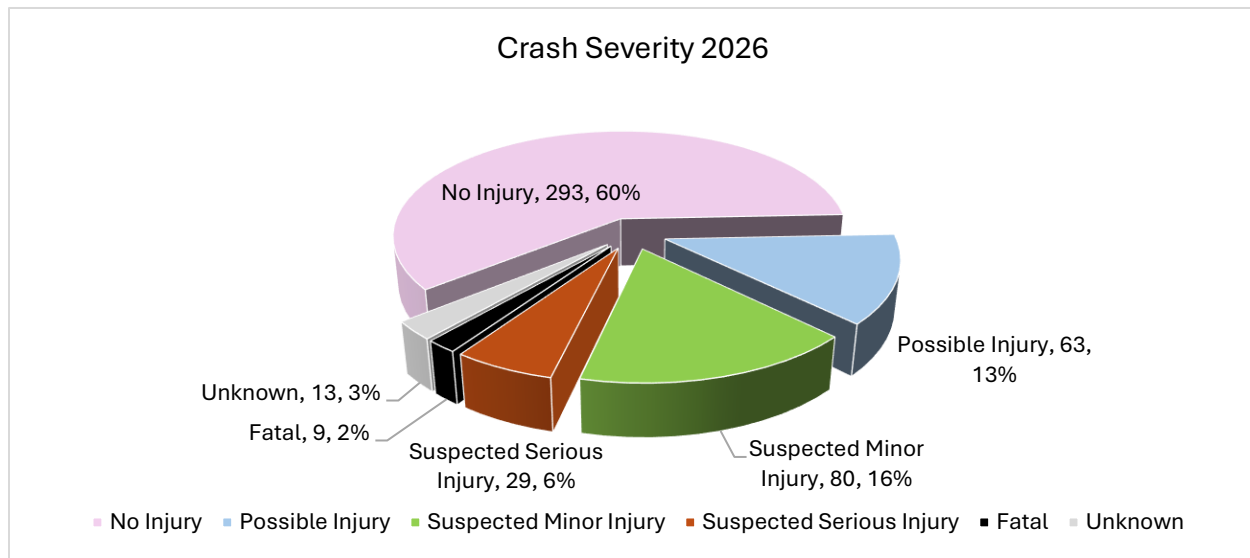


Figure 24 shows the annual crash frequency of 2026. **Figure 25** shows the annual fatal and serious injury crashes.

Figure 24. Study Area Crash Trend

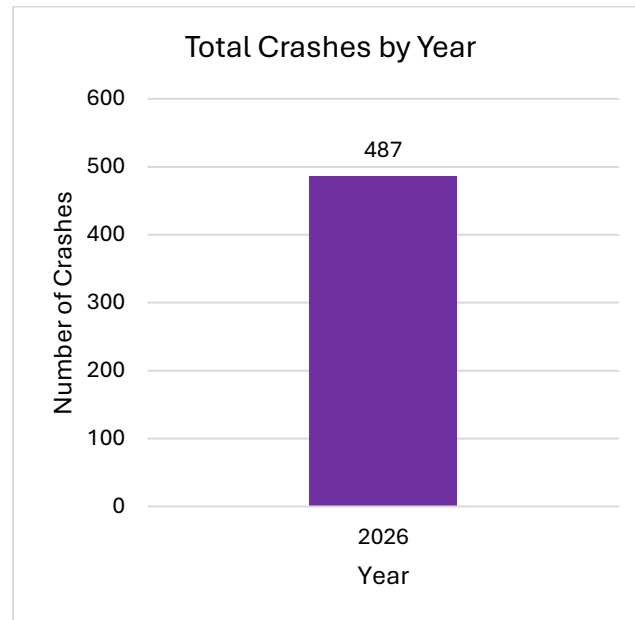


Figure 25. Study Area Fatal and Serious Injury Crashes by Year

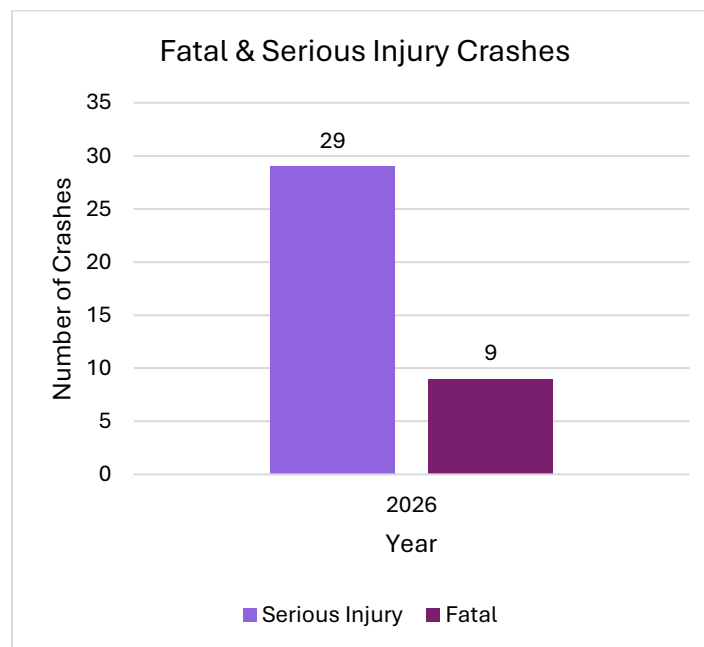


Figure 26 represents the number of crashes for each hour of the day within the study area of 2026. As shown, 8:00 to 9:00 AM has the highest number of crashes in the morning, with 32 incidents, while 4:00 to 5:00 PM has the highest number of crashes in the afternoon, with 38 incidents. **Figure 27** shows only the fatal and serious injury crashes for each hour of the day.

Figure 26. Study Area Crashes per Hour of the Day

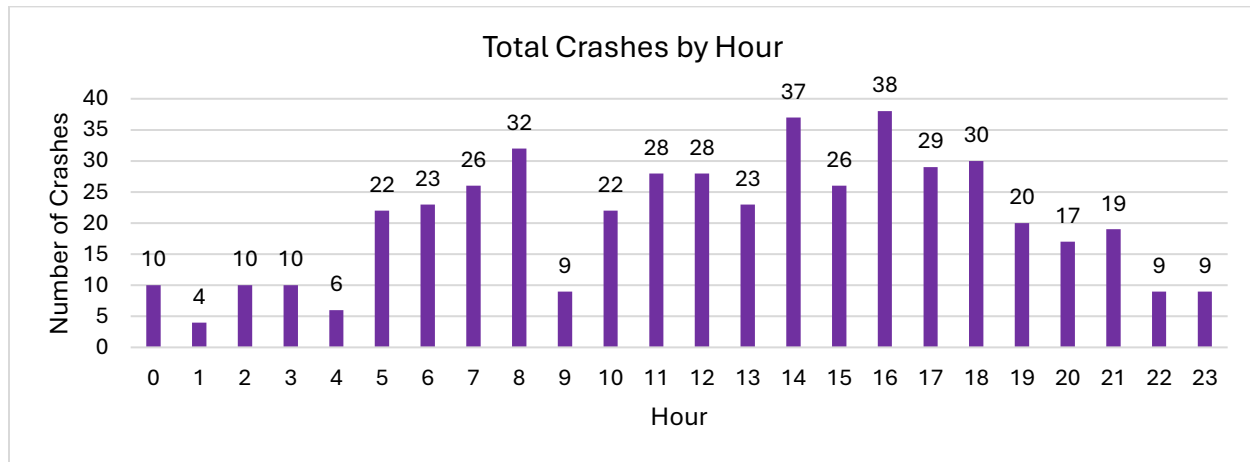


Figure 27. Study Area Fatal and Serious Injury Crashes by Hour

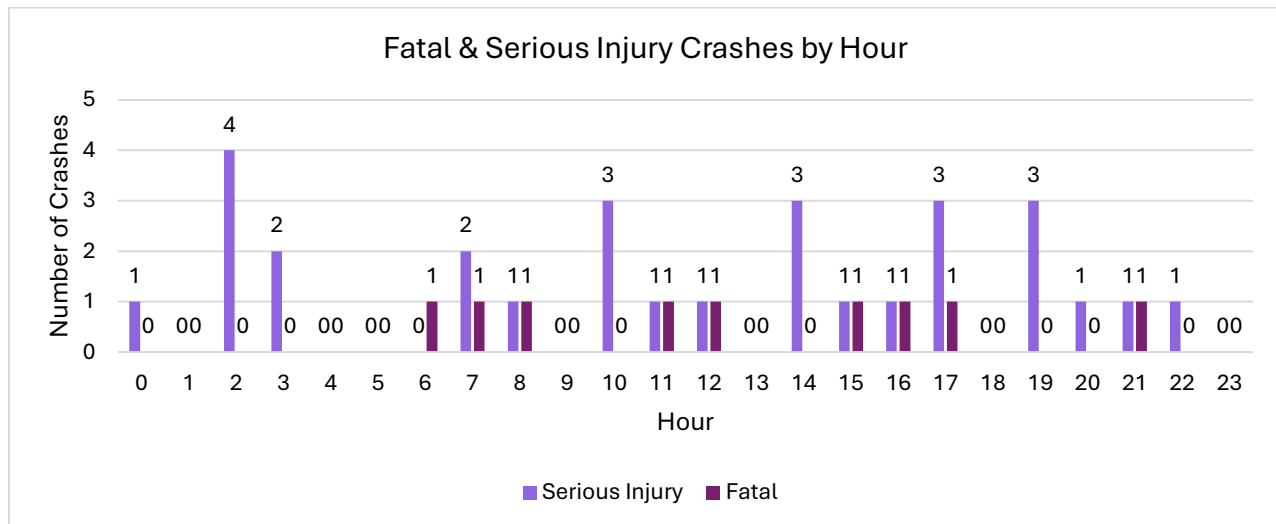


Figure 28 represents the average annual crash rate per 100,000 population in the YMPO region less the City of Yuma RSAP population, calculated using the matched population for the year within the study area of 2026. Similarly, the annual fatal and suspected serious injury crash rates are shown in **Figure 29** and **Figure 30** respectively.

Figure 28. Study Area Annual Crash Rate per 100,000 Population

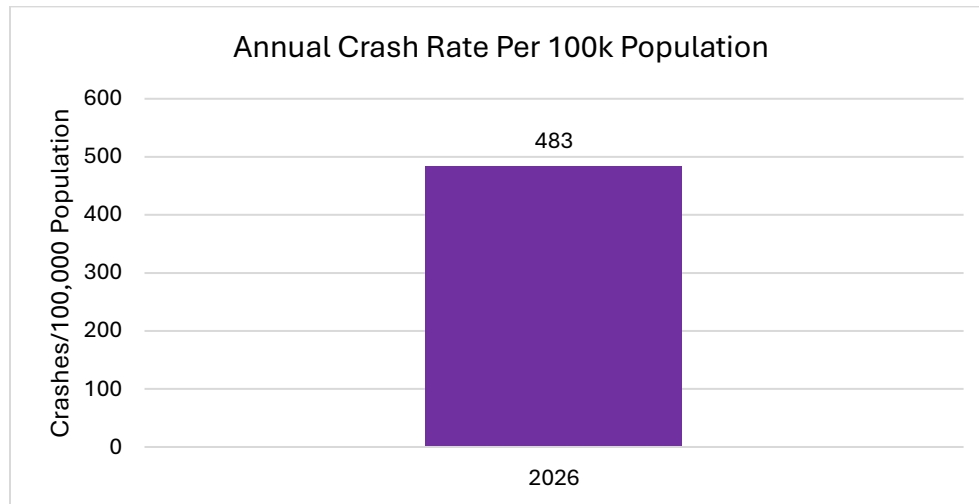


Figure 29. Study Area Annual Fatal Crash Rate per 100,000 Population

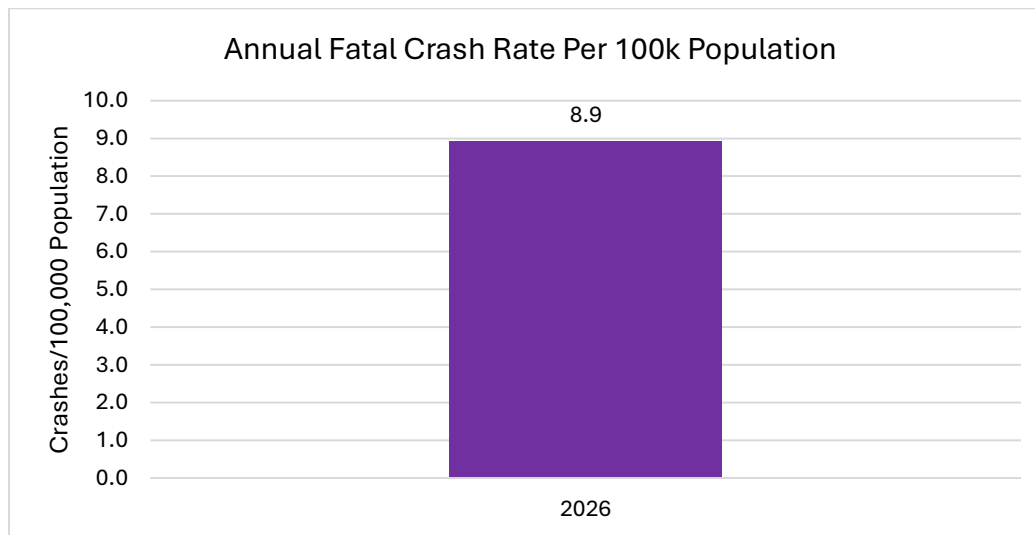
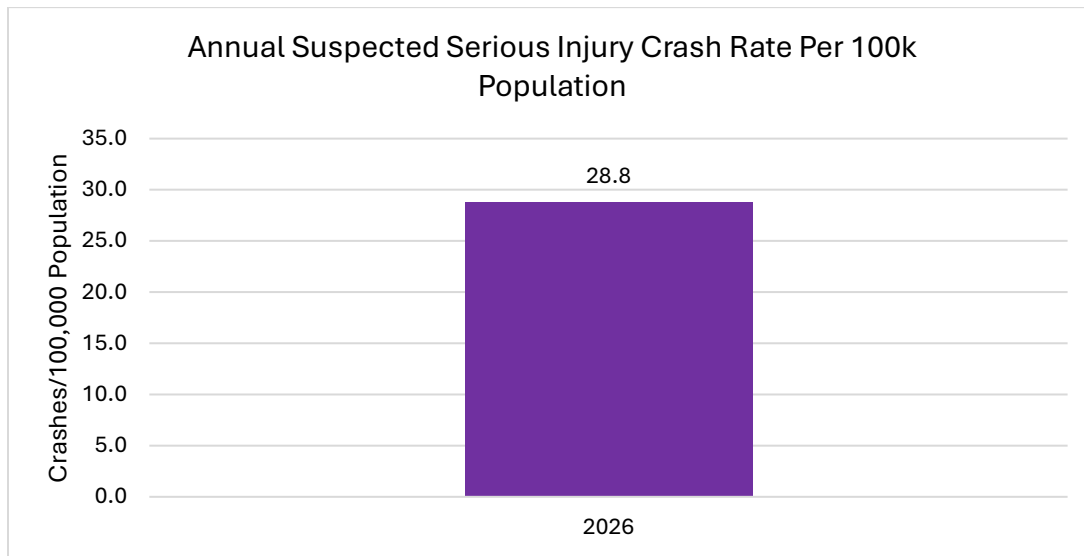


Figure 30. Study Area Annual Suspected Serious Injury Crash Rate per 100,000 Population



Crash Characteristics

Table 6 shows the distribution of crashes by manner. “Single Vehicle” crashes are the most prevalent, accounting for 28.1% of all incidents among the various crash manners. This is followed by “Rear End” and “Angle” manner at 26.3% and 10.5% of all crashes, respectively.

Table 6. Study Area Crashes by Manner

Crash Manner	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Angle (Front To Side)(Other Than Left Turn)	29	9	7	4	2	0	51	10.5%
Head On	2	3	6	2	1	0	14	2.9%
Left Turn	18	6	9	2	0	0	35	7.2%
Other	27	6	9	7	0	0	49	10.1%
Rear End	71	20	26	6	3	2	128	26.3%
Sideswipe Opposite Direction	9	0	3	0	0	0	12	2.5%
Sideswipe Same Direction	44	3	2	0	0	0	49	10.1%
Single Vehicle	87	16	15	6	3	10	137	28.1%
U Turn	4	0	3	2	0	0	9	1.8%
Unknown	2	0	0	0	0	1	3	0.6%
Grand Total	293	63	80	29	9	13	487	100%

Table 7 shows crash surface condition by severity. “Dry” is the most prevalent surface condition type of crashes.

Table 7. Study Area Surface Condition by Crash Severity

Surface Condition	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Dry	280	60	77	26	8	12	463	95.1%
Mud Dirt Gravel Sand	5	2	1	3	0	1	12	2.5%
Other	1	0	0	0	0	0	1	0.2%
Unknown	3	1	1	0	1	0	6	1.2%
Wet	4	0	1	0	0	0	5	1.0%
Grand Total	293	63	80	29	9	13	487	100.0%

Table 8 displays the distribution of crashes by light condition. The “Daylight” condition has the highest number of crashes, accounting for 66.5 percent. This is followed by the “Dark not Lighted” and “Dark Lighted” conditions, with 18.7% and 9.4% of crashes, respectively.

Table 8. Study Area Crashes by Light Condition

Surface Condition	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Dark Lighted	29	5	7	3	1	1	46	9.4%
Dark Not Lighted	51	10	16	9	0	5	91	18.7%
Dark Unknown Lighting	0	0	0	0	0	0	0	0.0%
Dawn	7	0	2	0	1	0	10	2.1%
Daylight	198	46	54	15	7	4	324	66.5%
Dusk	7	2	1	2	0	0	12	2.5%
Unknown	1	0	0	0	0	3	4	0.8%
Grand Total	293	63	80	29	9	13	487	100%

Table 9 shows crash violations by severity. “Speed Too Fast For Conditions”² and “Failed To Yield Right Of Way” are the top crash violations. **Table 10** shows impaired driving by severity.

² “Speed Too Fast For Conditions” in crash analysis refers to situations where a driver is traveling at a speed that is excessive or unsafe considering the prevailing weather, road, or traffic conditions even if the driver is within the posted speed limit.

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Table 9. Study Area Crash Violation by Severity

Violation	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Disregarded Traffic Signal	8	3	6	2	0	0	19	3.9%
Drove Left Of Center Line	3	1	1	1	1	0	7	1.4%
Exceeded Lawful Speed	2	2	0	1	0	0	5	1.0%
Failed To Keep In Proper Lane	28	5	5	2	1	2	43	8.8%
Failed To Yield Right Of Way	40	10	14	3	1	0	68	14.0%
Followed Too Closely	22	3	7	1	1	0	34	7.0%
Made Improper Turn	5	0	3	3	0	0	11	2.3%
No Improper Action	47	13	8	4	0	0	72	14.8%
Other	40	7	8	1	0	2	58	11.9%
Ran Stop Sign	9	2	0	2	1	0	14	2.9%
Speed Too Fast For Conditions	43	10	17	5	2	4	81	16.6%
Unknown	21	4	8	1	2	5	41	8.4%
Unsafe Lane Change	23	3	2	1	0	0	29	6.0%
Grand Total	291	63	79	27	9	13	482	99.0%

*Violations under one percent are not included in the table.

Table 10. Study Area Impaired Driving by Severity

Impaired Driving	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Illness Or Physical Impairment	3	5	1	1	1	0	11	17.2%
Fell Asleep Fatigued	9	2	8	2	1	0	22	34.4%
Alcohol	17	3	4	5	0	0	29	45.3%
Drugs	0	0	1	0	0	0	1	1.6%
Medications	0	1	0	0	0	0	1	1.6%
Grand Total	29	11	14	8	2	0	64	100.0%

Figure 31 and **Figure 32** display the age distribution percent of all drivers involved in crashes, and drivers explicitly involved in fatal and serious injury crashes, respectively. As illustrated, individuals aged 18 to 23 account for the highest number of total crashes. For serious injury and fatal crashes, the high-risk age range is broader, spanning from 50 to 72, with the peak occurring at age 50, which saw 2 serious or fatal crashes over the 2026 period.



Figure 31. Study Area Total Crashes by Age

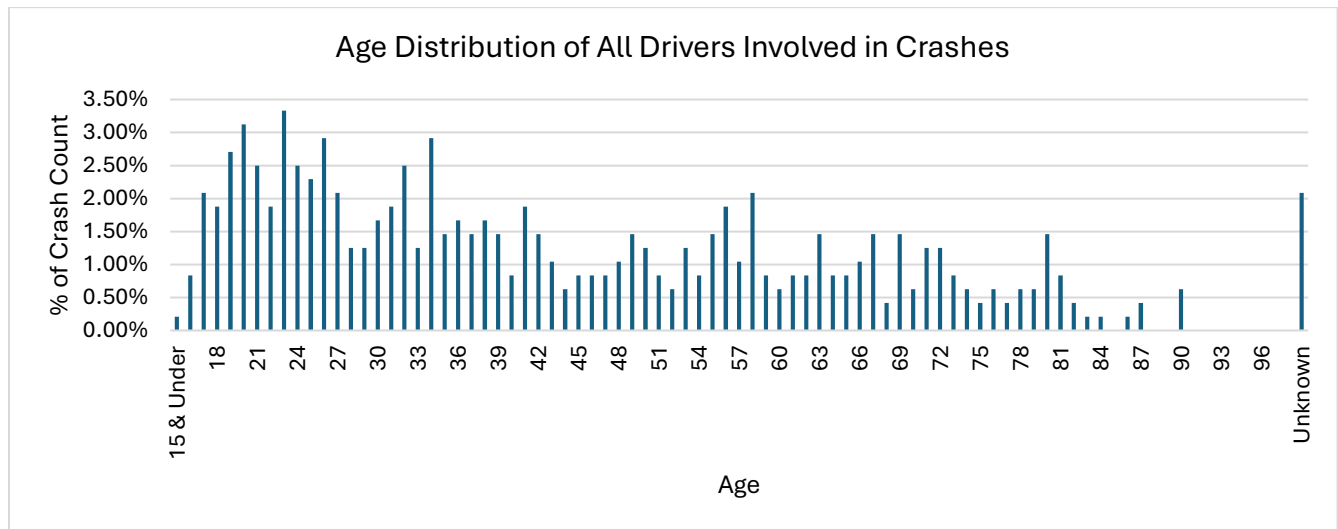
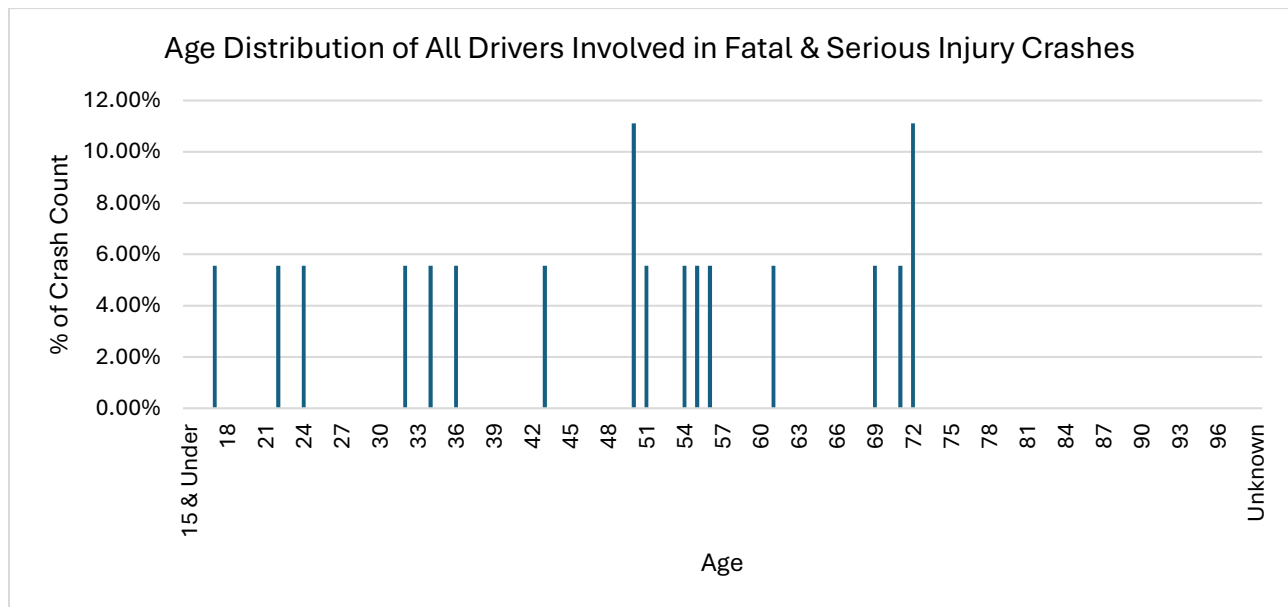
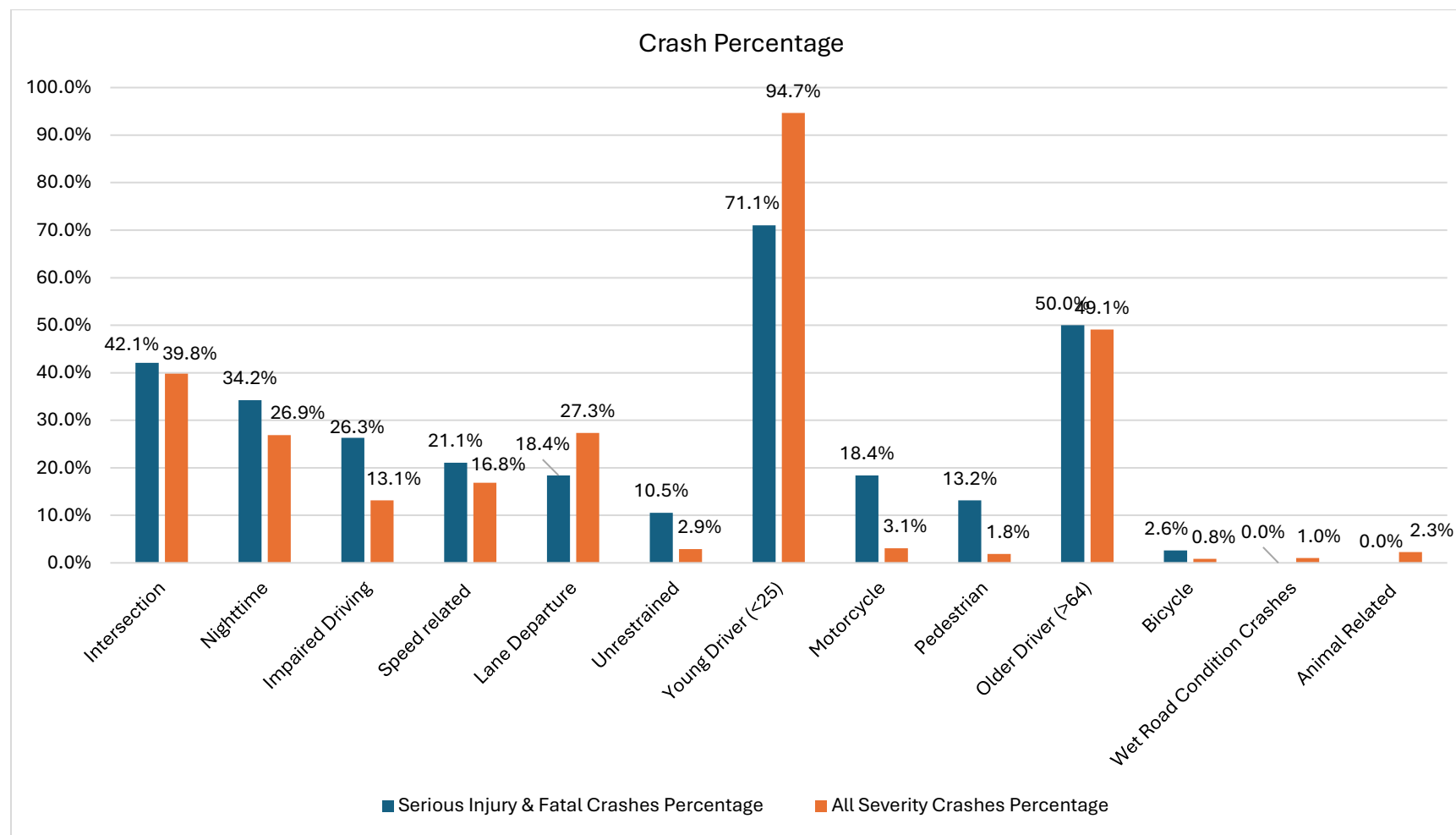


Figure 32. Study Area Serious Injury and Fatal Crashes by Age



The crash data was evaluated to determine the factors that contributed to the highest percentage of fatalities, serious injuries, and all severity crash types. The top contributing crash characteristics are shown in **Figure 33**. Young Driver (<25) crashes account for the highest number of fatal and serious injury crashes at 71.1%, with Older Driver (>64) and intersection ranking below at 50.0% and 42.1%, respectively.

Figure 33. Study Area Fatal and Serious Injury Characteristics



Vulnerable Road User Safety Performance

This section evaluates crash patterns involving Vulnerable Road Users (VRUs) within the study area, such as pedestrians and bicyclists. Due to their lack of physical protection and conspicuity, VRUs are typically at higher risk of severe injury or fatality in the event of a crash. Understanding crash patterns involving VRUs is critical to identifying areas of concern and developing targeted safety improvements.

Pedestrian Safety Performance

Figure 34 shows the distribution of pedestrian crashes by injury severity. In 2026, there were 9 pedestrian-involved crashes. Of these, none resulted in fatalities, while 55.6% were classified as suspected serious injuries. **Figure 35** shows the pedestrian crashes within the study area, while **Figure 36** shows only fatal and suspected serious injury pedestrian crashes.

Figure 34. Study Area Pedestrian Crashes by Severity

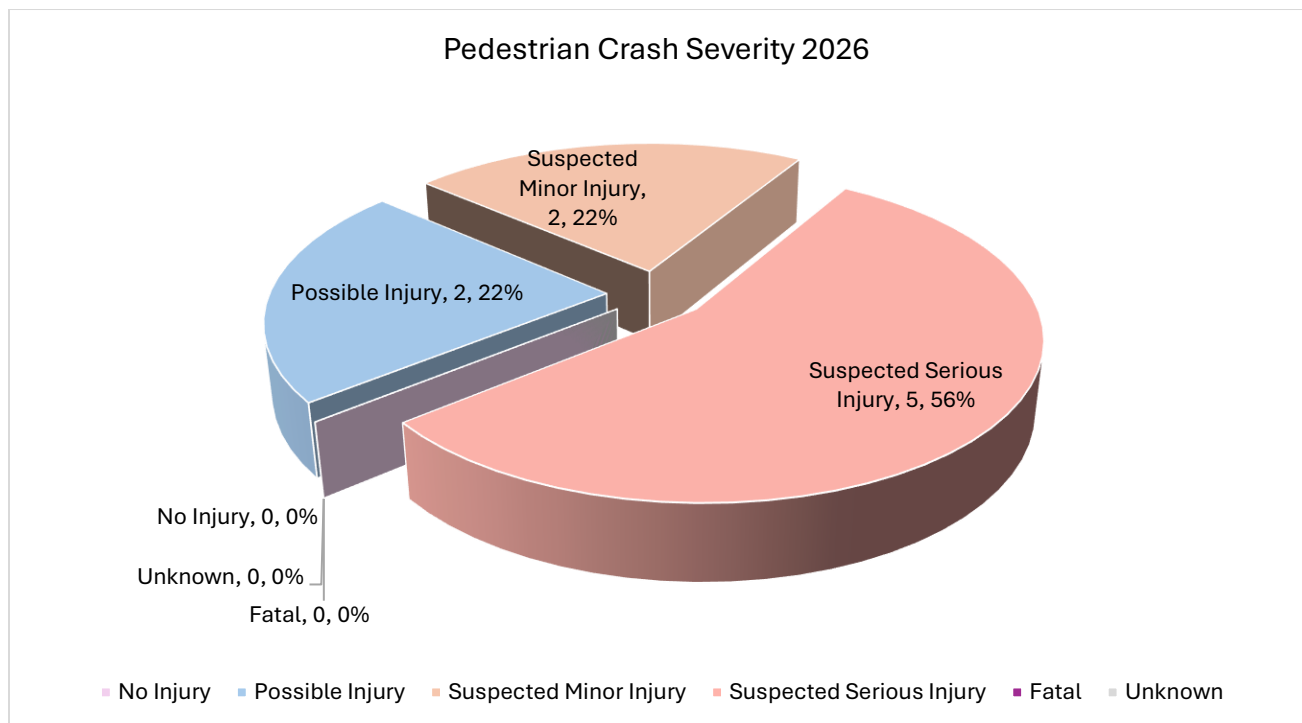


Figure 35. Study Area Pedestrian Crashes

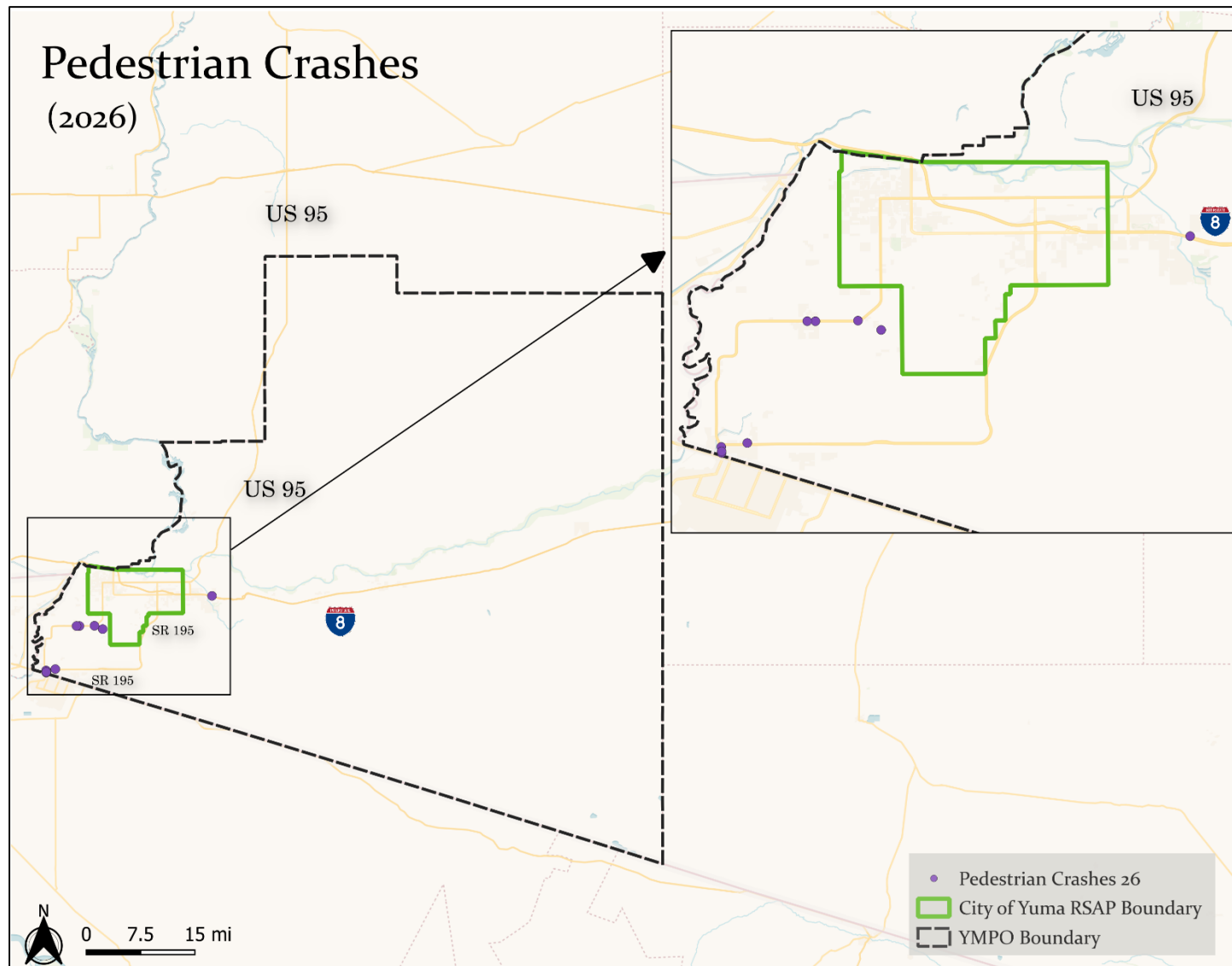
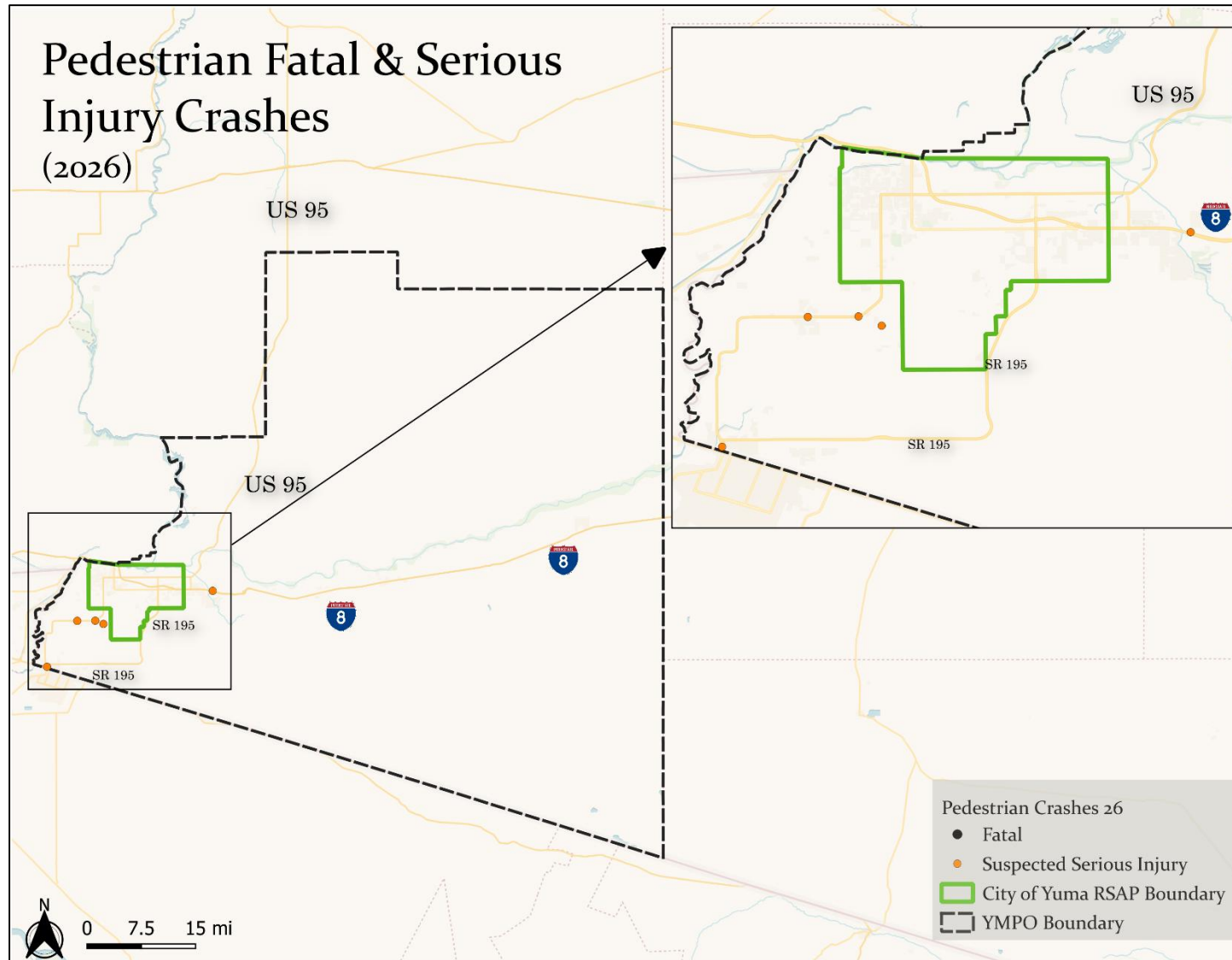


Figure 36. Study Area Pedestrian Fatal and Serious Injury Crashes



Bicyclist Safety Performance

Figure 37 shows the distribution of bicyclist crashes by injury severity. In 2026, there were 4 bicyclist-involved crashes, with none resulting in fatalities and 25.0% classified as suspected serious injuries. **Figure 38** shows the bicyclist crashes within the study area while **Figure 39** only shows the fatal and suspected serious injury bicyclist crashes.

Figure 37. Study Area Bicyclist Crashes by Severity

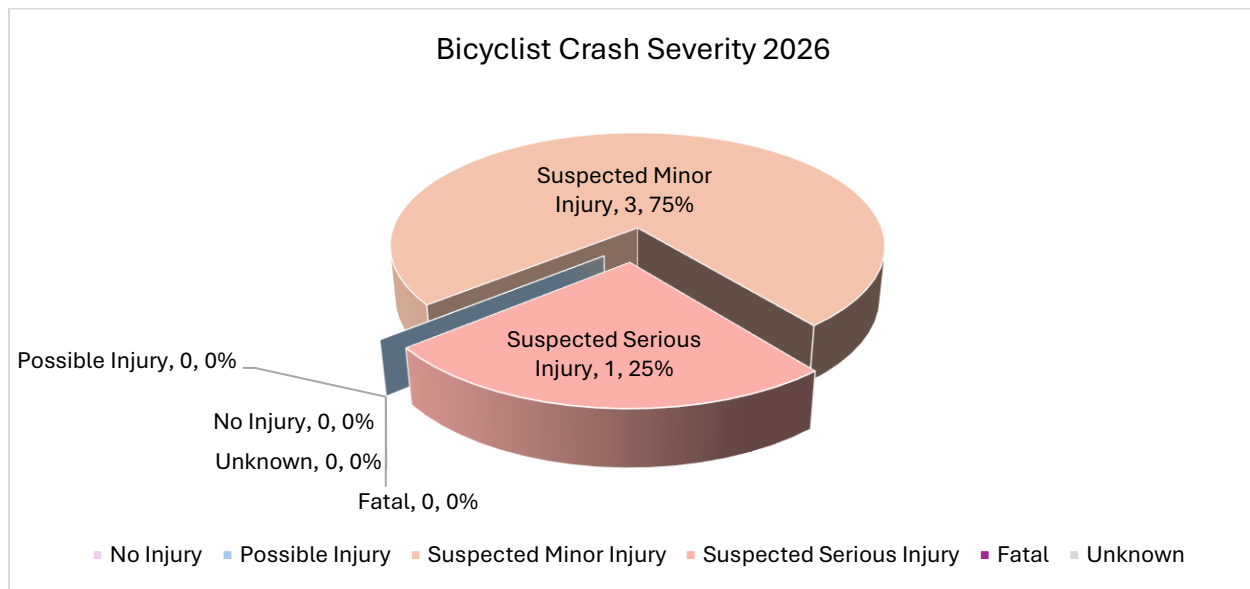


Figure 38. Study Area Bicyclist Crashes

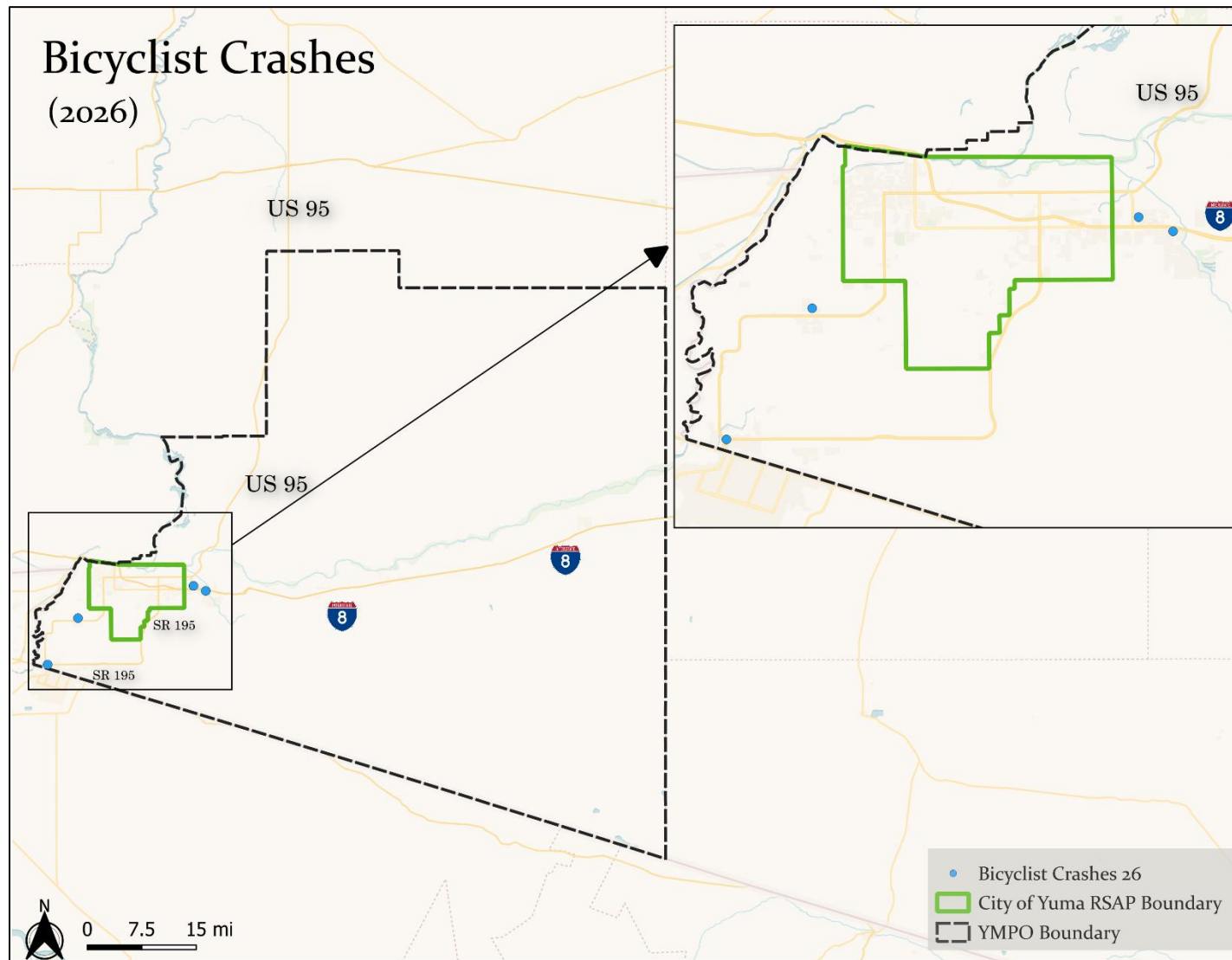
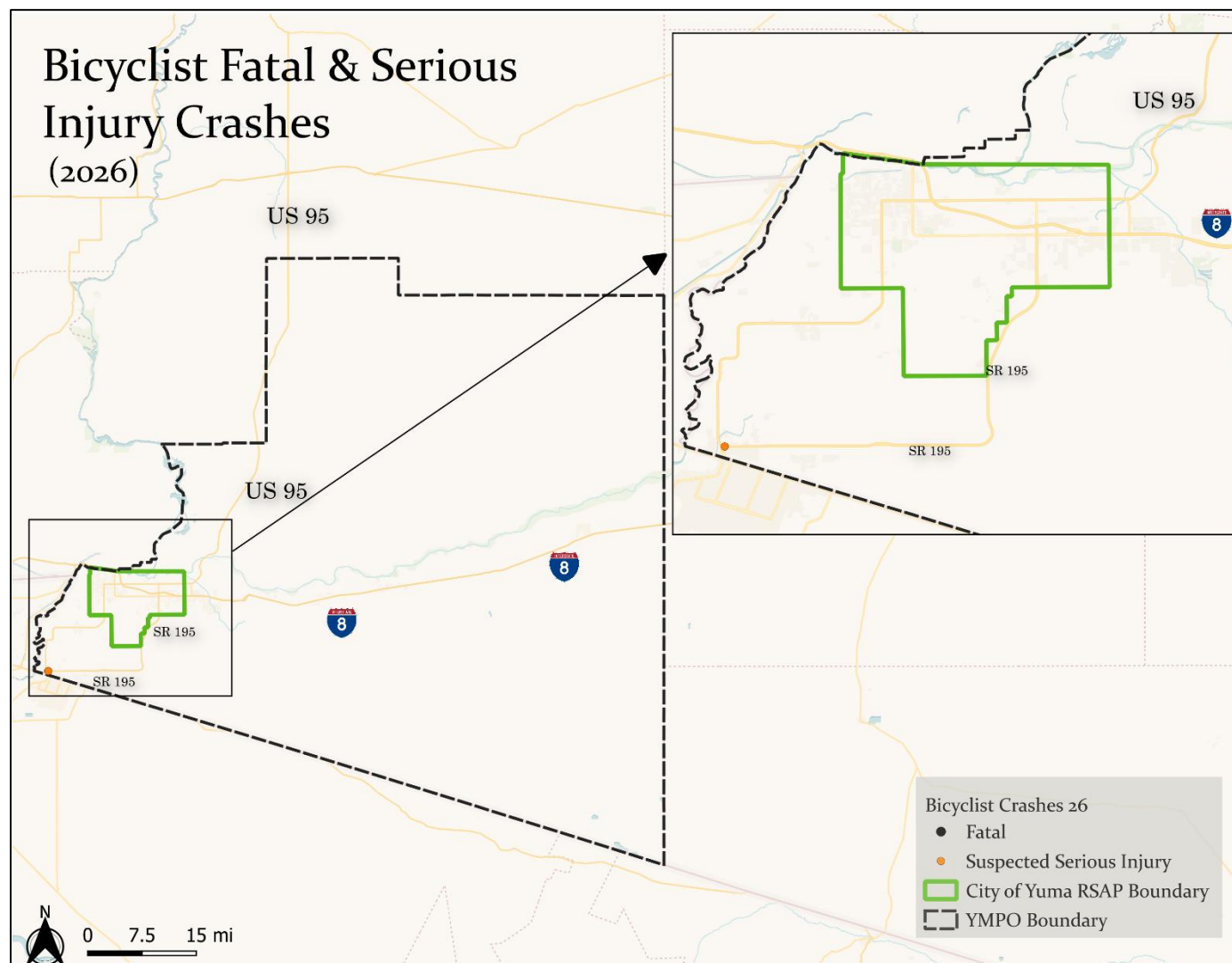


Figure 39. Study Area Bicyclist Fatal and Serious Injury Crashes





03

Local Agency

Existing



Local Agency Existing Conditions

This section analyzes and evaluates existing crash performance on roadways owned and maintained by local agencies, notably excluding ADOT-maintained facilities. This builds upon the broader study area overview provided in previous similar crash datasets, covering the most recent five-year period (2021–2025).

Figure 40 shows the total local agency crashes by severity type while **Figure 41** highlights the distribution of fatal and serious injury crashes.



Figure 40. Local Agency Total Crashes by Severity

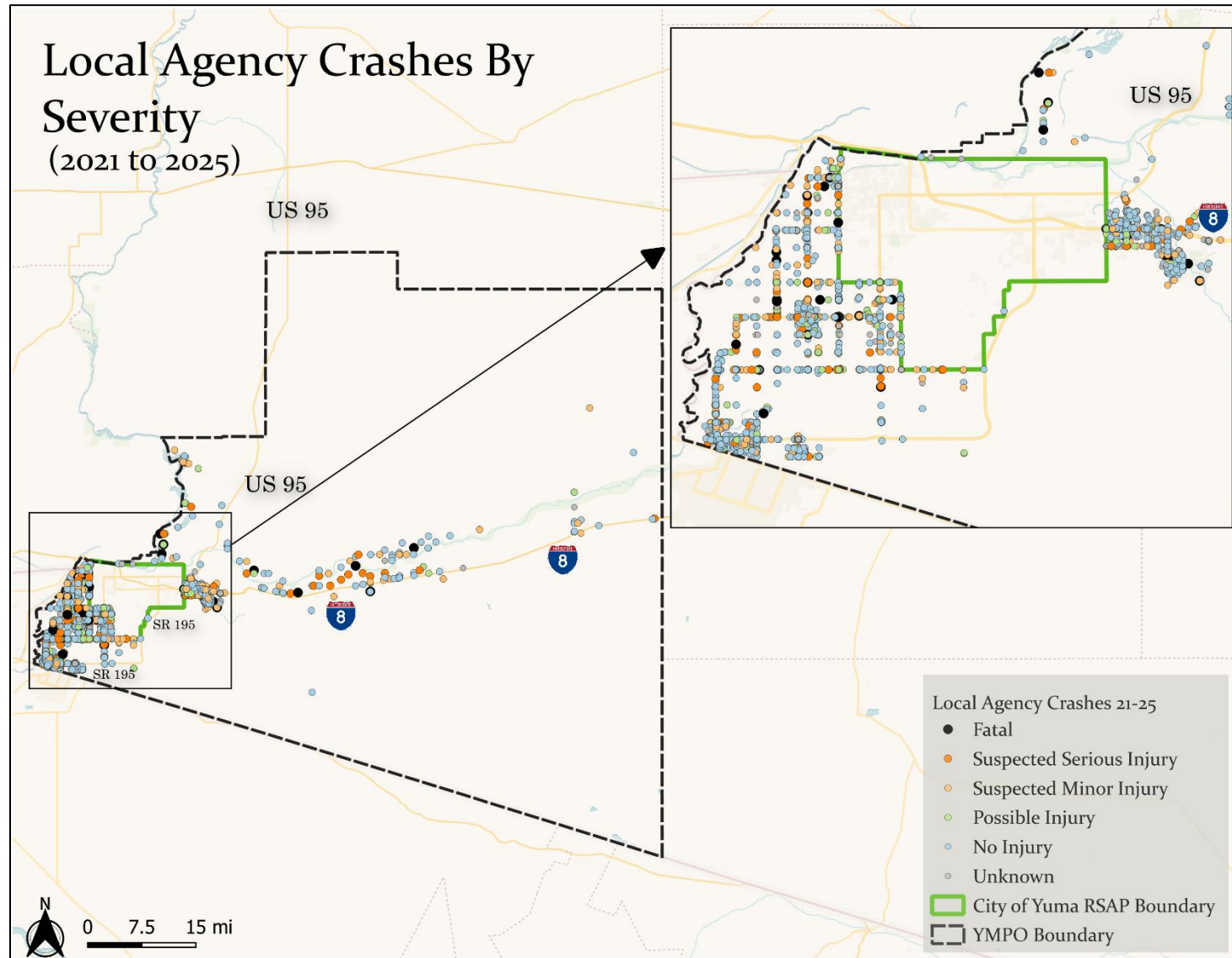
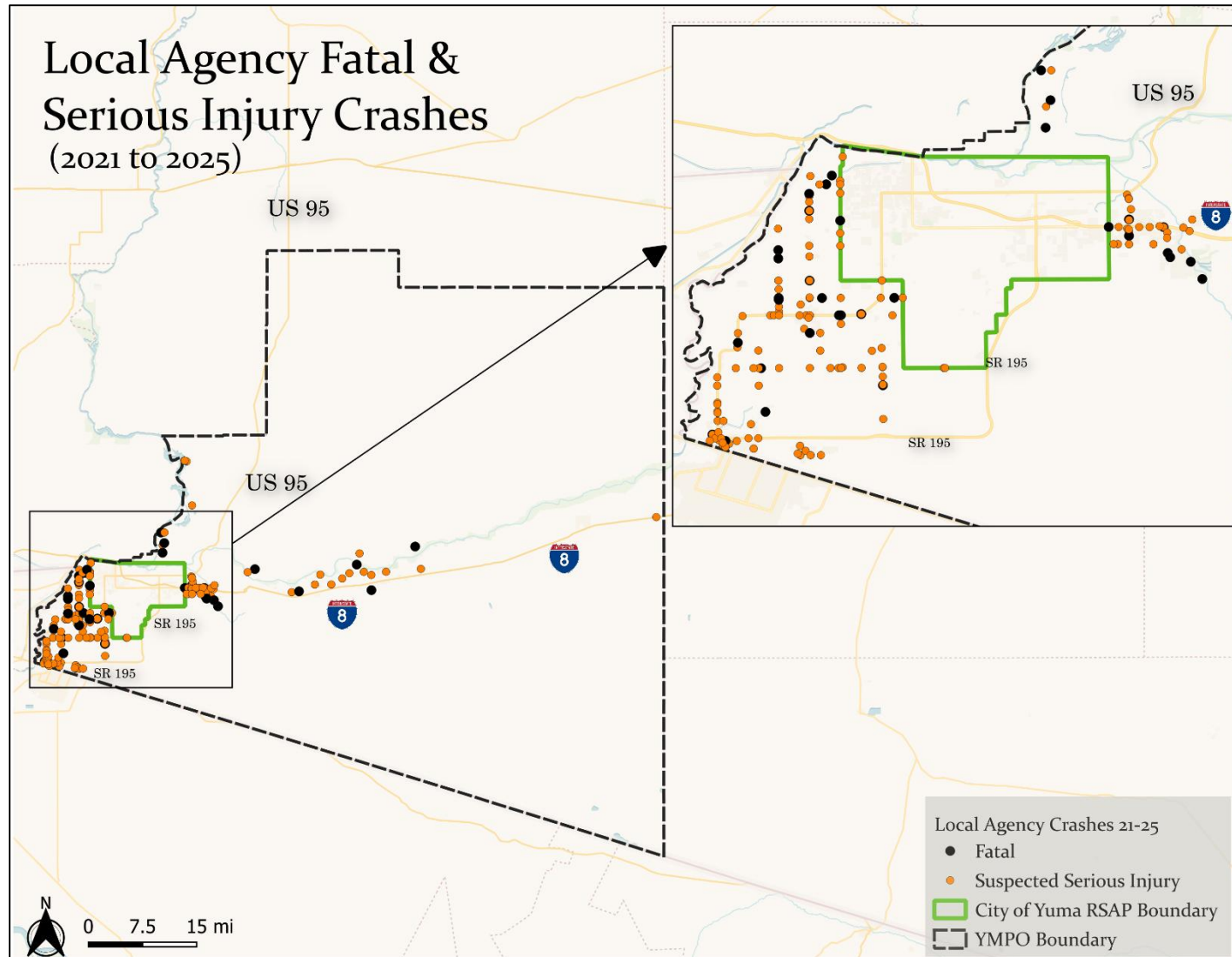


Figure 41. Local Agency Fatal and Serious Injury Crashes



Crash Trends

Figure 42 illustrates the distribution of crashes by severity within the Local Agency over the five-year period. A total of 3,042 crashes occurred during this five-year period, and fatal and serious injury crashes accounted for 6.4 percent of the total crashes, while no injury crashes accounted for 61.1 percent of the total crashes.

Figure 42. Local Agency Total Crashes by Severity

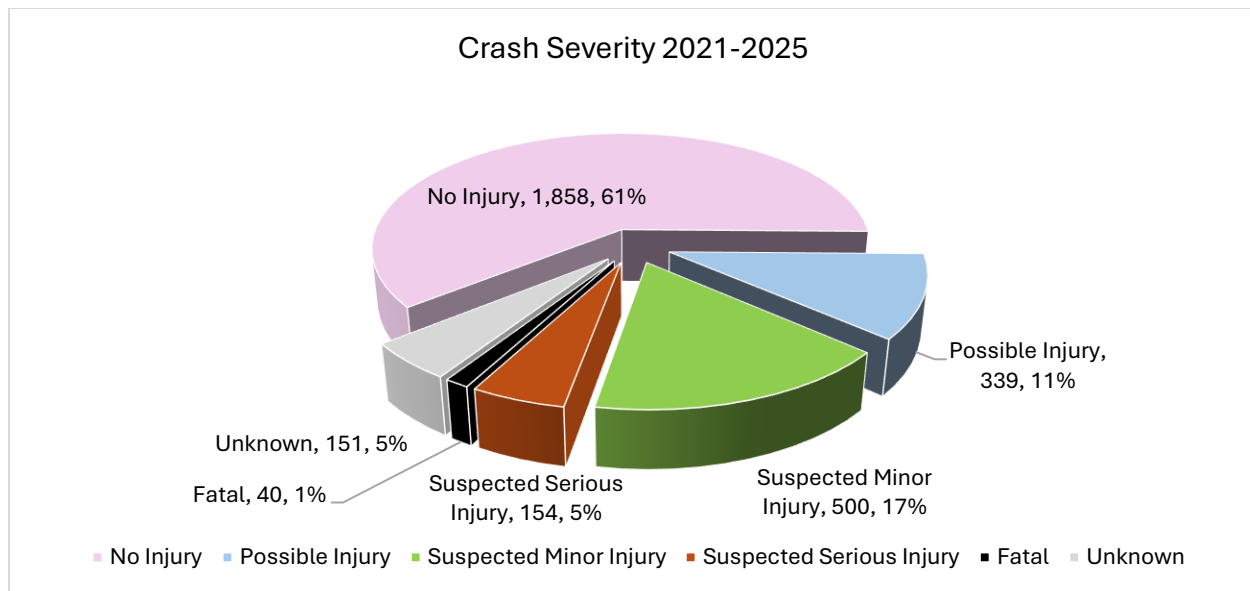


Figure 43 shows the annual crash frequency from 2021 to 2025. The data indicates an overall increase of 8.6 percent over the five-years. **Figure 44** shows the annual crash frequency for only fatal and serious injury crashes.

Figure 43. Local Agency Area Crash Trend

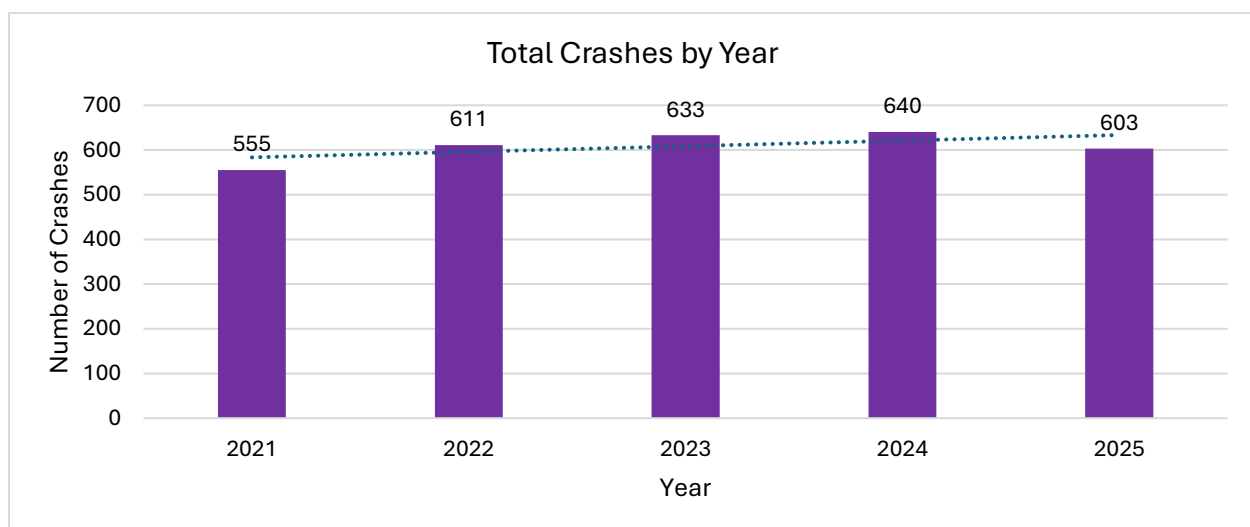


Figure 44. Local Agency Fatal and Serious Injury Crashes by Year

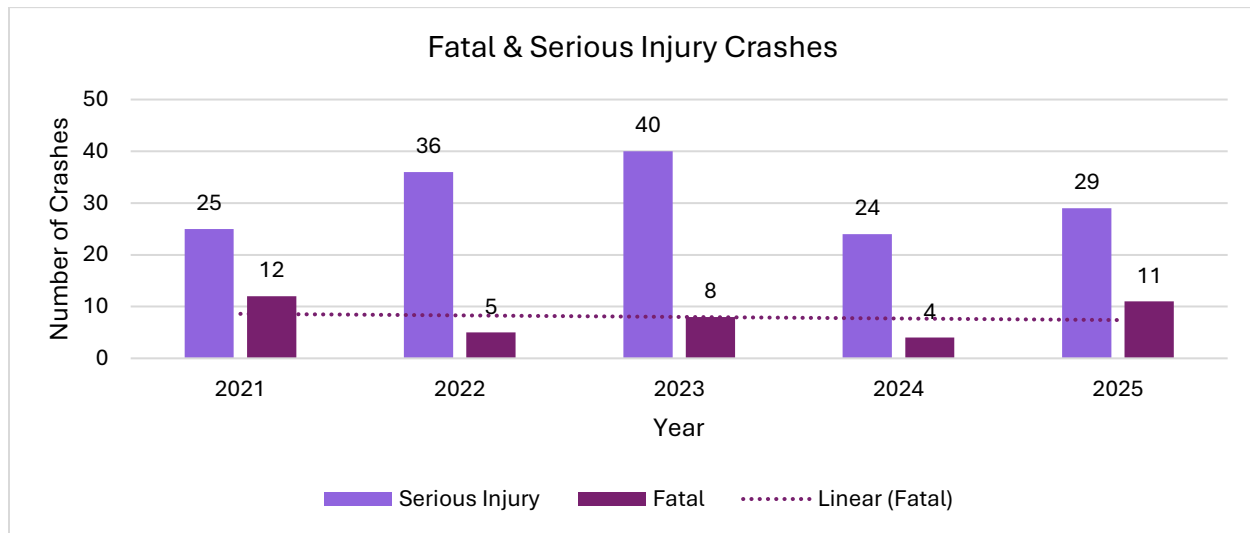


Figure 45 represents the number of crashes for each hour of the day within the study area from 2021 to 2025. As shown, 7:00 to 8:00 AM has the highest number of crashes in the morning, with 160 incidents, while 4:00 to 5:00 PM has the highest number of crashes in the afternoon, with 258 incidents. **Figure 46** shows only the fatal and serious injury crashes for each hour of the day.

Figure 45. Local Agency Crashes per Hour of the Day

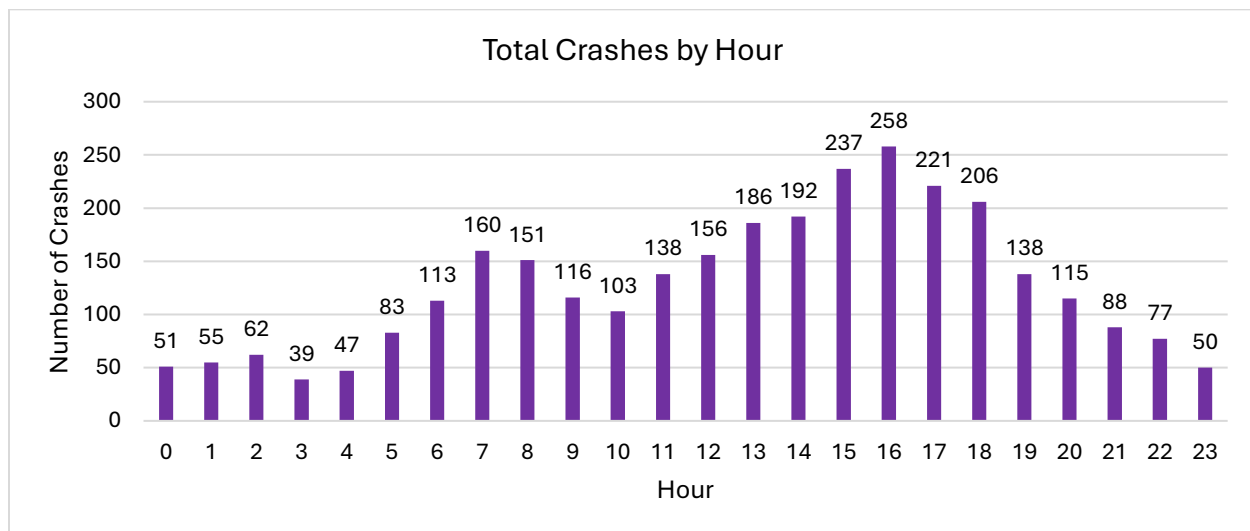
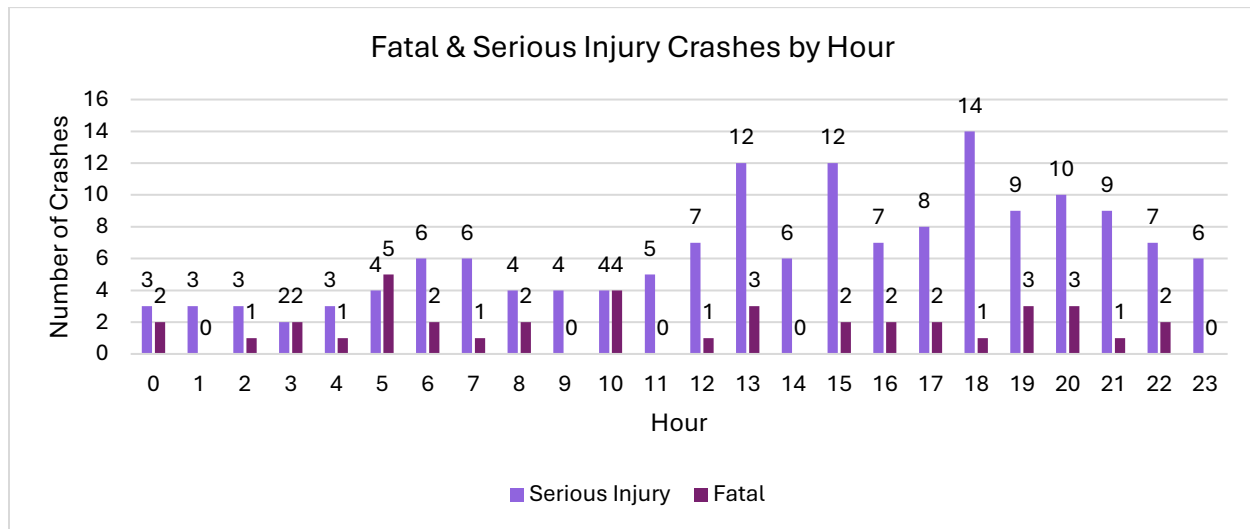


Figure 46. Local Agency Fatal and Serious Injury Crashes by Hour



Crash Characteristics

Table 11 shows the distribution of crashes by manner. “Rear End” crashes are the most prevalent, accounting for 21.9% of all incidents among the various crash manners. This is followed by “Single Vehicle” and “Angle” manner at 21.7% and 13.0% of all crashes, respectively.

Table 11. Local Agency Crashes Manner by Severity

Crash Manner	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Angle (Front To Side)(Other Than Left Turn)	245	47	69	21	9	3	394	13.0%
Head On	27	20	28	15	8	2	100	3.3%
Left Turn	207	40	83	15	1	2	348	11.4%
Other	173	53	80	25	7	1	339	11.1%
Rear End	443	101	100	19	1	1	665	21.9%
Sideswipe Opposite Direction	68	7	8	6	2	3	94	3.1%
Sideswipe Same Direction	332	13	18	3	1	8	375	12.3%
Single Vehicle	322	52	105	49	9	124	661	21.7%
U Turn	28	3	8	0	1	0	40	1.3%
Unknown	13	3	1	1	1	7	26	0.9%
Grand Total	1858	339	500	154	40	151	3042	100.0%

Table 12 shows crash surface condition by severity. “Dry” is the top prevalent surface crash types.



Table 12. Local Agency Surface Condition by Crash Severity

Surface Condition	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Dry	1,756	319	454	134	32	112	2,807	92.3%
Mud Dirt Gravel Sand	58	9	33	15	3	23	141	4.6%
Other	1	0	0	0	0	0	1	0.0%
Unknown	6	3	2	1	4	11	27	0.9%
Water Standing Moving	0	0	0	1	0	1	2	0.1%
Wet	37	8	11	3	1	4	64	2.1%
Grand Total	1,858	339	500	154	40	151	3,042	100.0%

Table 13 displays the distribution of crashes by light condition. The “Daylight” condition has the highest number of crashes, accounting for 65.0 percent. This is followed by the “Dark not Lighted” and “Dark Lighted” conditions, with 14.4% and 12.7% crashes, respectively.

Table 13. Local Agency Crashes by Light Condition and Severity

Surface Condition	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Dark Lighted	236	47	51	19	5	27	385	12.7%
Dark Not Lighted	230	37	76	42	14	39	438	14.4%
Dark Unknown Lighting	9	1	4	1	0	2	17	0.6%
Dawn	50	13	13	5	2	3	86	2.8%
Daylight	1,266	230	331	83	15	52	1,977	65.0%
Dusk	51	8	22	3	1	4	89	2.9%
Unknown	16	3	3	1	3	24	50	1.6%
Grand Total	1,858	339	500	154	40	151	3,042	100%

Table 14 shows crash violations by severity. “Failed To Yield Right of Way” and “Speed Too Fast For Conditions” are among the top crash violations. **Table 15** shows impaired driving by severity.



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Table 14. Local Agency Crash Violation by Severity

Violation	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Disregarded Traffic Signal	36	14	13	2	2	0	67	2.2%
Drove Left Of Center Line	18	3	3	5	3	3	35	1.2%
Exceeded Lawful Speed	11	2	10	4	3	0	30	1.0%
Failed To Keep In Proper Lane	148	27	30	11	2	20	238	7.8%
Failed To Yield Right Of Way	342	83	128	30	7	5	595	19.6%
Followed Too Closely	136	31	22	2	0	0	191	6.3%
Made Improper Turn	94	7	27	3	0	1	132	4.3%
No Improper Action	176	36	46	16	2	5	281	9.2%
Other	293	40	47	15	1	9	405	13.3%
Ran Stop Sign	46	10	26	9	3	1	95	3.1%
Speed Too Fast For Conditions	264	59	114	40	7	39	523	17.2%
Unknown	118	16	23	13	6	67	243	8.0%
Unsafe Lane Change	162	8	7	2	2	1	182	6.0%
Grand Total	1,844	336	496	152	38	151	3,017	99.2%¹

*Violations under one percent are not included in the table.

Table 15. Local Agency Impaired Driving by Severity

Impaired Driving	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Illness Or Physical Impairment	3	5	1	1	1	0	11	3.8%
Fell Asleep Fatigued	62	17	15	5	0	1	99	34.6%
Alcohol	99	16	29	18	8	6	170	59.4%
Medications	1	0	0	0	1	0	2	0.7%
Marijuana	2	1	1	0	0	0	4	1.4%
Grand Total	167	39	46	24	10	7	286	100.0%

Figure 47 and **Figure 48** display the age distribution percentage of all drivers involved in crashes and those involved explicitly in fatal and serious injury crashes, respectively. As illustrated, individuals aged 17 to 21 account for the highest number of total crashes. For serious injury and fatal crashes, the high-risk age range is broader, spanning from 20 to 29, with the peak occurring at age 20, which saw seven serious or fatal crashes over the five-year period from 2021 to 2025.



Figure 47. Local Agency Total Crashes by Age

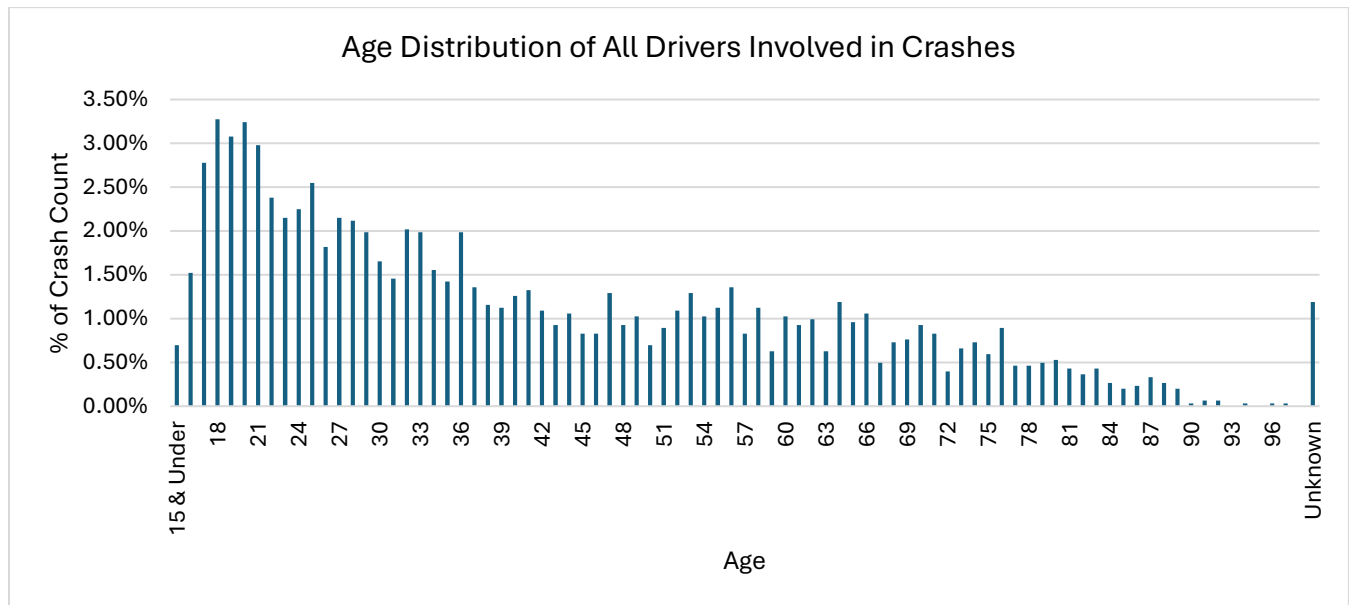
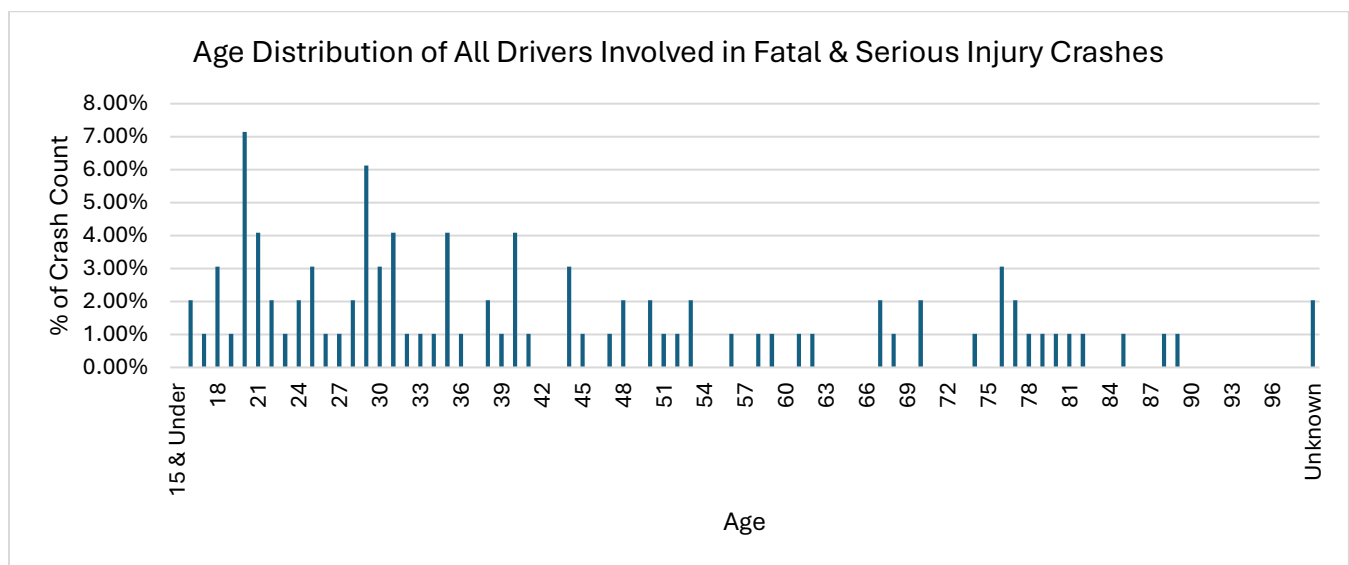
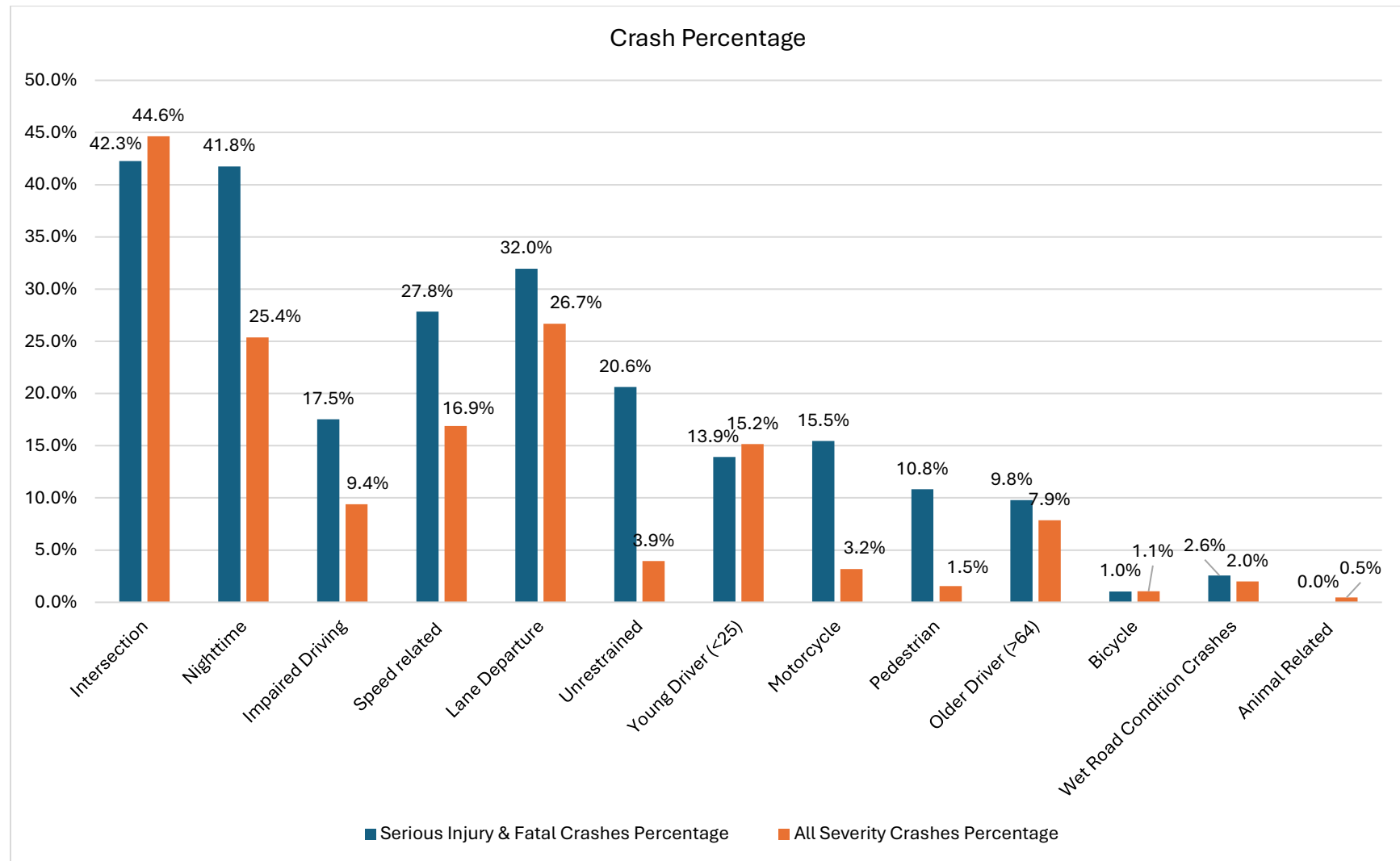


Figure 48. Local Agency Serious Injury and Fatal Crashes by Age



The crash data was evaluated to determine the factors that contributed to the highest percentage of fatalities plus serious injuries and all severity crash types. The top contributing crash characteristics are shown in **Figure 49**. Intersection crashes account for the highest number of fatal and serious injury crashes at 42.3%, with nighttime and lane departure crashes ranking below at 41.8% and 32.0% respectively.

Figure 49. Local Agency Fatal and Serious Injury Characteristics



Vulnerable Road User Safety Performance

Pedestrian Safety Performance

Figure 50 shows the distribution of pedestrian crashes by injury severity. From 2021 to 2025, there were 47 pedestrian-involved crashes. Of these, 10.6% resulted in fatalities, while 34.0% were classified as suspected serious injuries. **Figure 51** shows the pedestrian crashes within the local-agency study area while **Figure 52** shows only fatal and suspected serious injury pedestrian crashes.

Figure 50. Local Agency Pedestrian Crashes by Severity

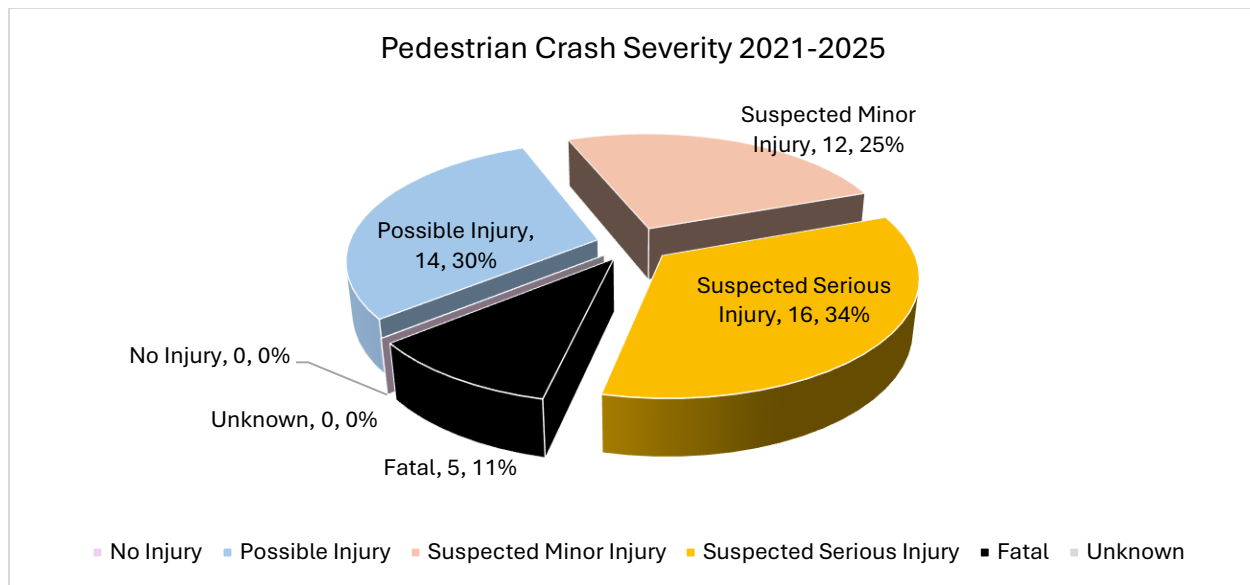


Figure 51. Local Agency Pedestrian Crashes

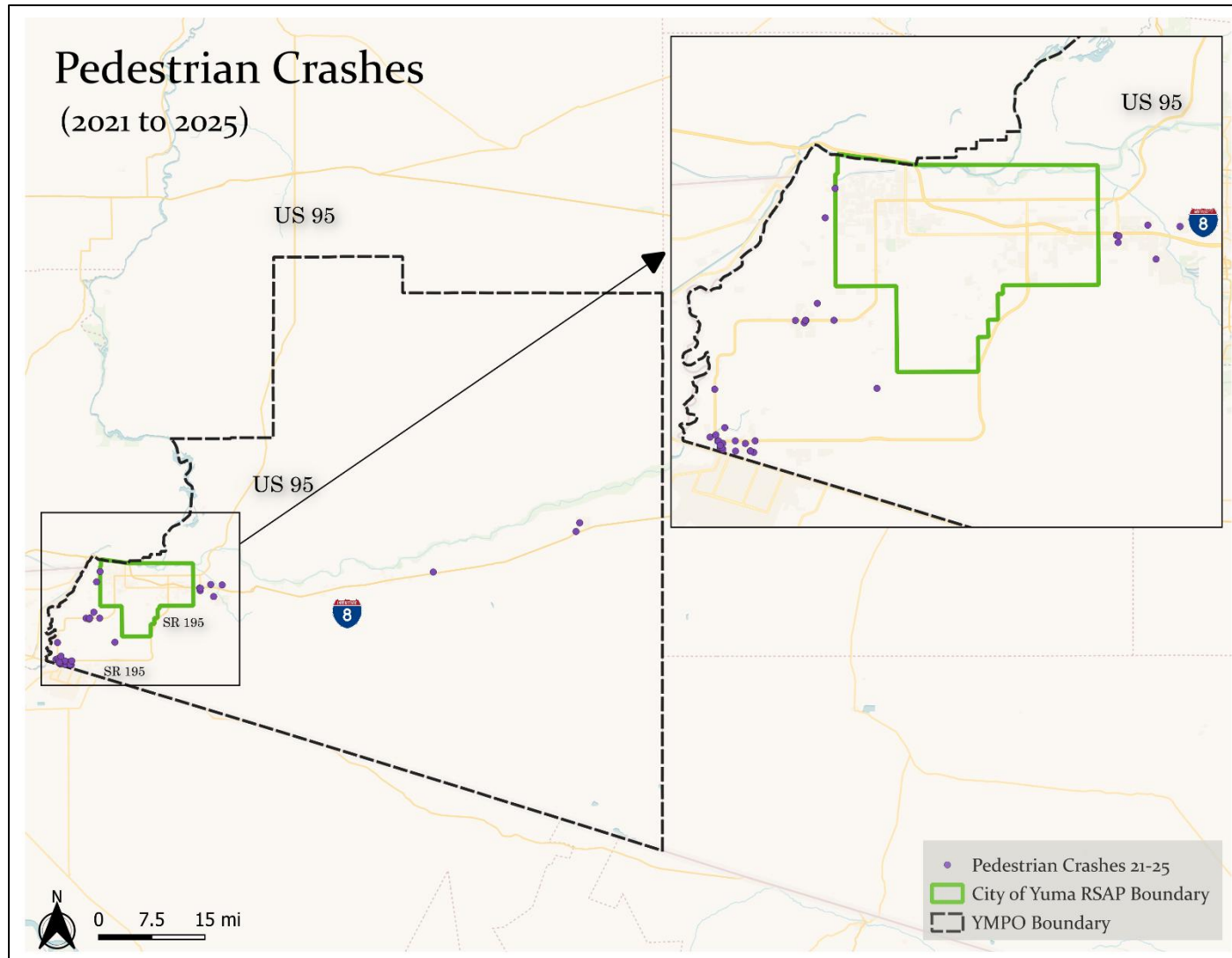
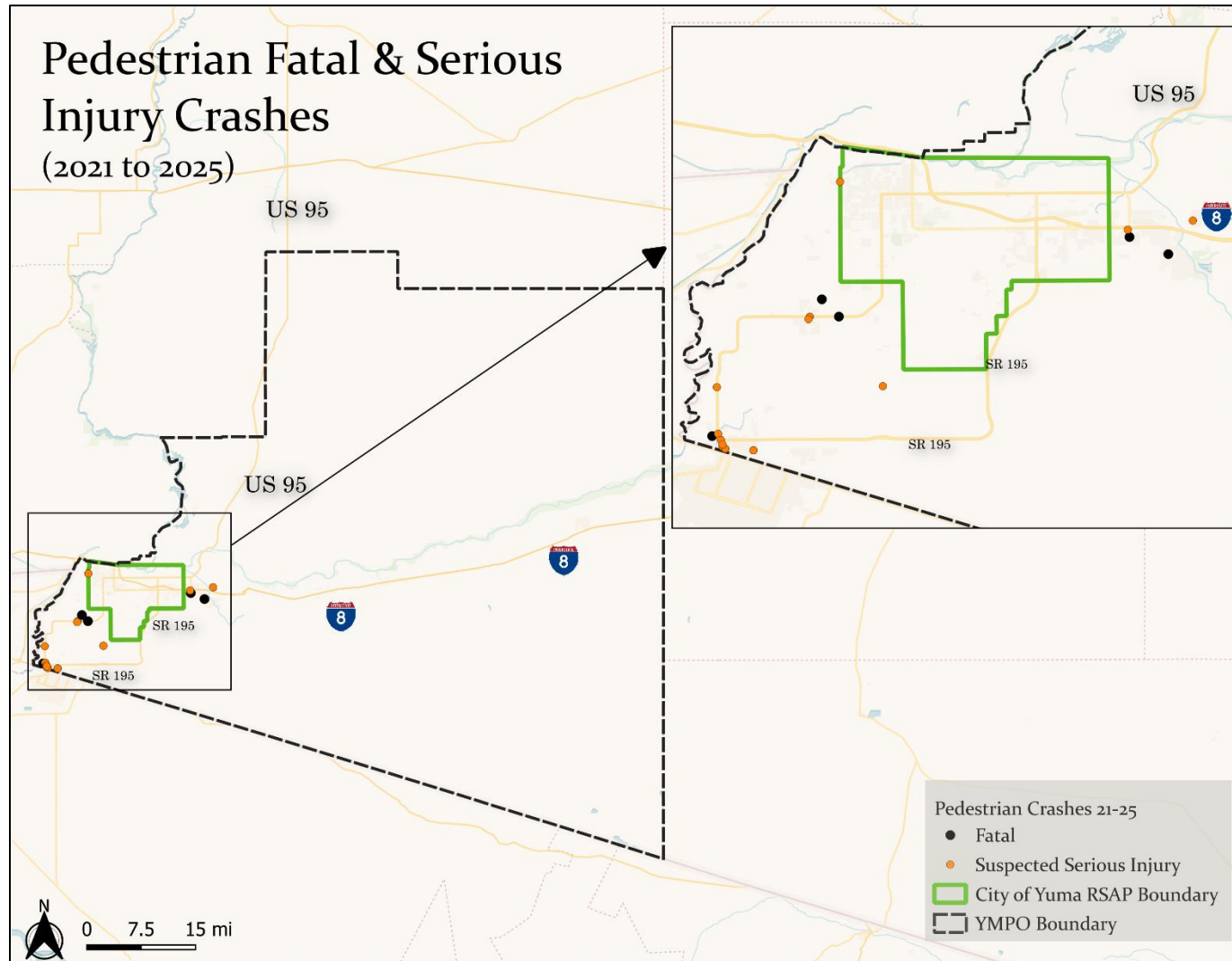


Figure 52. Local Agency Pedestrian Fatal and Serious Injury Crashes



Bicyclist Safety Performance

Figure 53 shows the distribution of bicyclist crashes by injury severity. From 2021 to 2025, there were 32 bicyclist-involved crashes, with 3.1% resulting in fatalities and 3.1% classified as suspected serious injuries. **Figure 54** shows the bicyclist crashes within the Local Agency boundary while **Figure 55** only shows the fatal and suspected serious injury bicyclist crashes.

Figure 53. Local Agency Bicyclist Crashes by Severity

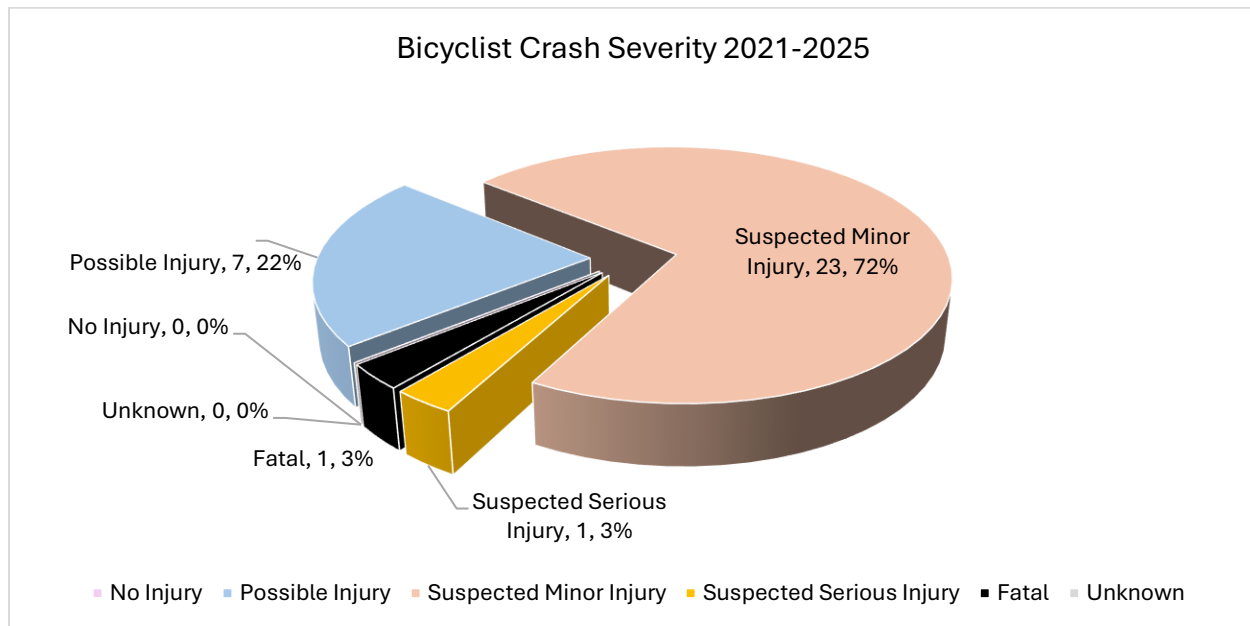


Figure 54. Local Agency Bicyclist Crashes

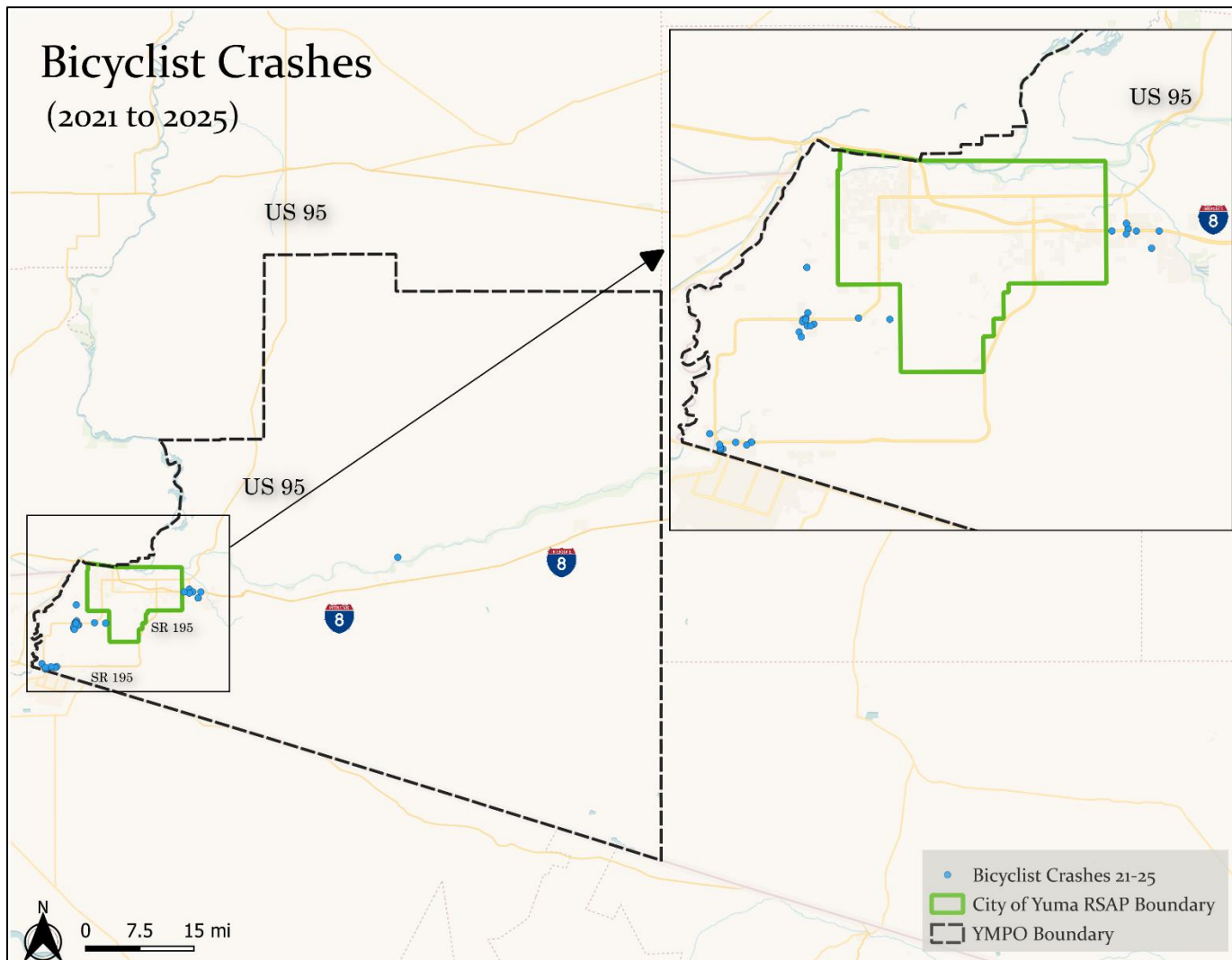
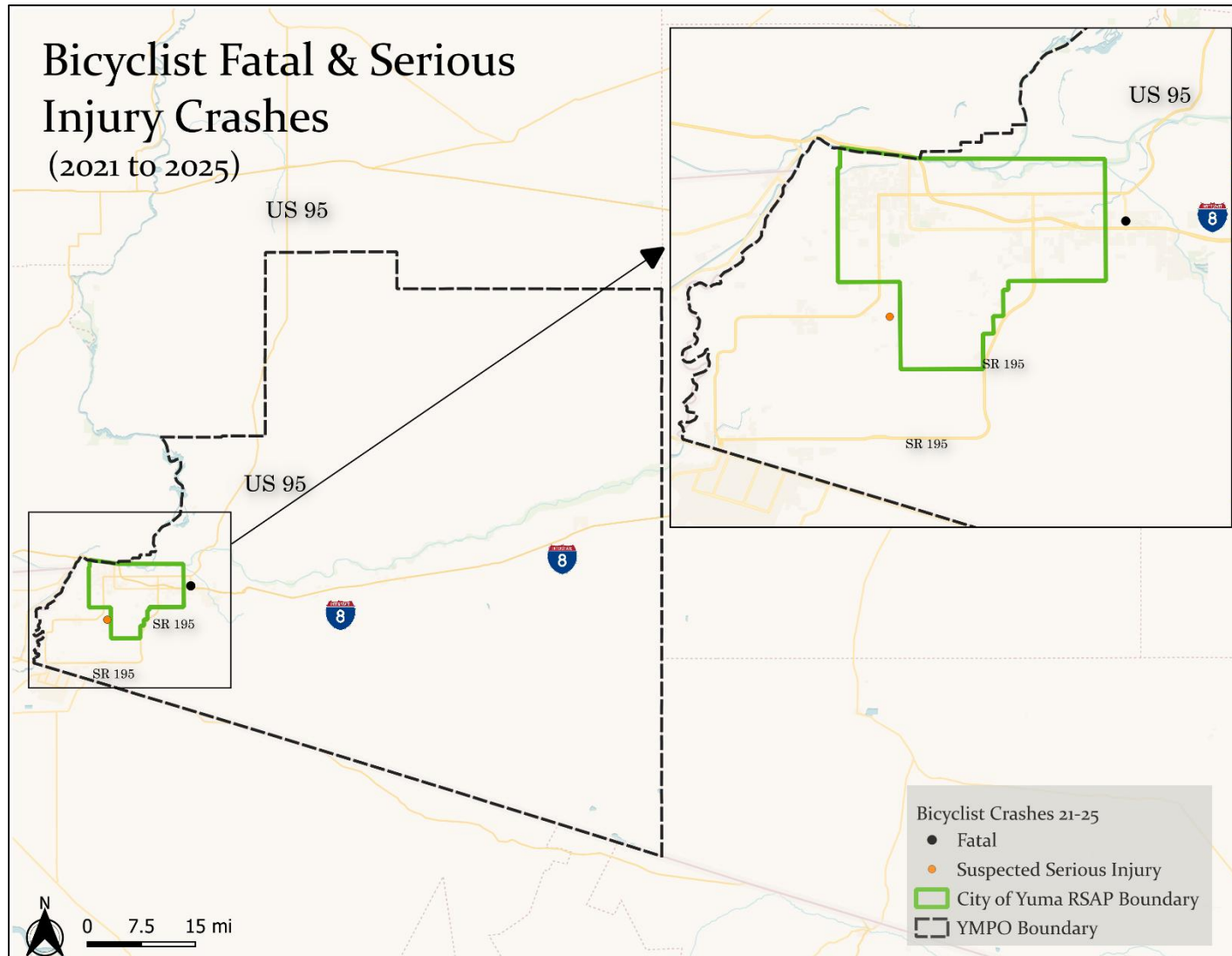


Figure 55. Local Agency Bicyclist Fatal and Serious Injury Crashes





04

ADOT Roadway

**Existing
Conditions**



ADOT Roadways Existing Conditions

This section analyzes and evaluates existing crash performance on roadways owned and maintained by ADOT, building upon the broader study area overview provided in Section 2. A similar crash dataset covered the most recent five-year period (2021–2025). **Figure 56** illustrates the ADOT crashes by severity type while **Figure 57** highlights the distribution of fatal and serious injury crashes.



Figure 56. ADOT Total Crashes by Severity

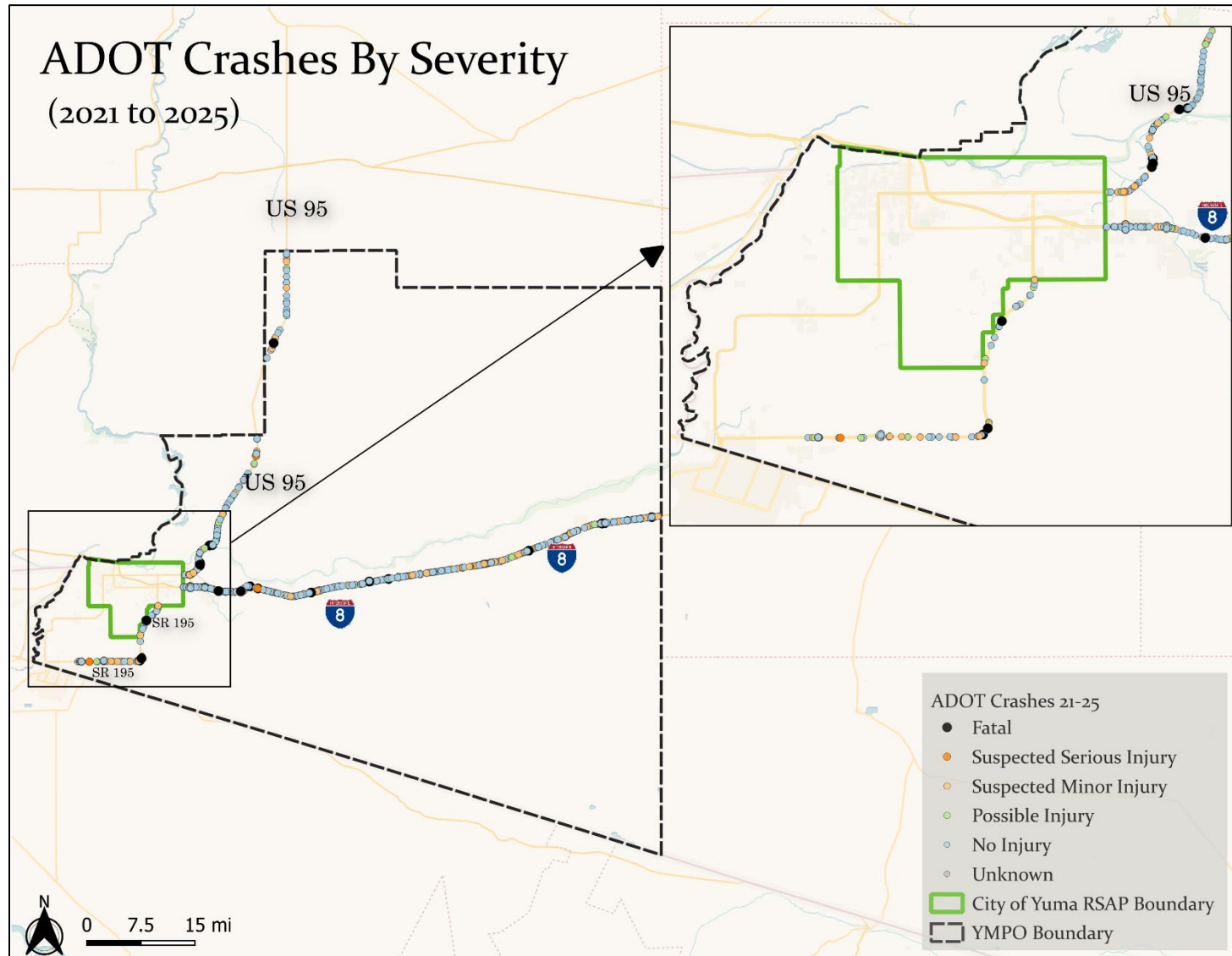
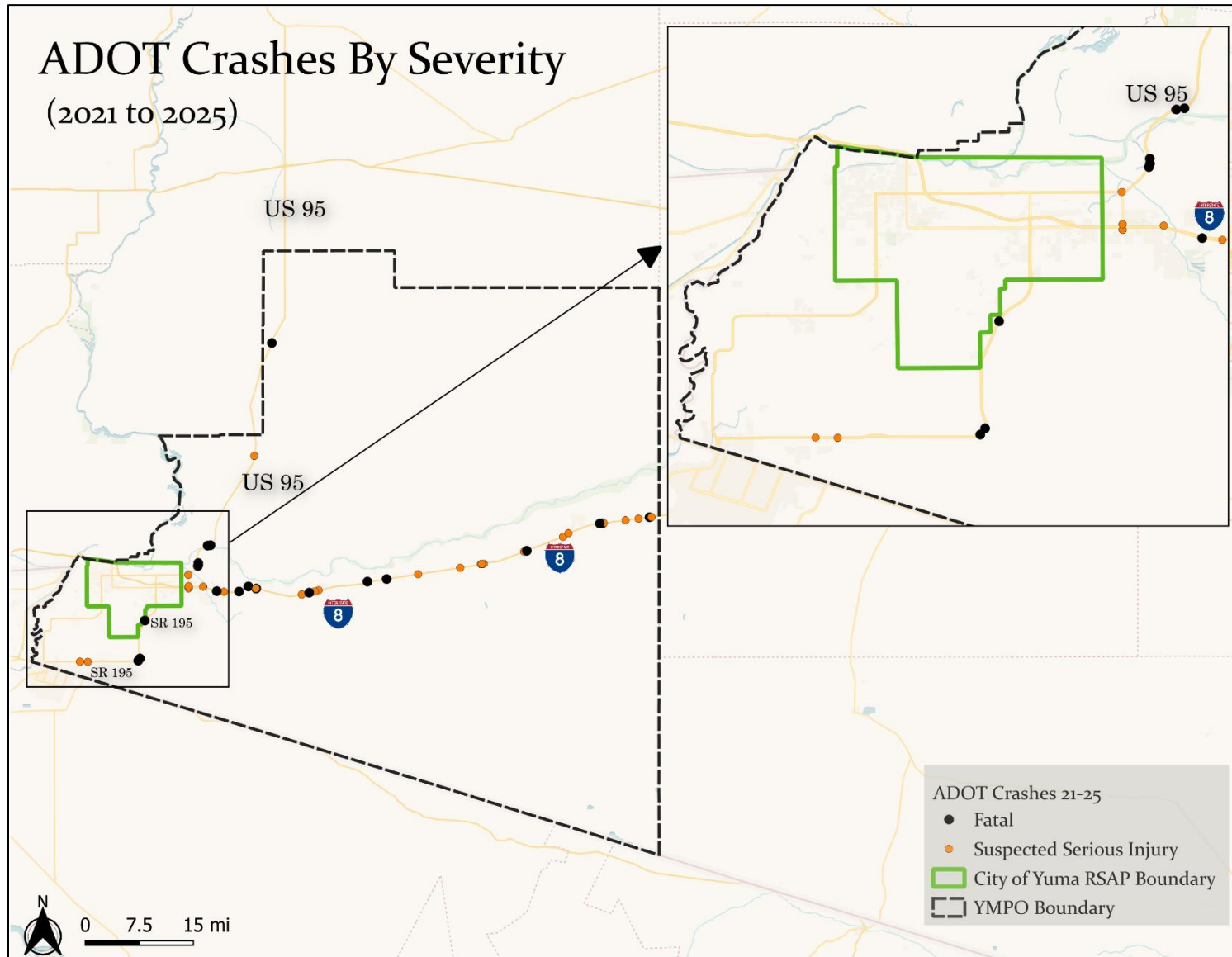


Figure 57. ADOT Fatal and Serious Injury Crashes



Crash Trends

Figure 58 illustrates the distribution of crashes by severity within the study area maintained by ADOT over the five-year period. A total of 1,227 crashes occurred during this five-year period, and fatal and serious injury crashes accounted for 4.1 percent of the total crashes, while no injury crashes accounted for 68.1 percent of the total crashes.

Figure 58. ADOT Roadway Total Crashes by Severity

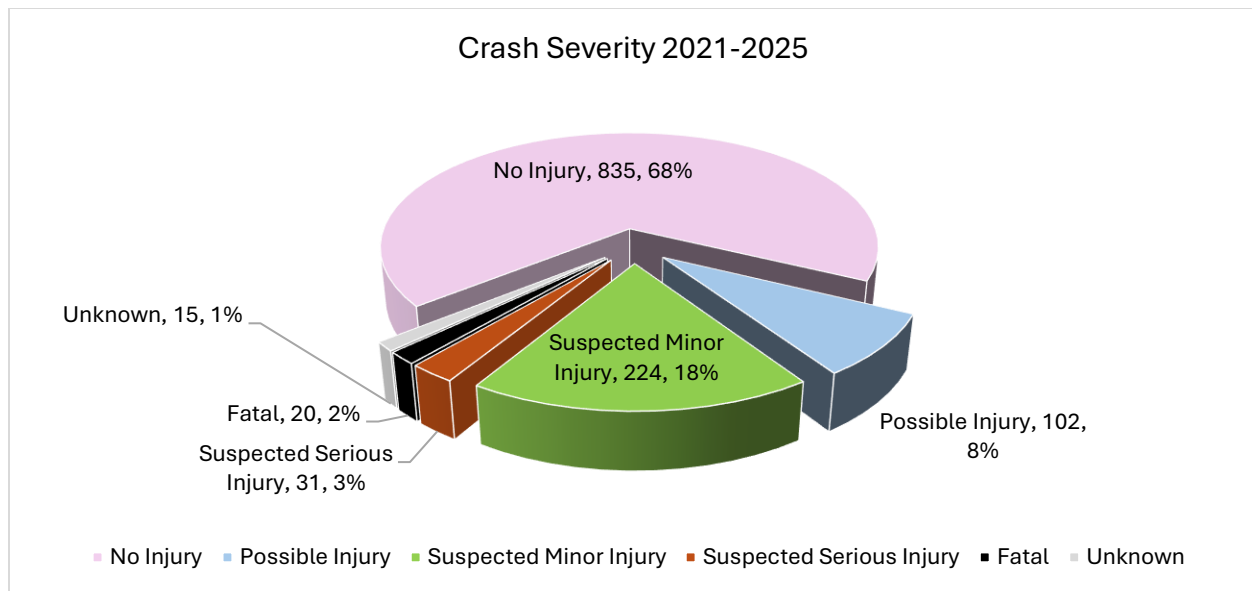


Figure 59 shows the annual crash frequency from 2021 to 2025. The data indicates an overall decrease of approximately 5.9 percent over the five-years. Figure 60 shows the annual crash frequency for only fatal and serious injury crashes.

Figure 59. ADOT Roadway Crash Trend

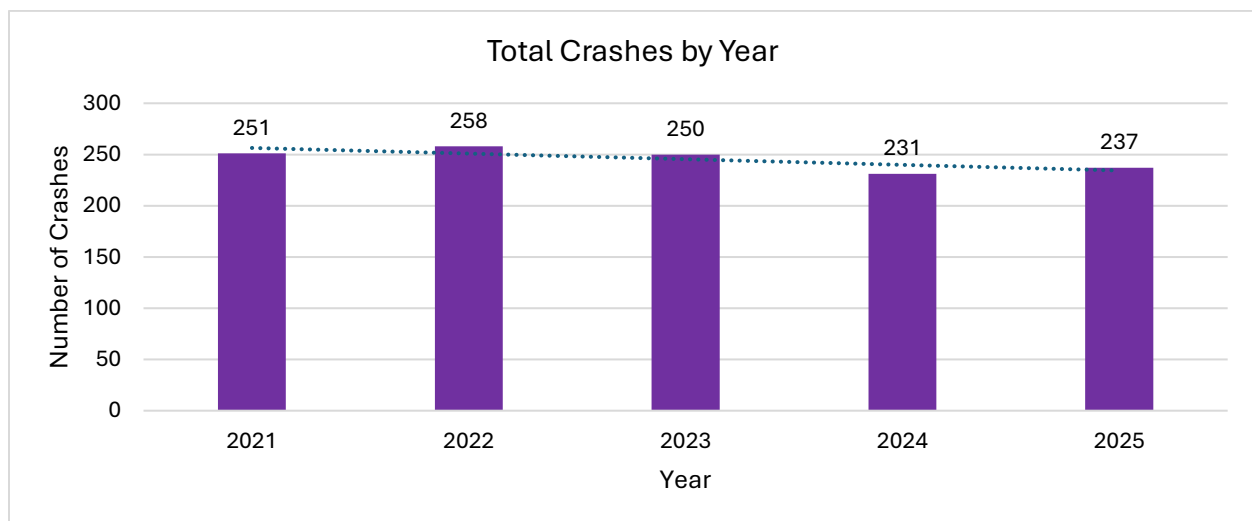


Figure 60. ADOT Fatal and Serious Injury Crashes by Year

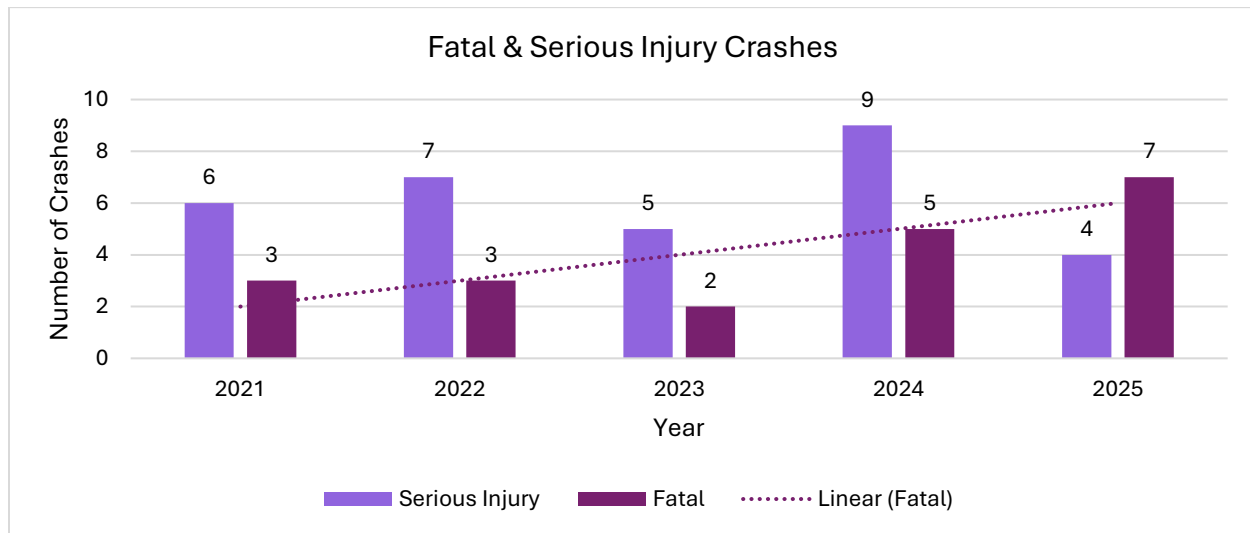


Figure 61 represents the number of crashes for each hour of the day within the study area from 2021 to 2025. As shown, 10:00 to 11:00 AM has the highest number of crashes in the morning, with 69 incidents, while 2:00 to 3:00 PM has the highest number of crashes in the afternoon, with 99 incidents. Similarly, **Figure 62** shows the number of fatal and serious injury crashes.

Figure 61. ADOT Roadway Crashes per Hour of the Day

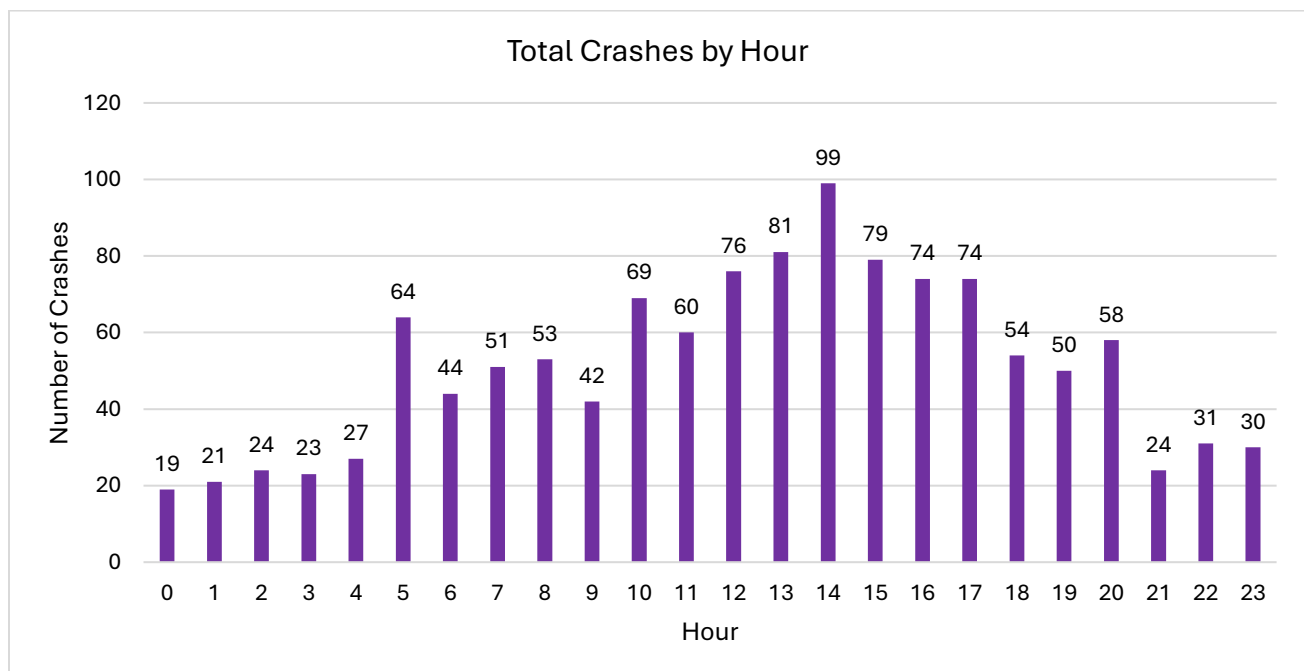
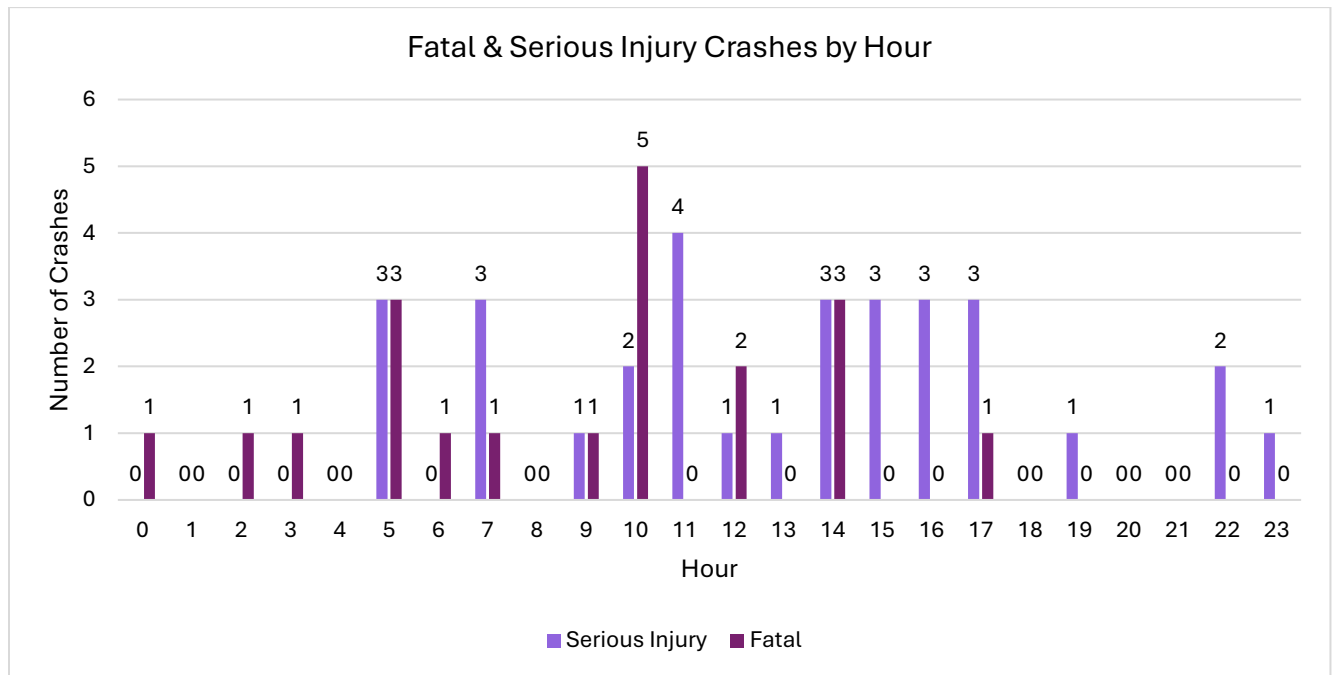


Figure 62. ADOT Fatal and Serious Injury Crashes by Hour



Crash Characteristics

Table 16 shows the distribution of crashes by manner. “Single Vehicle” crashes are the most prevalent, accounting for 47.7% of all incidents among the various crash manners. This is followed by “Rear End” and “Sideswipe Same Direction” manner at 19.3% and 13.5% of all crashes, respectively.

Table 16. ADOT Crash Manner by Severity

Crash Manner	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Angle (Front To Side)(Other Than Left Turn)	23	4	15	1	0	0	43	3.5%
Head On	5	1	1	0	3	0	10	0.8%
Left Turn	61	8	22	1	0	0	92	7.5%
Other	52	8	18	1	2	0	81	6.6%
Rear End	152	27	47	8	2	1	237	19.3%
Sideswipe Opposite Direction	10	0	1	0	1	0	12	1.0%
Sideswipe Same Direction	133	10	18	3	1	1	166	13.5%
Single Vehicle	398	44	102	17	11	13	585	47.7%
U Turn	1	0	0	0	0	0	1	0.1%
Grand Total	835	102	224	31	20	15	1,227	100%

Table 17 shows crash surface condition by severity. “Dry” is the top prevalent surface crashes.

Table 17. ADOT Roadway Surface Condition by Crash Severity

Surface Condition	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Dry	765	92	209	31	18	14	1,129	92.0%
Mud Dirt Gravel Sand	2	0	2	0	0	0	4	0.3%
Unknown	13	1	0	0	0	1	15	1.2%
Water Standing Moving	12	3	2	0	0	0	17	1.4%
Wet	43	6	11	0	2	0	62	5.1%
Grand Total	835	102	224	31	20	15	1,227	100%

Table 18 displays the distribution of crashes by light condition. The “Daylight” condition has the highest number of crashes, accounting for 63.9 percent. This is followed by the “Dark not Lighted” and “Dark Lighted” conditions, with 24.1% and 6.1% crashes, respectively.

Table 18. ADOT Crashes by Light Condition and Severity

Surface Condition	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Dark Lighted	50	8	12	1	0	4	75	6.1%
Dark Not Lighted	210	22	47	5	8	4	296	24.1%
Dawn	19	3	9	2	0	0	33	2.7%
Daylight	534	67	146	22	11	4	784	63.9%
Dusk	20	2	8	1	1	0	32	2.6%
Unknown	2	0	2	0	0	3	7	0.6%
Grand Total	835	102	224	31	20	15	1227	100.0%

Table 19 shows crash violations by severity. “Speed Too Fast For Conditions” and “Failure to Keep in Proper Lane” are among the top crash violations. **Table 20** shows impaired driving by severity.



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Table 19. ADOT Roadway Crash Violation by Severity

Violation	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Disregarded Traffic Signal	26	2	14	0	0	0	42	3.4%
Failed To Keep In Proper Lane	55	12	20	5	7	1	100	8.1%
Failed To Yield Right Of Way	55	11	14	1	0	0	81	6.6%
Followed Too Closely	29	8	4	0	0	1	42	3.4%
Made Improper Turn	17	2	8	0	0	0	27	2.2%
No Improper Action	248	13	34	3	1	0	299	24.4%
Other	55	3	12	3	0	1	74	6.0%
Speed Too Fast For Conditions	209	33	89	14	6	1	352	28.7%
Unknown	66	5	5	4	2	9	91	7.4%
Unsafe Lane Change	58	7	10	0	1	0	76	6.2%
Grand Total	818	96	210	30	17	13	1,184	96.5% ¹

¹*Violations under one percent are not included in the table.

Table 20. ADOT Roadway Impaired Driving by Severity

Impaired Driving	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Illness Or Physical Impairment	3	5	1	1	1	0	11	7.9%
Fell Asleep Fatigued	38	3	24	6	1	1	73	52.1%
Alcohol	27	7	11	1	1	1	48	34.3%
Drugs	1	1	1	0	0	0	3	2.1%
Medications	3	0	1	0	0	0	4	2.9%
Marijuana	1	0	0	0	0	0	1	0.7%
Grand Total	73	16	38	8	3	2	140	100.0%





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Conclusions



Conclusion

The crash data analysis conducted for the YMPO Safety Action Plan provides a comprehensive understanding of the YMPO's roadway safety conditions. The analysis identifies critical safety trends, crash characteristics, and contributing factors by examining five-years of crash data (2021–2025) along with the current 2026 period. The crash data indicated that there was an overall increase in crashes of approximately 4.2% over the five-years, and among them, single-vehicle, rear-end, and angle crashes are the most prevalent. Vulnerable road users, particularly pedestrians and bicyclists, are reported to be more likely to sustain serious or fatal injuries when involved in a collision.

Time of day and demographic trends were also identified. The highest crash frequencies occurred from 3:00 to 4:00 PM. Among drivers involved in crashes, those aged 18 to 23 account for the highest number of total crashes. For serious injury and fatal crashes, drivers aged 29 represent the highest percentage of fatal and serious injury crashes, at about seven percent of all fatal and serious injury crashes over the five-year period from 2021 to 2025.

The analysis also reveals that specific driver behaviors, such as speeding, are the leading contributors to crashes. Intersection, lane departure, speed-related, and nighttime crashes account for a significant share of fatal and serious injury collisions, emphasizing the need for targeted interventions for the YMPO local agencies.

