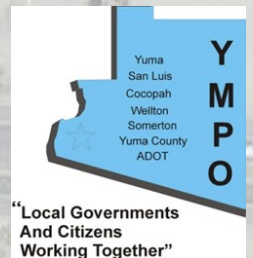
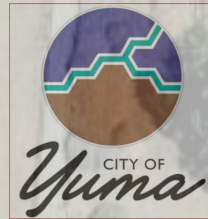


Yuma Metropolitan Planning Organization

Transportation Improvement Program



FY 2022-2026

Approved by the YMPO Executive Board July 29, 2021

N32 41 55.66

YMPO EXECUTIVE BOARD

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MARTIN PORCHAS, Board of Supervisor, Yuma County Vice Chair
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The Yuma regional cooperative, comprehensive, and continuing transportation planning program is conducted through the support of Yuma County, the cities of Yuma, Somerton, and San Luis, the town of Wellton, the Cocopah Indian Tribe, the Arizona Department of Transportation (ADOT), and the Arizona Department of Environmental Quality (ADEQ), in cooperation with the California Department of Transportation (CALTRANS) Imperial County, California and, with the U.S. Department of Transportation Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the U.S. Environmental Protection Agency (EPA).

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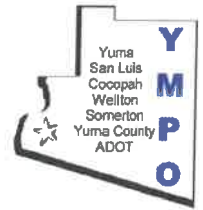
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Yuma Metropolitan Planning Organization

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Local Governments and Citizens Working Together

YUMA METROPOLITAN PLANNING ORGANIZATION RESOLUTION NO. 154

A RESOLUTION OF THE YUMA METROPOLITAN PLANNING ORGANIZATION (YMPO) EXECUTIVE BOARD, APPROVING THE FY 2022-2026 YMPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP).

WHEREAS: The Yuma Metropolitan Planning Organization (YMPO) has the responsibility for conducting the area-wide continuing, comprehensive, and cooperative transportation system planning process and shall develop a long-range transportation plan and a (short-range) transportation improvement program for the region on a current basis pursuant to Section 134 of Title 23, US Code, and the Urban Mass Transportation Act of 1970, as amended by the *Moving Ahead for Progress in the 21st Century Act* (MAP-21) and further upheld by Fixing America's Surface Transportation Act (FAST); and

WHEREAS: The YMPO's Transportation Improvement Program (TIP) is a central program management tool for structuring metropolitan transportation programs and reflects the integrated nature of the regional transportation system; and

WHEREAS: The YMPO reviews the roadway, transit, and bicycle/pedestrian improvement programs prepared by the member agencies for correlation as one regional TIP, and advises the jurisdictions concerned of any conflicts, and prepares, as a coordinated composite of local programs, a regional TIP for the Yuma region; and

WHEREAS: The YMPO's Executive Board and Technical Advisory Committee, consisting of local and State officials, are involved in a process to periodically coordinate the preparation of a regional TIP; and

WHEREAS: The joint Federal Highway Administration (FHWA) - Federal Transit Administration (FTA) Metropolitan Transportation Planning regulations, call for production of a TIP including an Annual (or Biennial) Element; and

WHEREAS: The projects in this FY 2022-2026 YMPO TIP, including its 2022 Annual Element, are consistent with the FY 2022-2045 YMPO Long-Range Transportation Plan (LRTP), and the Transportation Policy Framework of goals, objectives, and policies; and

WHEREAS: On May 26, 1994, the YMPO adopted a system of Regionally Significant Routes to assist in defining Regionally Significant Projects; and

WHEREAS: The YMPO adopted, and FHWA/FTA approved, in cooperation with the Environmental Protection Agency, the 2022 YMPO Air Quality Conformity Analysis and shows conformity with the FY 2022-2045 YMPO LRTP, the FY 2022-2026 YMPO TIP, and the State Implementation Plan; and

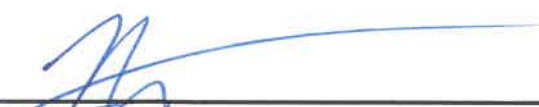
WHEREAS: The YMPO HEREBY CERTIFIES that the Metropolitan Transportation Planning Process is being carried out in conformance with all applicable requirements of 23 U.S. Code, Section 134, as amended by the *Moving Ahead for Progress in the 21st Century Act* (MAP-21) and Fixing America's Surface Transportation Act (FAST); and the 1990 Clean Air Act Amendments; and

NOW, THEREFORE, BE IT RESOLVED that the Yuma Metropolitan Planning Organization does HEREBY APPROVE the FY 2022-2026 YMPO Transportation Improvement Program with its 2022 Annual Element, composed of project input from the Cities of Yuma, San Luis, and Somerton, Yuma County, the Town of Wellton, the Cocopah Indian Tribe, and the Arizona Department of Transportation.

ADOPTED AND SIGNED


this 29th day of July, 2021:

Attest:



Matias Rosales, Chairman

Yuma Metropolitan Planning Organization



Paul D. Ward, P.E., Executive Director

Yuma Metropolitan Planning Organization

Chapter I

Introduction

GENERAL

This Transportation Improvement Program (TIP) represents the project selection document for federally funded projects. Project priorities are indicated by the year the project is programmed. For federally funded projects, the year programmed as indicated in the TIP refers to the Federal fiscal year ending September 30th.

This TIP is a multi-year, multi-agency listing of all transportation improvements for the Yuma County portion of the Yuma Metropolitan Planning Organization's (YMPO) area covering a period of five years: 2022 through 2026. Included are projects on state routes which have approved funding by the Arizona State Transportation Board, projects that are on Yuma area State Highways that are proposed for funding, projects proposed for funding under the Federal Surface Transportation Program, Bridge Program, Highway Safety Improvement Program (Safety), Tribal Projects, projects funded by the Federal Transit Administration, **projects** funded under the Highway Users Revenue Fund (HURF), Regional Significant Roadway Projects, and non-federal local projects programmed by the jurisdictions in Yuma County.

The first year's improvements comprise the Annual Element. Each of the projects proposed for implementation in this TIP are consistent with the YMPO's **2022-2045 Long-Range Transportation Plan (LRTP)**, adopted July 29, 2021. The Plan was updated in accordance with jointly issued Federal Highway Administration/Federal Transit Administration "Metropolitan Planning" regulations in order to create a fully coordinated countywide transportation improvement program, the document includes all proposed significant transportation improvements in the study area.

GEOGRAPHIC AREA

Figure 1 illustrates boundaries for the YMPO. Also shown are locations of the participating jurisdictions: the cities of Yuma, Somerton, and San Luis, the Town of Wellton, the Cocopah Indian Tribe, Yuma County, and the Winterhaven, California urbanized area. Since YMPO's boundaries extend into California, it is considered a bi-state Metropolitan Planning Organization within the ADOT Southwest District.

Figure 2 shows the proximity of northern Mexico to the YMPO area. The city of San Luis Rio Colorado, Sonora, Mexico is immediately south of Yuma County and San Luis, Arizona. The YMPO will continue cross-border transportation planning to maximize mobility, economic, and lifestyle improvements thru its continued support of the opening of the new commercial port of entry San Luis II and the rehabilitation of San Luis I in San Luis, Arizona, continued freight and rail planning.

STATUTORY REQUIREMENTS

Under federal guidelines, the TIP is a sequential, multi-year (4-5 years) program of transportation projects which is consistent with and implements the goals and objectives as described in the **2022 - 2045 Long-Range Transportation Plan**. The TIP must be

prepared in such detail as to identify projects (or groupings of projects of similar types), to assign these projects to appropriate staging periods, and to identify costs and funding sources. Further, it must be revised at least bi-annually and be endorsed by the Metropolitan Planning Organization (MPO). The purpose of the TIP is to synthesize the short-range plans and programs of all local agencies to ensure coordination, to schedule projects of area-wide significance which were recommended in the adopted **2022-2045 Long-Range Transportation Plan** and to provide a system-level overview of the proposed improvements for the entire area. Finally, the TIP is a central program management tool for structuring metropolitan transportation programs that reflects the integrated nature of the regional transportation system.

The TIP must be approved by the YMPO Executive Board and the Governor of Arizona. Following such approvals, the TIP shall be included in the Statewide Transportation Improvement Program (STIP) prepared by the Arizona Department of Transportation. However, portions of the YMPO area lie in a PM₁₀ Nonattainment area, and before the Governor can approve the TIP, the Federal Highway Administration and Federal Transit Administration must make a conformity finding between the Plan, TIP, and Yuma PM₁₀ State Implementation Plan. The YMPO's Conformity Report covering the 2022-2026 TIP and the SIP will be jointly approved by the Federal Highway Administration and Federal Transit Administration once EPA, ADOT, FHWA, FTA, and YMPO approve the Air Conformity Analysis..

The YMPO's Transportation Improvement Program is a product of the regional transportation planning process, which is carried on cooperatively by the YMPO and its member agencies, including ADOT and local governments. Working together, these agencies plan and sponsor projects which carry out the policies and recommendations of the regional plan. Figure 3 illustrates the process of development of the YMPO's **2022-2045 Long-Range Transportation Plan** from which is developed the regional **Transportation Improvement Program** and its Annual Element.

PUBLIC INVOLVMENT

Federal legislation requires a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and is supportive of early and continuing involvement of the public in all aspects of the transportation planning process. Public involvement for the development of the Transportation Improvement Program and any amendments will be directed by and comply with the **YMPO Public Participation Plan** (July 2021) adopted by the YMPO Executive Board.

The YMPO makes an effort to secure a public involvement process that will be targeted to stakeholders, who are individuals or entities that could be significantly affected by the Transportation Improvement Program. The YMPO's public involvement process provides public a comment period on all planning plans and programs to be used in the transportation planning process. The procedures will inform the public about how, when, and where they may participate. The public participation plan contains the following elements:

1. **Involvement Opportunities** - Provides opportunities for the public to be involved in all phases of the planning process.
2. **Communication** - Establish mechanisms for maintaining communications between the public and local officials such as processes like mailings, legal ads, displays, and newsletters.
3. **Information** - Assure that technical information is available and in simplified, understandable form.
4. **Response to Public Input** - A description of the methods used to respond to comments from the public.
5. **Advisory Committees** - The use of the committees and the means of providing a cross-section of affected citizens on the advisory committees.

LOCATIONS OF THE PUBLIC NOTIFICATION PROCESS

YMPO displays public involvement for comments at the YMPO, 230 W. Morrison St., Yuma, AZ 85364, YMPO Website, <https://ympo.org>, Yuma County Main Library, 2951 S. 21st Dr., Yuma, AZ 85364.

PUBLIC CRITERIA FOR INCLUSION OF A PROJECT IN THE TIP

The intent of this TIP is to include all transportation projects being implemented in Yuma MPO region, regardless of funding source, so that officials and citizens can review all major planned/proposed transportation improvements for the coming year in one document. In addition, each jurisdiction has on-going maintenance programs that may be included for possible local funding.

The requirements of Title VI dealing with impacts on minorities have been met in the preparation of the Transportation Improvement Program, as Yuma County demographic data was used to analyze the impacts of projects on minorities. In addition, extra efforts have been made to include minorities in the public input process.

The TIP includes in Figure 4 “Regionally Significant Routes”, defined in the Federal Register, October 28, 1993, as “one that serves regional transportation needs...and would normally be included in the modeling of the metropolitan area’s transportation network, including, as a minimum, all principal arterial highways.

Figure 1

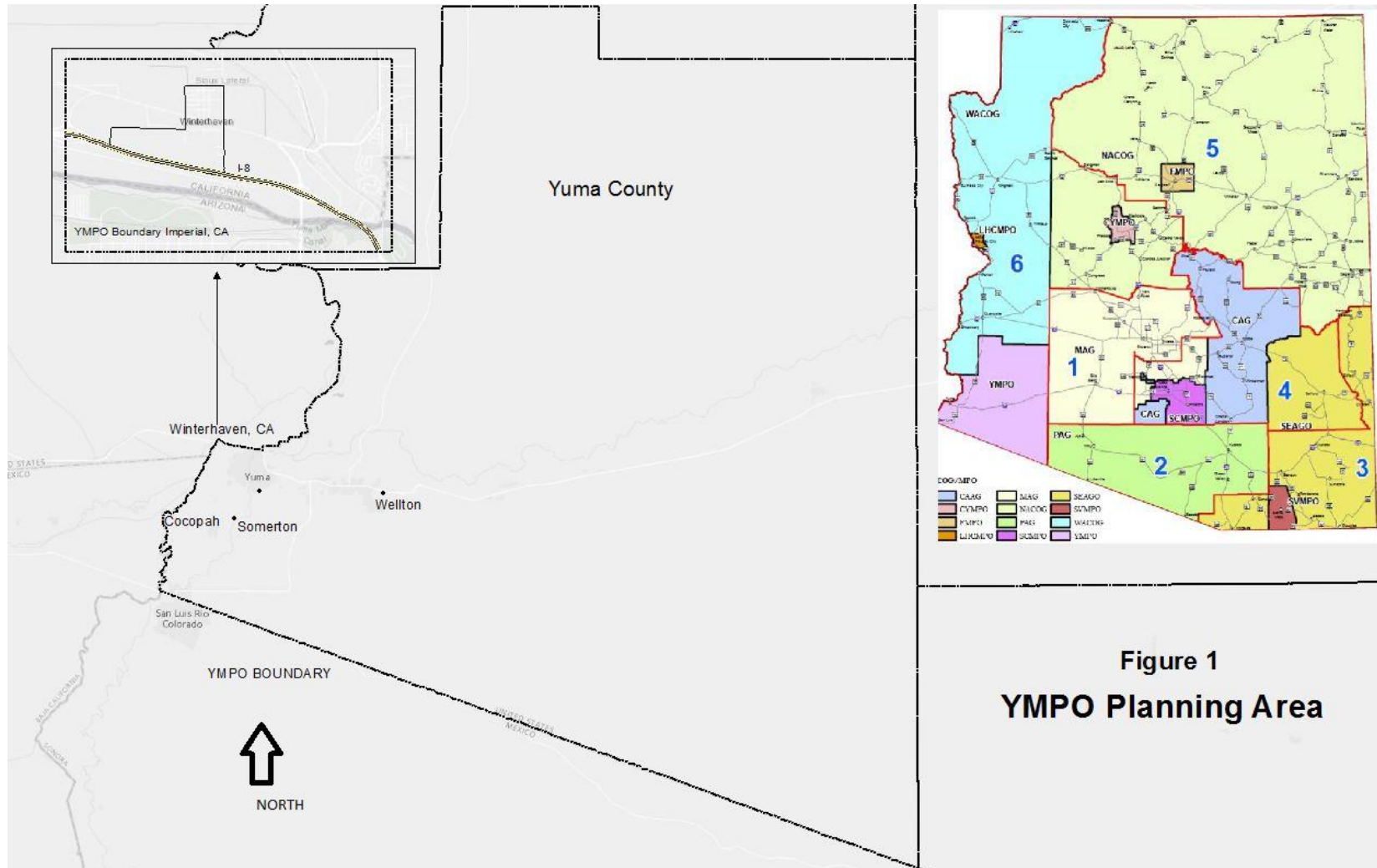


FIGURE 2

Southwest Border Major Roads

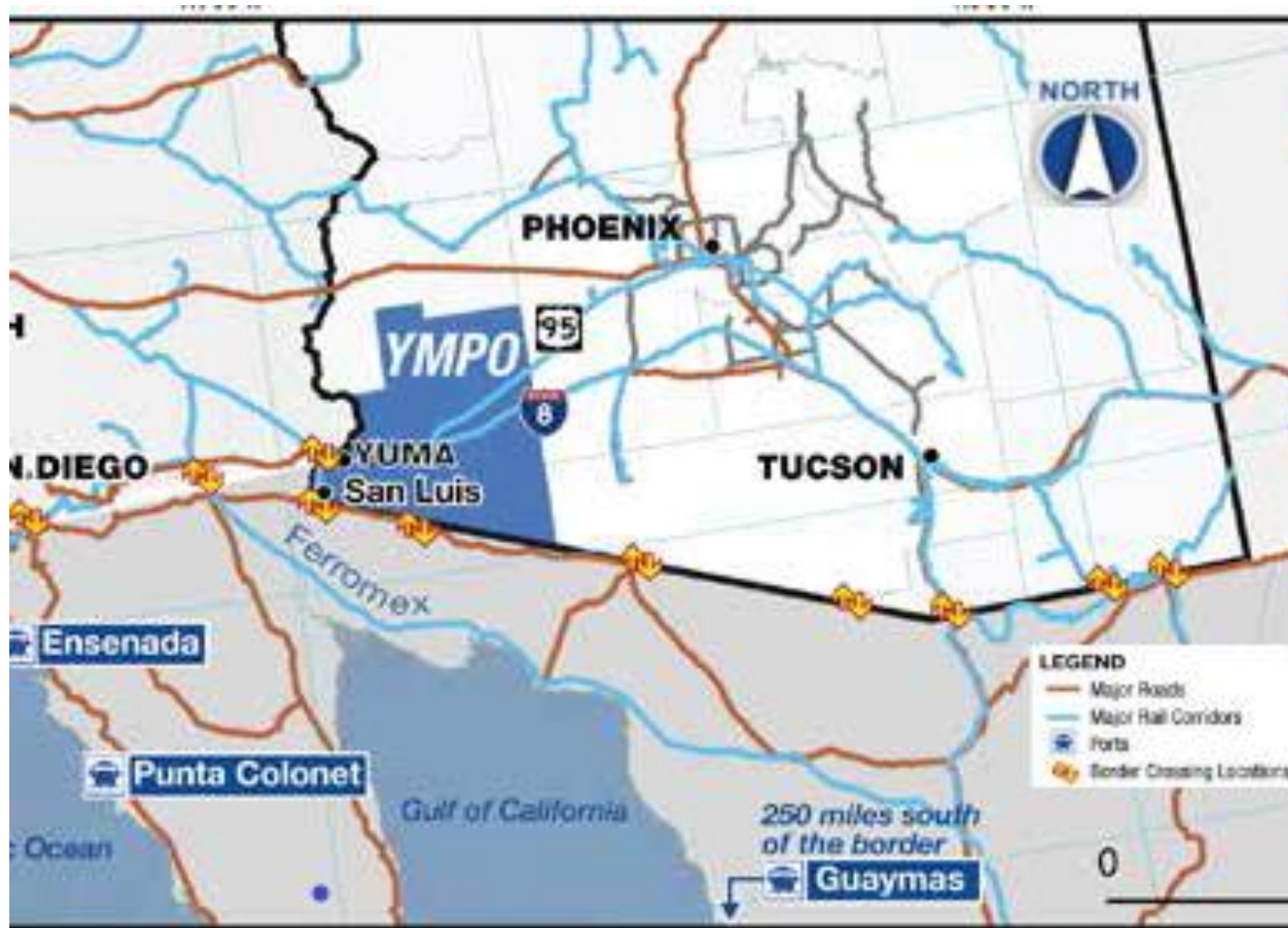
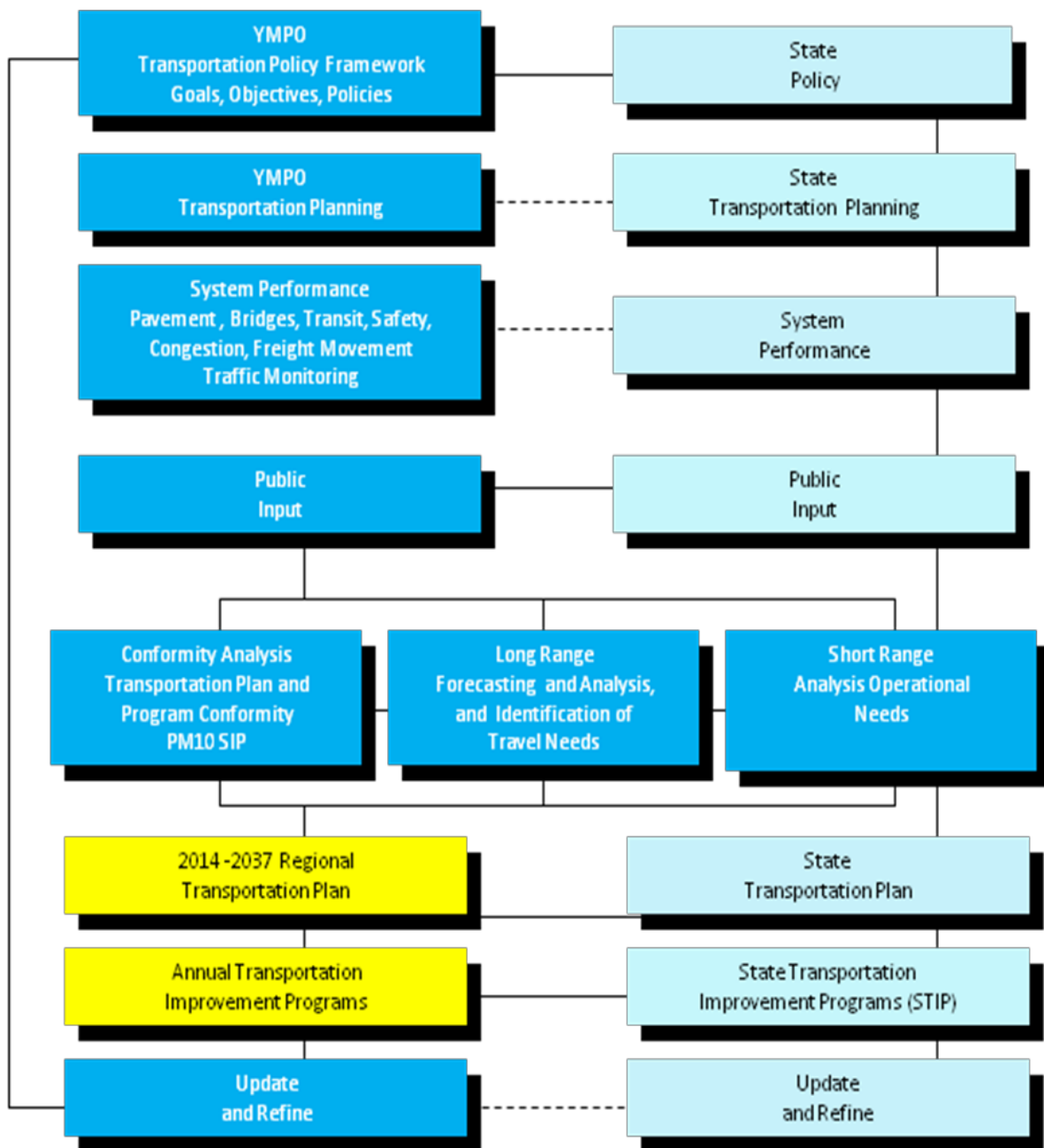
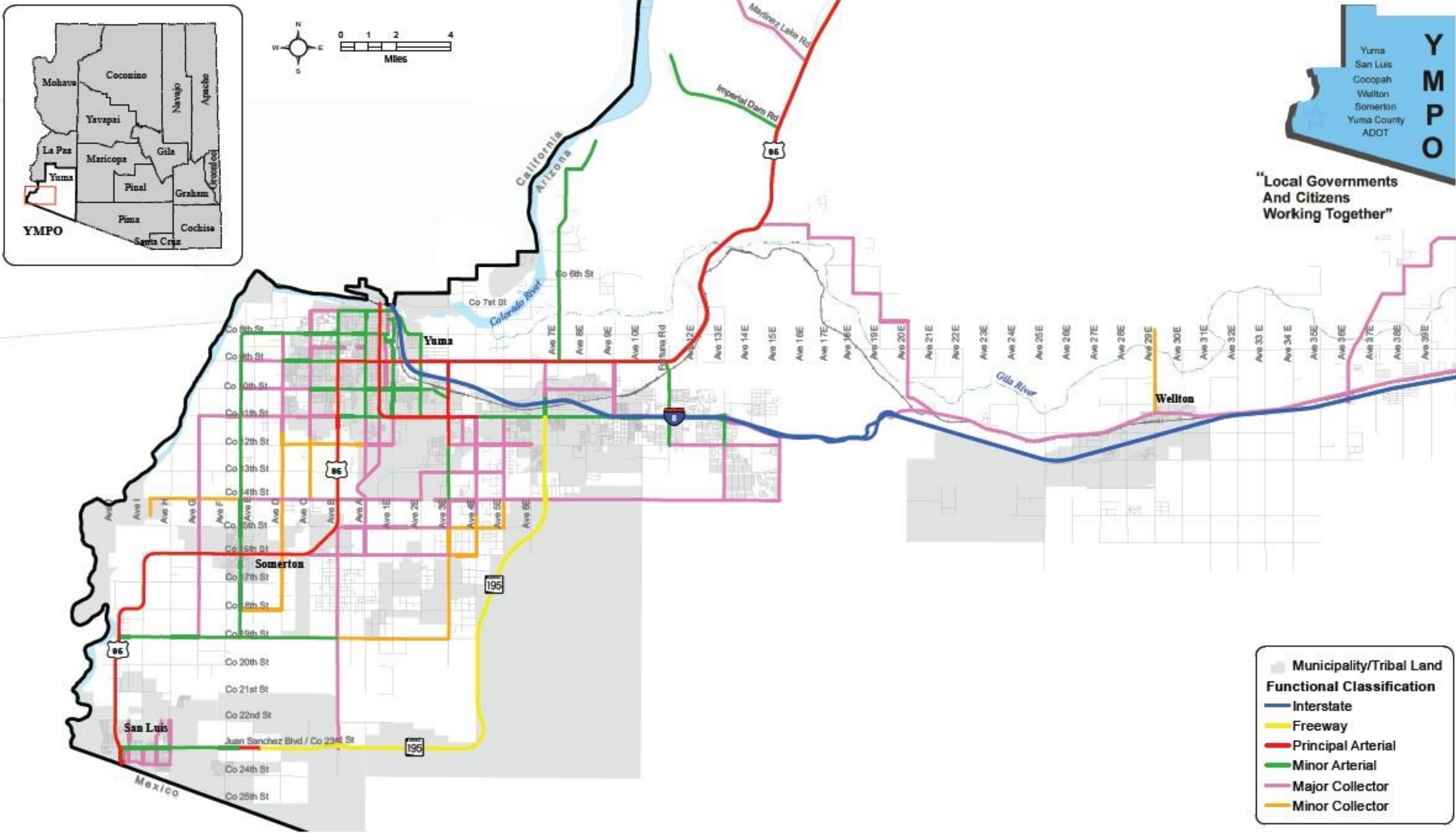


Figure 3
YMPO Transportation Planning and Air Quality Conformity Process



Note: YMPO Transportation Planning Process coordinates with the State Transportation Planning Process

Figure 4
Regionally Significant Routes in the Yuma
Area Per 2022-2045 RTP



Chapter II

ADOT Projects

SOUTHWEST DISTRICT

ARIZONA DEPRATMENT OF TRANSPORTATION FY 2022-2026

TIP No.	FY	Agency	Project Name/Location	Project Description	Fed Aid	Federal \$	HURF	Local \$	Total \$
DOT 22-00	2022	ADOT	I-8: MP 0.1 to MP 33	Rehab Bridge Decks	NHPP	\$4,245,300	\$0	\$254,700	\$4,500,000
DOT 22-02	2022	ADOT	US-95: MP 33.7 to MP 44.3	Rehab Pavement	NHPP	\$2,351,418	\$0	\$142,132	\$2,493,550
				FY 2022 TOTAL		\$6,596,718	\$0	\$396,832	\$6,993,550
TIP No.	FY	Agency	Project Name/Location	Project Description	Fed Aid	Federal \$	HURF	Local \$	Total \$
DOT 23-02	2023	ADOT	I-8: MP 71 to 82	Pavement Rehabilitation	NHPP	\$19,811,400	\$0	\$1,188,600	\$21,000,000
	2023	ADOT	US 95: MP 44.3 to 54	Pavement Rehabilitation		\$7,779,750	\$0	\$470,250	\$8,250,000
				FY 2023 TOTAL		\$27,591,150	\$0	\$1,658,850	\$29,250,000
				5-YEAR TOTAL		\$34,187,868	\$0	\$2,055,682	\$36,243,550

Chapter III

Local Projects

Member Projects are listed as follows:

- **City of Yuma**
- **Yuma County**
- **City of San Luis**
- **Town of Wellton**
- **City of Somerton** – Note the City of Somerton did not program a project
- **Cocopah Indian Tribe** – Note the Cocopah Indian Tribe did not program a project

City of Yuma

TIP No.	FY	Agency	Project Name/Location	Project Description	Fed Aid	Federal \$	HURF	Local \$	Total \$
YU-23-07D	2023	Yuma	Various Citywide Locations	Design Ped Hybrid Beacon	HSIP	\$273,000	\$0	\$0	\$273,000
YU 23-07	2023	Yuma	Various Citywide Locations	Construct 5 Ped Hybrid Beacons	HSIP	\$1,742,344	\$0	\$0	\$1,742,344
YU 23-08	2023	Yuma	3 Citywide Turn Signal Locations	Install Flashing Yellow Arrow Signals	HSIP	\$162,750	\$0	\$0	\$162,750
YU 23-09	2023	Yuma	5 Citywide Locations	Upgrade Striping to 6 inches wide	HSIP	\$136,500	\$0	\$0	\$136,500
YU 23-10D	2023	Yuma	16th St: Maple Ave to 3rd Ave	Design Roadway from 4 to 6 Lanes	STBG	\$943,000	\$0	\$0	\$943,000
YU 23-10D	2023	Yuma	16th St: Maple Ave to 3rd Ave	Design Roadway from 4 to 6 Lanes	HURFX	-\$943,000	\$848,700	\$1,357,000	\$1,262,700
					Total	\$2,314,594	\$848,700	\$1,357,000	\$4,520,294
TIP No.	FY	Agency	Project Name/Location	Project Description	Fed Aid	Federal \$	HURF	Local \$	Total \$
YU 23-08	2024	Yuma	3 Locations Citywide	Install Flashing Yellow Arrow Signals	HSIP	\$330,750	\$0	\$0	\$330,750
YU 23-09	2024	Yuma	5 Citywide Streets	Upgrade Striping to 6" on 5 streets	HSIP	\$568,890	\$0	\$0	\$568,890
YU 23-10C	2024	Yuma	16th Street Corridor	Construct Maple Ave to 3rd Avenue	STBG	\$2,000,000	\$0	\$0	\$2,000,000
YU 23-10C	2024	Yuma	16th Street Corridor	Construct Maple Ave to 3rd Avenue	HURFX	-\$2,000,000	\$1,800,000	\$1,500,000	\$1,300,000
					Total	\$899,640	\$1,800,000	\$1,500,000	\$4,199,640

Yuma County

TIP No.	FY	Agency	Project Name/Location	Project Description	Fed Aid	Federal \$	HURF	Local \$	Total \$
YC 20-01C	2022	Yuma Co.	Ave B: 24th St to 32nd St	Construct Mill and Overlay	STBG	\$900,000	\$0		\$900,000
YC 20-01C	2022	Yuma Co.	Ave B: 24th St to 32nd St	Construct Mill and Overlay	HURFX	-\$900,000	\$810,000	\$334,592	\$244,592
YC BR-03	2022	Yuma Co.	Ave 28E @ Co. 9th Street (Salinity Canal Bridge)	Replace Bridge Structure #7639	OSB	\$717,100	\$0	\$143,900	\$861,000
					Total	\$717,100	\$810,000	\$478,492	\$2,005,592
TIP No.	FY	Agency	Project Name/Location	Project Description	Fed Aid	Federal \$	HURF	Local \$	Total \$
YC 23-02D	2023	Yuma Co.	Co. 19th and Ave G	Design CL Rumble Strips	HSIP	\$189,000	\$0	\$0	\$189,000
YC 23-02C	2023	Yuma Co.	Co. 19th and Ave G	Construct CL Rumble Strips	HSIP	\$267,500	\$0	\$0	\$267,500
YC 23-05D	2023	Yuma Co.	19 Countywide Roadway Segments	Design Striping Upgrade	HSIP	\$136,500	\$0	\$0	\$136,500
YC 23-05C	2023	Yuma Co.	19 Countywide Roadway Segments	Construct Striping Upgrade	HSIP	\$1,700,449	\$0	\$0	\$1,700,449
YC 12-09	2023	Yuma Co.	Ave E Extension: Co. 23rd to Co. 19th	Local Funds for ROW Acquisition	Local	\$0	\$0	\$275,000	\$275,000
YC 23-04	2023	Yuma Co.	Co. 14th at Ave 4E	Traffic Signal - N/S Turn lane	HSIP	\$207,931	\$0	\$12,569	\$220,500
YC 23-03	2023	Yuma Co.	Co. 11th at Ave G	Curve Flattening	HSIP	\$306,947	\$0	\$18,553	\$325,500
						\$2,808,327	\$0	\$306,122	\$3,114,449
TIP No.	FY	Agency	Project Name/Location	Project Description	Fed Aid	Federal \$	HURF	Local \$	Total \$
YC 24-03	2024	Yuma Co.	Co. 11th and Ave G	Flatten Curve	HSIP	\$1,492,578	\$0	\$90,061	\$1,582,639
YC 24-04	2024	Yuma Co.	Co. 14th at Ave 4E	Traffic Signal - N/S Turn lane	HSIP	\$1,359,146	\$0	\$58,354	\$1,417,500
YC 24-11D	2024	Yuma Co.	Design Ave 3E Bridge Replacement	Ave 3E "A" Canal	Local	\$0	\$0	\$150,000	\$150,000
						\$2,851,724	\$0	\$298,415	\$3,150,139
TIP No.	FY	Agency	Project Name/Location	Project Description	Fed Aid	Federal \$	HURF	Local \$	Total \$

Yuma County

YC 24-11C	2025	Yuma Co.	Replace Ave 3E Bridge over A Canal	Ave 3E "A" Canal	STBG	\$1,000,218	\$0		\$1,000,218
YC 24-11C	2025	Yuma Co.	Replace Ave 3E Bridge over A Canal	Ave 3E "A" Canal	HURFX	-\$1,000,218	\$900,196	\$181,254	\$81,232
						\$0	\$900,196	181254	\$1,081,450

City of San Luis

TIP No.	FY	Agency	Project Name/Location	Project Description	Fed Aid	Federal \$	HURF	Local \$	Total \$
SL 12-10C	2022	San Luis	Juan Sanchez Blvd: US-95 to Ave E 1/2	Construct Intersection Improvements	Local	\$0	\$0	\$400,000	\$400,000
SL 22-01C	2022	San Luis	Co. 24th Ext: Ave F to Ave H	Construct New Road	STBG	\$1,345,760	\$0		\$1,345,760
SL 22-01C	2022	San Luis	Co. 24th Ext: Ave F to Ave H	Construct New Road	HURFX	-\$1,345,760	\$1,211,184	\$684,052	\$549,476
					Total	\$0	\$1,211,184	\$1,084,052	\$2,295,236
TIP No.	FY	Agency	Project Name/Location	Project Description	Fed Aid	Federal \$	HURF	Local \$	Total \$
SL- 23-06	2023	San Luis	10th Ave at Los Alamos	Flatten Curve	HSIP	\$306,947	\$0	\$18,554	\$325,501
					Total	\$306,947	\$0	\$18,554	\$325,501
TIP No.	FY	Agency	Project Name/Location	Project Description	Fed Aid	Federal \$	HURF	Local \$	Total \$
SL 23-06	2024	San Luis	10th Ave at Los Alamos	Flatten Curve	HSIP	\$1,313,113	\$0	\$79,372	\$1,392,485
					Total	\$1,313,113	\$0	\$79,372	\$1,392,485

Town of Wellton

TIP No.	FY	Agency	Project Name/Location	Project Description	Length(mi)	Fed Aid	Federal \$	HURF	Local \$	Total \$
WE 25-02D	2025	Wellton	Williams St: Oakland Ave to Los Angeles Ave	Design Roadway Reconstruction	0.2	LOCAL	\$0	\$0	\$84,916	\$84,916
							\$0	\$0	\$84,916	\$84,916
TIP No.	FY	Agency	Project Name/Location	Project Description	Length(mi)	Fed Aid	Federal \$	HURF	Local \$	Total \$
WE 25-02C	2026	Wellton	Williams St: Oakland Ave to Los Angeles Ave	Reconstruct Roadway	0.2	STBG	\$561,169	\$0	\$0	\$561,169
WE 25-02C	2026	Wellton	Williams St: Oakland Ave to Los Angeles Ave	Reconstruct Roadway	0.2	HURFX	-\$561,169	\$505,052	\$42,948	-\$13,169
							\$0	\$505,052	\$42,948	\$548,000

Yuma Metropolitan Planning Orranization

Transportation Improvement Program

FY 2022-2026

TIP No.	FY	Agency	Project Name/Location	Project Description	Length(mi)	Fed Aid	Federal \$	HURF	Local \$	Total \$
DOT 22-00	2022	ADOT	I-8: MP 0.1 to MP 33	Rehab Bridge Decks	31	NHPP	\$4,245,300	\$0	\$254,700	\$4,500,000
DOT 22-02	2022	ADOT	US-95: MP 33.7 to MP 44.3	Rehab Pavement	10	NHPP	\$2,351,418	\$0	\$142,132	\$2,493,550
SL 22-01C	2022	San Luis	Co. 24th Ext: Ave F to Ave H	Construct New Road	10.6	STBG	\$1,345,760	\$0	\$0	\$1,345,760
SL 22-01C	2022	San Luis	Co. 24th Ext: Ave F to Ave H	Construct New Road	1.7	HURFX	-\$1,345,760	\$1,211,184	\$684,052	\$549,476
SL 12-10C	2022	San Luis	Juan Sanchez Blvd: US-95 to Ave E 1/2	Construct Intersection Improvements	0	Local	\$0	\$0	\$400,000	\$400,000
YMPO-22-1	2022	YMPO	LTAP	Technical Assistance Program	0	Local	\$0	\$0	\$5,000	\$5,000
YC 20-01C	2022	Yuma Co.	Ave B: 24th St to 32nd St	Construct Mill and Overlay	1	STBG	\$900,000	\$0	\$0	\$900,000
YC 20-01C	2022	Yuma Co.	Ave B: 24th St to 32nd St	Construct Mill and Overlay	1	HURFX	-\$900,000	\$810,000	\$334,592	\$244,592
YC BR-03	2022	Yuma Co.	Ave 28E @ Co. 9th Street (Salinity Canal Bridge)	Replace Bridge Structure #7639	0	OSB	\$717,100	\$0	\$143,900	\$861,000
	2022	Totals					\$7,313,818	\$2,021,184	\$1,964,376	\$11,299,378
DOT 23-02	2023	ADOT	I-8: MP 71 to 82	Pavement Rehabilitation	11	NHPP	\$19,811,400	\$0	\$1,188,600	\$21,000,000
DOT-23-03	2023	ADOT	US 95: MP 44.3 to 54	Pavement Rehabilitation	9.7	NHPP	\$7,779,750	\$0	\$470,250	\$8,250,000
SL-23-06	2023	San Luis	10th Ave at Los Alamos	Flatten Curve	0.1	HSIP	\$306,947	\$0	\$18,554	\$325,501
YU 23-07	2023	Yuma	Various Citywide Locations	Design Ped Hybrid Beacon		HSIP	\$273,000	\$0	\$0	\$273,000
YU 23-07	2023	Yuma	Various Citywide Locations	Construct 5 Ped Hybrid Beacons		HSIP	\$1,742,344	\$0	\$0	\$1,742,344
YU 23-08	2023	Yuma	3 Citywide Turn Signal Locations	Install Flashing Yellow Arrow Signals		HSIP	\$162,750	\$0	\$0	\$162,750
YU 23-09	2023	Yuma	5 Citywide Locations	Upgrade Striping to 6 inches wide		HSIP	\$136,500	\$0	\$0	\$136,500
MPO 23-1	2023	Yuma	LTAP	Technical Assistance Program		Local	\$0	\$0	\$5,000	\$5,000
YU 23-10D	2023	Yuma	16th St: Maple Ave to 3rd Ave	Right of Way Roadway from 4 to 6 Lan	0.25	STBG	\$943,000	\$0		\$943,000
YU 23-10D	2023	Yuma	16th St: Maple Ave to 3rd Ave	Right of Way Roadway from 4 to 6 Lan	0.25	HURFX	-\$943,000	\$848,700	\$1,357,000	\$1,262,700
YC 23-02D	2023	Yuma Co.	Co. 19th and Ave G	Design CL Rumble Strips		HSIP	\$189,000	\$0	\$0	\$189,000
YC 23-02C	2023	Yuma Co.	Co. 19th and Ave G	Construct CL Rumble Strips		HSIP	\$267,500	\$0	\$0	\$267,500
YC 23-05D	2023	Yuma Co.	19 Countywide Roadway Segments	Design Striping Upgrade		HSIP	\$136,500	\$0	\$0	\$136,500
YC 23-05C	2023	Yuma Co.	19 Countywide Roadway Segments	Construct Striping Upgrade		HSIP	\$1,700,449	\$0	\$0	\$1,700,449
YC 12-09	2023	Yuma Co.	Ave E Extension: Co. 23rd to Co. 19th	Local Funds for ROW Acquisition	6.5	Local	\$0	\$0	\$275,000	\$275,000
YC 23-04	2023	Yuma Co.	Co. 14th at Ave 4E	Traffic Signal - N/S Turn lane		HSIP	\$207,931	\$0	\$12,569	\$220,500
YC 23-03	2023	Yuma Co.	Co. 11th at Ave G	Curve Flattening		HSIP	\$306,947	\$0	\$18,553	\$325,500
	2023	Totals					\$33,021,018	\$0	\$3,345,526	\$37,215,244
SL 23-06	2024	San Luis	10th Ave at Los Alamos	Flatten Curve	0.1	HSIP	\$1,313,113	\$0	\$79,372	\$1,392,485
MPO 24-01	2024	YMPO	LTAP	Technical Assistance Program		Local	\$0	\$0	\$5,000	\$5,000
YU 23-08	2024	Yuma	3 Locations Citywide	Install Flashing Yellow Arrow Signals		HSIP	\$330,750	\$0	\$0	\$330,750

Yuma Metropolitan Planning Orranization

Transportation Improvement Program

FY 2022-2026

YU 23-09	2024	Yuma	5 Citywide Streets	Upgrade Striping to 6" on 5 streets		HSIP	\$568,890	\$0	\$0	\$568,890
YU 23-10C	2024	Yuma	16th Street Corridor	Construct Maple Ave to 3rd Avenue	0.25	STBG	\$2,000,000	\$0	\$0	\$2,000,000
YU 23-10C	2024	Yuma	16th Street Corridor	Construct Maple Ave to 3rd Avenue	0.25	HURFX	-\$2,000,000	\$1,800,000	\$1,500,000	\$1,300,000
YC 24-03	2024	Yuma Co.	Co. 11th and Ave G	Flatten Curve		HSIP	\$1,492,578	\$0	\$90,061	\$1,582,639
YC 24-04	2024	Yuma Co.	Co. 14th at Ave 4E	Traffic Signal - N/S Turn lane	0.1	HSIP	\$1,359,146	\$0	\$58,354	\$1,417,500
YC 24-11D	2024	Yuma Co.	Design Ave 3E Bridge Replacement	Ave 3E "A" Canal		Local	\$0	\$0	\$150,000	\$150,000
	2024	Totals					\$5,064,477	\$0	\$1,882,787	\$6,947,264
WE 25-02D	2025	Wellton	Williams St: Oakland Ave to Los Angeles Ave	Design Roadway Reconstruction	0.2	LOCAL	\$0	\$0	\$84,916	\$84,916
MPO 25-1	2025	YMPO	LTAP	Technical Assistance Program		Local	\$0	\$0	\$5,000	\$5,000
YC 24-11C	2025	Yuma Co.	Replace Ave 3E Bridge over A Canal	Ave 3E "A" Canal		STBG	\$1,000,218	\$0	\$0	\$1,000,218
YC 24-11C	2025	Yuma Co.	Replace Ave 3E Bridge over A Canal	Ave 3E "A" Canal		HURFX	-\$1,000,218	\$900,196	\$181,254	\$81,232
	2025	Totals					\$0	\$900,196	\$271,170	\$1,171,366
WE 25-02C	2026	Wellton	Williams St: Oakland Ave to Los Angeles Ave	Reconstruct Roadway	0.2	STBG	\$561,169	\$0	\$0	\$561,169
WE 25-02C	2026	Wellton	Williams St: Oakland Ave to Los Angeles Ave	Reconstruct Roadway	0.2	HURFX	-\$561,169	\$505,052	\$42,948	-\$13,169
MPO 26-1	2026	YMPO	LTAP	Technical Assistance Program		Local	\$0	\$0	\$5,000	\$5,000
	2026	Totals					\$0	\$505,052	\$47,948	\$553,000

TIP No.	FY	Agency	Project Name/Location	Project Description	Length(mi)	Fed Aid	Federal \$	HURF	Local \$	Total \$
COY-20-02	2021	Yuma	Various Signalized Intersections - Signal Light Rehab	Various Locations					\$260,089	\$260,089
101569	2021	ADOT	US 95 & Dome Valley Road	Intersection Improvement					\$400,000	\$400,000
102079	2021	ADOT	US 95, Rifle Range Rd to Wellton-Mohwak	Roadway Widening & Reconstruction	3	STBG	\$660,100		\$1,789,900	\$2,450,000
101439	2021	ADOT	US 95, Avenue 9E to Rifle Range Rd	Roadway Widening & Reconstruction	3.4				\$18,955,000	\$18,955,000
101195	2021	ADOT	Yuma Region Wrong Way Signs	Various Locations		HSIP	\$752,514		\$45,486	\$798,000
YMPO-21-1	2021	YMPO	LTAP	Training		Local			\$5,000	\$5,000
YC-20-01	2021	Yuma County	Ave B Mill and Fill	Ave B: 24th St to 32nd Street	1				\$135,000	\$135,000
YC-BR-03	2021	Yuma County	Ave 28 E @ County 9th Street (Salinity Canal Bridge)	Bridge Replacement Structure #7639		Off System Bridge	\$282,900		\$17,100	\$300,000
SAN-12-RW	2021	San Luis	Juan Sanchez Blvd: US-95 to Ave E 1/2	US 95 east to SR 195	4.89	CBI	\$432,244		\$26,127	\$458,371
SAN-12-08	2021	San Luis	Juan Sanchez Blvd: US-95 to Ave E 1/2	4th Avenue Intersection Improvement,	0.5				\$900,000	\$900,000
SAN-12-09	2021	Saan Luis	Juan Sanchez Blvd: US-95 to Ave E 1/2	10th Avenue Intersection Improvement	0.5				\$500,000	\$500,000
							\$2,127,758		\$23,033,702	\$25,161,460

Operations and Maintenance

	FY 2022	Fy 2023	FY 2024	FY 2025	FY 2026
Yuma	\$7,518,671	\$7,669,044	\$7,822,425	\$7,978,874	\$8,138,451
Yuma County	\$6,730,217	\$6,561,324	\$6,758,163	\$6,960,908	\$7,169,735
San Luis	\$822,000	\$822,000	\$822,000	\$822,000	\$822,000
Somerton	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000
Wellton	\$54,256	\$54,256	\$54,256	\$54,256	\$54,256
Cocopah	\$120,000				

YMPO Transit Projects for FY 2022 - 2026

Yuma Metropolitan Planning Organization
FY 2022-2026
Transit Program

ID #	SPONSOR	PRIORITY	PROJECT	TYPE WORK	FED AID	APPORTIONMENT	FED	LOCAL	TOTAL	FED ALI
FEDERAL FISCAL YEAR 2022 (10/01/2021 - 9/30/2022)										
YMPO-22-01	YCIPTA	1	YCIPTA Maintenance Facility Lease	Capital	5307	CARES	\$22,644	\$5,661	\$28,305	11.46.03
YMPO-22-02	YCIPTA	1	YCIPTA Transit Operations	Operations	5307	CARES/ARP	\$1,643,810	\$0	\$1,643,810	30.09.01
YMPO-22-03	YCIPTA	1	YCIPTA Preventative Maintenance	Capital	5307	CARES	\$801,971	\$0	\$801,971	11.7A.00
YMPO-22-04	YCIPTA	1	YCIPTA Employee Training	Capital	5307	CARES	\$4,870	\$0	\$4,870	11.7D.02
YMPO-22-05	YCIPTA	1	YCIPTA ADA Operations	Capital	5307	CARES	\$110,456	\$0	\$110,456	11.7C.00
YMPO-22-06	ADOT	1	YCIPTA Rural Administration	Administration	5311	FFY 2021/22	\$300,000	\$75,000	\$375,000	30.09.01
YMPO-22-07	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FFY 2021/22	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-22-08	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	ARP	\$127,956	\$0	\$127,956	30.09.01
YMPO-22-09	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	CARES	\$824,311	\$0	\$824,311	30.09.01
YMPO-22-10	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FFY 2021/22	\$936,000	\$677,793	\$1,613,793	30.09.01
YMPO-22-11	ADOT	1	YCIPTA Rural Maintenance and Capital	Capital	5311	FFY 2021/22	\$286,661	\$71,665	\$358,326	30.09.01
YMPO-22-13	YCIPTA	1	YCIPTA Vehicle/Capital	Capital	STBG	FFY 18/19/20	\$462,977	\$27,985	\$490,962	
YMPO-22-14	YCIPTA	2	YCIPTA Multimodal Transportation Center	Capital	5307	FFY 2015/16	\$1,841,344	\$460,336	\$2,301,680	11.3A.03
YMPO-22-15	YCIPTA	1	YCIPTA Vehicle Purchase	Capital	5307	CARES	\$4,000,000	\$0	\$4,000,000	11.12.00
YMPO-22-19	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FFY 2021/22	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-22-20	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FFY 2021/22	\$774,000	\$700,138	\$1,474,138	30.09.01
YMPO-22-21	ADOT	1	YCIPTA Rural Maintenance and Capital	Capital	5311	FFY 2021/22	\$238,661	\$89,665	\$328,326	30.09.01
YMPO-22-22	ADOT	1	YCIPTA Rural Operations	Operating	5311	FFY 21	\$81,000	\$58,655	\$139,655	30.09.01
YMPO-22-23	ADOT	1	YCIPTA Rural Maintenance and Capital	Preventative Maintenance	5311	FFY 21	\$24,000	\$6,000	\$30,000	30.09.01
YMPO-22-24	ADOT	1	YCIPTA Vehicle Purchase	Labelment: Bus<3	5311	FFY 21	\$131,100	\$14,600	\$146,000	30.09.01
YMPO-22-26	ADOT		NAU Board of Regents -Door through door Year 1	Operating	5310	FFY 2021	\$11,632	\$11,632	\$23,264	
YMPO-22-27	ADOT		NAU Board of Regents Operating American Rescue Plan	Operating	5310/ARPA	FFY 2021	\$6,368	\$0	\$6,368	
YMPO-22-28	ADOT		Helping Ourselves Pursue Enrichment Operating American Rescue Plan	Operating	5310/ARPA	FFY 2021	\$5,307	\$0	\$5,307	
YMPO-22-29	ADOT		Helping Ourselves Pursue Enrichment YMPO Operating 2021-2022	Operating	5310	FFY 2021/2022	\$9,693	\$9,693	\$19,386	
YMPO-22-30	ADOT		Helping Ourselves Pursue Enrichment YMPO Prevent Maint 2021-2022	Capital	5310	FFY 2021/2022	\$5,360	\$1,340	\$6,700	
YMPO-22-31	ADOT		NAZCARE, Inc. - Maxivan No Lift 12 Pass VIN 4943	Vehicle Capital	5310	FFY 2021	\$32,634	\$8,974	\$41,608	
YMPO-22-32	ADOT		Saguaro Foundation Program-Beyond ADA Paratransit Operating Year 1	Operating	5310	FFY 2021	\$71,084	\$71,084	\$142,168	
YMPO-22-33	ADOT		Saguaro Foundation Programs - Other mobility Management year 1	Other MM	5310	FFY 2021	\$28,000	\$5,000	\$33,000	
YMPO-22-34	ADOT		Saguaro Foundation Programs - Operating American Rescue Plan	Operating	5310/ARPA	FFY 2021	\$38,916	\$0	\$38,916	
YMPO-22-35	ADOT		Yuma Metropolitan Planning Organization-Mobility Manager Year 2	Regular MM	5310	FFY 2021	\$50,000	\$12,500	\$62,500	
YMPO-22-36	YCIPTA		YCIPTA Mobility Management - Travel Training	Mobility Management	5310	FFY 2021/22	\$20,000	\$5,000	\$25,000	11.7L.00
FY Total							\$13,796,636	\$2,974,497	\$16,771,133	

ID #	SPONSOR	PRIORITY	PROJECT	TYPE WORK	FED AID	APPORTIONMENT	FED	LOCAL	TOTAL	FED ALI
FEDERAL FISCAL YEAR 2023										
YMPO-23	YCIPTA	1	YCIPTA Planning	Capital	5307	FFY 2021	\$91,653	\$22,913	\$114,566	44.24.00
YMPO-23	YCIPTA	1	YCIPTA Maintenance Facility Lease	Capital	5307	FFY 2021	\$23,419	\$5,855	\$29,274	11.46.03
YMPO-23	YCIPTA	1	YCIPTA Transit Operations	Operations	5307	FFY 2021	\$782,767	\$782,767	\$1,565,534	30.09.01
YMPO-23	YCIPTA	1	YCIPTA Preventative Maintenance	Capital	5307	FFY 2021	\$611,026	\$152,756	\$763,782	11.7A.00
YMPO-23	YCIPTA	1	YCIPTA Employee Training	Capital	5307	FFY 2021	\$3,896	\$974	\$4,870	11.7D.02
YMPO-23	YCIPTA	1	YCIPTA ADA Operations	Capital	5307	FFY 2021	\$80,149	\$20,037	\$100,186	11.7C.00
YMPO-23	YCIPTA	1	YCIPTA 3rd Party Contractual	Capital	5307	FFY 2021	\$127,964	\$31,991	\$159,955	11.7D.11
YMPO-23	ADOT	1	YCIPTA Rural Administration	Administration	5311	FFY 2021/22	\$368,890	\$92,222	\$461,112	30.09.01
YMPO-23	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FFY 2021/22	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-23	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FFY 2021/22	\$374,878	\$271,464	\$646,342	30.09.01
YMPO-23	ADOT	1	YCIPTA Rural Maintenance and Capital	Capital	5311	FFY 2021/22	\$138,915	\$34,729	\$173,644	30.09.01
YMPO-23	ADOT	1	YCIPTA Mobility Management - Travel Training	Mobility Management	5310	FFY 2021/22	\$40,000	\$10,000	\$50,000	11.7L.00
YMPO-23	YCIPTA		STP	Capital	STP	FFY 2021	\$168,060	\$10,158.43	\$178,218	
FY TOTAL							\$3,268,566	\$1,766,755	\$5,035,311	

ID #	SPONSOR	PRIORITY	PROJECT	TYPE WORK	FED AID	APPORTIONMENT	FED	LOCAL	TOTAL	FED ALI
FEDERAL FISCAL YEAR 2024										
YMPO-24	YCIPTA	1	YCIPTA Planning	Capital	5307	FFY 2021	\$91,653	\$22,913	\$114,566	44.24.00
YMPO-24	YCIPTA	1	YCIPTA Maintenance Facility Lease	Capital	5307	FFY 2021	\$23,419	\$5,855	\$29,274	11.46.03
YMPO-24	YCIPTA	1	YCIPTA Transit Operations	Operations	5307	FFY 2021	\$782,767	\$782,767	\$1,565,534	30.09.01
YMPO-24	YCIPTA	1	YCIPTA Preventative Maintenance	Capital	5307	FFY 2021	\$611,026	\$152,756	\$763,782	11.7A.00
YMPO-24	YCIPTA	1	YCIPTA Employee Training	Capital	5307	FFY 2021	\$3,896	\$974	\$4,870	11.7D.02
YMPO-24	YCIPTA	1	YCIPTA ADA Operations	Capital	5307	FFY 2021	\$80,149	\$20,037	\$100,186	11.7C.00
YMPO-24	YCIPTA	1	YCIPTA 3rd Party Contractual	Capital	5307	FFY 2021	\$127,964	\$31,991	\$159,955	11.7D.11
YMPO-24	ADOT	1	YCIPTA Rural Administration	Administration	5311	FFY 2021/22	\$368,890	\$92,222	\$461,112	30.09.01
YMPO-24	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FFY 2021/22	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-24	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FFY 2021/22	\$374,878	\$271,464	\$646,342	30.09.01
YMPO-24	ADOT	1	YCIPTA Rural Maintenance and Capital	Capital	5311	FFY 2021/22	\$138,915	\$34,729	\$173,644	30.09.01
YMPO-24	ADOT	1	YCIPTA Mobility Management - Travel Training	Mobility Management	5310	FFY 2021/22	\$40,000	\$10,000	\$50,000	11.7L.00
YMPO-24	YCIPTA		STP	Capital	STP	FFY 2021	\$168,060	\$10,158.43	\$178,218	
						FY TOTAL	\$3,268,556	\$1,766,755	\$5,035,311	
FEDERAL FISCAL YEAR 2025										
YMPO-25	YCIPTA	1	YCIPTA Planning	Capital	5307	FFY 2021	\$91,653	\$22,913	\$114,566	44.24.00
YMPO-25	YCIPTA	1	YCIPTA Maintenance Facility Lease	Capital	5307	FFY 2021	\$23,419	\$5,855	\$29,274	11.46.03
YMPO-25	YCIPTA	1	YCIPTA Transit Operations	Operations	5307	FFY 2021	\$782,767	\$782,767	\$1,565,534	30.09.01
YMPO-25	YCIPTA	1	YCIPTA Preventative Maintenance	Capital	5307	FFY 2021	\$611,026	\$152,756	\$763,782	11.7A.00
YMPO-25	YCIPTA	1	YCIPTA Employee Training	Capital	5307	FFY 2021	\$3,896	\$974	\$4,870	11.7D.02
YMPO-25	YCIPTA	1	YCIPTA ADA Operations	Capital	5307	FFY 2021	\$80,149	\$20,037	\$100,186	11.7C.00
YMPO-25	YCIPTA	1	YCIPTA 3rd Party Contractual	Capital	5307	FFY 2021	\$127,964	\$31,991	\$159,955	11.7D.11
YMPO-25	ADOT	1	YCIPTA Rural Administration	Administration	5311	FFY 2021/22	\$368,890	\$92,222	\$461,112	30.09.01
YMPO-25	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FFY 2021/22	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-25	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FFY 2021/22	\$374,878	\$271,464	\$646,342	30.09.01
YMPO-25	ADOT	1	YCIPTA Rural Maintenance and Capital	Capital	5311	FFY 2021/22	\$138,915	\$34,729	\$173,644	30.09.01
YMPO-25	ADOT	1	YCIPTA Mobility Management - Travel Training	Mobility Management	5310	FFY 2021/22	\$40,000	\$10,000	\$50,000	11.7L.00
YMPO-25	YCIPTA		STP	Capital	STP	FFY 2021	\$168,060	\$10,158.43	\$178,218	
						FY TOTAL	\$3,268,556	\$1,766,755	\$5,035,311	
FEDERAL FISCAL YEAR 2026										
YMPO-26	YCIPTA	1	YCIPTA Planning	Capital	5307	FFY 2021	\$91,653	\$22,913	\$114,566	44.24.00
YMPO-26	YCIPTA	1	YCIPTA Maintenance Facility Lease	Capital	5307	FFY 2021	\$23,419	\$5,855	\$29,274	11.46.03
YMPO-26	YCIPTA	1	YCIPTA Transit Operations	Operations	5307	FFY 2021	\$782,767	\$782,767	\$1,565,534	30.09.01
YMPO-26	YCIPTA	1	YCIPTA Preventative Maintenance	Capital	5307	FFY 2021	\$611,026	\$152,756	\$763,782	11.7A.00
YMPO-26	YCIPTA	1	YCIPTA Employee Training	Capital	5307	FFY 2021	\$3,896	\$974	\$4,870	11.7D.02
YMPO-26	YCIPTA	1	YCIPTA ADA Operations	Capital	5307	FFY 2021	\$80,149	\$20,037	\$100,186	11.7C.00
YMPO-26	YCIPTA	1	YCIPTA 3rd Party Contractual	Capital	5307	FFY 2021	\$127,964	\$31,991	\$159,955	11.7D.11
YMPO-26	ADOT	1	YCIPTA Rural Administration	Administration	5311	FFY 2021/22	\$368,890	\$92,222	\$461,112	30.09.01
YMPO-26	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FFY 2021/22	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-26	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FFY 2021/22	\$374,878	\$271,464	\$646,342	30.09.01
YMPO-26	ADOT	1	YCIPTA Rural Maintenance and Capital	Capital	5311	FFY 2021/22	\$138,915	\$34,729	\$173,644	30.09.01
YMPO-26	ADOT	1	YCIPTA Mobility Management - Travel Training	Mobility Management	5310	FFY 2021/22	\$40,000	\$10,000	\$50,000	11.7L.00
YMPO-26	YCIPTA		STP	Capital	STP	FFY 2021	\$168,060	\$10,158.43	\$178,218	
						FY TOTAL	\$3,268,556	\$1,766,755	\$5,035,311	

Chapter IV

Financial Plan

FUNDING AND BUDGET SUMMARY

YMPO, as well as any other MPO in the country, is dependent on federal funding for operation of the MPO and to perform planning activities that is used to deliver a variety of projects for the region. Even though the amount of funding that YMPO receives is relatively small when compared to the big picture of funding across the country, our region has been extremely successful utilizing the funding we do receive and leveraging it to deliver much needed projects for our community.

YMPO receives three (3) core funding sources that can be used for programming within the TIP. The MPO also has various funding opportunities that can evolve. Below is a detail of the types of main funding sources the MPO receives and also competitive opportunities.

CORE Funding Source

- Metropolitan Planning Funds: PL
- Statewide Planning and Research Funds: SPR
- Surface Transportation Block Grant Funds: STBG

Competitive Funding Source

- Highway Safety Improvement Program: HSIP
- Highway Users Revenue Fund: HURF
- U.S. DOT Discretionary Grant Opportunities

Other Funding Source

- NHPP

Metropolitan Planning Funds (PL) and Statewide Planning and Research Funds (SPR)

The Arizona Department of Transportation (ADOT) is the designated recipient of the Federal-aid Highway funds used for planning and research purposes. ADOT receives Statewide Planning and Research funds (SPR) from FHWA and utilizes some of these funds with planning agencies to conduct transportation planning activities. Metropolitan Planning funds (PL) are apportioned to states on the basis of population in urbanized areas and relative to the amount of highway construction funds the state receives. ADOT maintains multi-year contracts with planning agencies to conduct transportation related planning activities within their region. These multi-year contracts utilize the PL and SPR funds received from FHWA.

SPR funds are discretionary and are typically administered by the state to carry out specific technical activities. Within the Yuma region SPR funds will be used to conduct transportation planning activities and administer the program. SPR funds require a 20% local match and

PL funds require a 5.7% local match, which in the case of this region is provided by the local governments.

Surface Transportation Block Grant Funds (STBG)

STBG is a federal-aid highway flexible funding program that funds a broad range of surface transportation capital needs including roads, transit, airport access, vanpool, and bicycle and pedestrian facilities. Transit related planning, research, and development activities are also eligible uses of STBG funds. YMPO programs STBG funds for primarily construction projects and has delivered every project that has been programmed with this type of funding since the inception of YMPO. YMPO receives an Apportionment from ADOT and an Obligation Authority (OA) Rate that is decided by U.S. Legislation.

Programmed Obligation Authority per year

STBG	Obligation
FY 2022	\$2,245,760
FY 2023	\$943,000
FY 2024	\$2,000,000
FY 2025	\$1,000,218
FY 2026	\$561,169

Obligation Authority for the YMPO is approximately \$1,000,000 and although projects are programmed more than the actual OA rate, STBG dollars are loan, returned, and borrowed, so amounts can fluctuate each year. The FY 2024 has a program amount of \$2,000,000 which is \$1,000,000. This project will have a loan attached to it and will be repaid back in FY 2027. The Yuma MPO for FY 2027 is programmed for repayment of loan.

Surface Transportation Block Grant Funds (STBG) -

Previous TIP		Current Approved TIP	
Year	STBG	Year	STBG Amount
FY 2018	\$1,106,739	FY 2022	\$2,245,760
FY 2019	\$977,413	FY 2023	\$943,000
FY 2020	\$782,778	FY 2024	\$2,000,000
FY 2021	\$805,000	FY 2025	\$1,000,218
FY 2022	\$1,127,000	FY 2026	\$561,169
Total	\$4,798,930	Total	\$6,750,087

Highway Users Revenue Fund (HURF)

A State-Based funding comes from Arizona called Highway Users Revenue Fund (HURF). Unlike federal dollars, there is no guaranteed amount of HURF available to the region. HURF is distributed based on fuel sales, vehicle license taxes (VLT) collected, and other contributing factors. Distribution is based on a formula in the Arizona Revised Statutes related to population and county of origin of fuel sales. HURF distributions fluctuated on a monthly basis and are directly tied to the health of the state's economy. Estimates of future HURF revenues are based on past receipts. A growth factor is applied to future revenues, as necessary, depending on the current economic conditions and trends.

National Highway Performance Program (NHPP)

The FAST Act continues the National Highway Performance Program, which was established under MAP-21. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

Other Funding

In addition to the funding available to the region to program, the TIP contains

projects/programs that have other identified sources of funding. These funds sources include, but not limited to, jurisdictional. Private developer, federal earmarks such as High Priority Projects (HPP), and other federal/state competitive funding opportunities, such as the U.S. DOT Discretionary opportunities.

Highway Safety Improvement Program (HSIP)

Federal regulations require all states to have a Strategic Highway Safety Plan that provides a comprehensive framework for reducing fatalities and serious injuries on public roadways. The Arizona 2020 Strategic Highway Safety Plan (SHSP) has been developed in consultation with a broad array of transportation safety stakeholders through the state representing the each of the 4 E's of safety: Engineering, Education, Enforcement, and Emergency Medical Services. The plan and its supporting appendices are available for download from the Arizona SHSP website (azdot.gov/shsp).

The YMPO has developed a Regional Strategic Transportation Safety Plan in accordance with the Federal and State requirements to reduce fatalities and serious injuries. The regional safety plan includes all member agency limits and to include the areas or the two Department of Defense locations. The plan like the states plan uses the 4-E's of safety and compliments the Arizona 2014 Strategic Highway Safety Plan.

In 2019, all Highway Safety Improvement Program funding will leave the regions and all projects will be submitted to ADOT for a pooled effort to reduce fatalities and serious injury projects on all roadways of the state.

Currently, YMPO has updated the Regional Strategic Transportation Safety Plan in accordance with the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148).

Under the federal legislation, metropolitan planning areas are required to develop a financially constrained TIP as a means to direct resources towards high priority problems. Projects are financially constrained for the appropriate funding category and represent, to the maximum extent possible, the YMPO established priorities. The YMPO has developed a financial plan TIP dealing with the available funding.

The financial plan discussed the revenues and resources reasonably available to the region to cover the costs of the transportation system. This includes costs to implement the program and costs to maintain the existing infrastructure. The financial plan is based on the YMPO's 2022-2045 LRTP's revenue projections and local jurisdictions Capital Improvement Plans. Within the financial plan summary, the discussion should document that sufficient revenue is reasonably available to cover the total programmed costs of projects for the region and cover the cost to maintain the federal aid system within its boundary

The FHWA/FTA Final Rule also requires that project cost estimates for the 2022-2045 RTP use an inflation rate to reflect "year of expenditure dollars" based on reasonable financial principles and information. FHWA guidance recommends using an inflation rate of 4.0 percent unless local data suggests a different inflation rate would be more appropriate. The local jurisdiction will be required to use this inflation rate as new projects are proposed for the TIP.

Highway Safety Improvement Program (HSIP) Programmed Projects

Below is a recap of the results for project selection of the fatal and serious accidents in the region. The Yuma region received approximately \$10,494,345 in HSIP funding.

FY 2023	Jurisdiction	HSIP Amount
	City of San Luis	\$579,947
	City of Yuma	\$2,041,594
	Yuma County	\$2,808,327
	TOTAL	\$5,429,868
FY 2024	City of San Luis	\$1,313,113
	City of Yuma	\$899,640
	Yuma County	\$2,851,868
	TOTAL	\$5,064,477

Estimate 2022-2045 YMPO Capital Revenue and Costs

<u>Member Agency</u>	<u>Revenue</u>	<u>Cost</u>
ADOT	\$ 7,700,000	\$7,700,000
Yuma County	11,400,000	11,400,000
City of Yuma	47,400,000	47,400,000
City of Somerton	2,600,000	2,600,000
City of San Luis	4,800,000	4,800,000
Town of Wellton	0	0
Cocopah	300,000	300,000
Total	\$74,200,000	\$74,200,000

Source: YMPO 2022-2045 Lon-Range Transportation Plan

Putting it all together for FISCAL CONSTRAINT

In Chapter IV, the content describes the TIP programming processes and how projects are identified for regional funding and priorities while also ensuring fiscal constraint.

More information about “*FISCAL CONSTRAINT*” can be found at the link below:

<https://www.fhwa.dot.gov/planning/index.cfm>

Chapter V

Performance Measures

Performance Measures – Nationwide Significance of Performance-Based Planning

The 2045 Long-Range Transportation Plan (LRTP) provides policy Framework for the Investment of anticipated federal, state, and local funds based on the anticipated needs and regional goals, and objectives. This framework closely follows the National Performance Goals established by FHWA. YMPO is determining performance measures to monitor trends and track progress towards the desired outcomes defined in the LRTP performance areas: Safety, Infrastructure Conditions, Congestion Reduction, System Reliability, Freight Movement & Economic Vitality, and Environmental Sustainability. Each of these goal areas consists of objectives, performance measures, and targets. YMPO's concerted efforts with performance measures also includes Bicycle and Pedestrian Mobility, Transit Mobility, Border Crossings, Tourism and Development, Aviation.

The performance areas, regional planning, and programming is also informed by performance components from Federally required measures introduced in MAP-21 and continued in the FAST Act. FHWA and FTA have jointly released final rules on performance management measures in the categories of transportation safety, infrastructure condition, and system performance. YMPO works with its federal and state partners to establish targets for federal performance measures.

Each performance component has a commonality to improve the region's transportation system for all modes and will be incorporated together for periodic performance reviews. YMPO is developing a performance dashboard to display and monitor historical data, trends, and targets. By using these performance measures, YMPO will be able to inform the transportation project selection process through analysis of current conditions and the expected outcomes of the project.

Performance-Based Planning

Performance-Based Planning helps translate long-range vision into a set of goals, objectives, and performance criteria that can be pursued to guide investment decisions.

1. Developing Goals and objectives – Goals are broad statements that describe what will be achieved. Objectives are specific and measurable statements to achieve the goals. Goals and objectives were determined in collaboration with the RTP TAC.
2. Identifying performance measures – Performance measures are metrics used to assess progress towards meeting an objective.
3. Establishing targets – Targets are measures of performance
4. Allocation resources – This step involves determining the specific approaches that will be pursued to achieve the targets.
5. Measuring and reporting results – This step involves measuring progress on a regular basis.



Goals, Objectives, Performance Measures, and Targets

Building on the goals that were developed in the 2037 YMPO RTP and further adopted with the 2045 LRTP. The YMPO FY 2022-2045 LRTP has adopted the developed goals, objectives, performance measures (PM), and targets in 11 areas. These goal areas are:

1. **Safety** – Reduce traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** – Maintain the National Highway System (NHS).
3. **Congestion Reduction** – Reduce congestion on the NHS.
4. **System Reliability** – Improve efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality** – Improve the national freight network, strengthen rural access to national/international markets, and support economic markets, and support economic development.
6. **Environmental Sustainability** – Enhance performance of the transportation system while protecting and enhancing the natural environment.
7. **Bicycle and Pedestrian Mobility** – Improve and expand the region-wide bicycle and pedestrian infrastructure, access, and intermodal connectivity.
8. **Transit Mobility** – Improve and expand region-wide transit service and options, particularly vulnerable population groups.
9. **Border Crossings** – Enhance cross-border travel experience in the region for all modes.
10. **Tourism and Development** – Support regional tourism and economic development.
11. **Aviation** – Support and enhance air traffic operations in the region

YUMA MPO LONG-RANGE TRANSPORTATION PLAN - PLANNING FRAMEWORK

This section outlines the region's vision for transportation, and the goals, objectives, and performance measures that lay the groundwork for the L RTP's planning process. After Plan adoption, these goals, objectives, and performance measures are routinely reviewed and monitored through an annual process that reports on system performance.

YMPO LRTP Goals

The future of the transportation system in the Yuma MPO region will be driven by the goals, objectives, and performance measures developed by the LRTP. Since these goals, objectives, and performance measures set the foundation for the entire planning effort, it is important that they reflect the direction of the community. The YMPO Executive Board previously elected to adopt and support ADOT's transportation planning goals; however, additional regional targets have also been identified as priority transportation goals for the region. Figure 1.1 outlines the goal statements that will set a roadmap for the region while also meeting federal requirements.

Figure 1.1. YMPO Adopted ADOT Transportation Goals and Additional YMPO Regional Priority Transportation Goals



Objectives, Performance Measures, and Targets

The YMPO 2045 LRTP was developed to be consistent with the requirements of the Fixing America's Surface Transportation Act (FAST Act), which was signed into law on December 4, 2015. The FAST Act maintained a performance-driven, outcome-based approach to transportation planning first introduced with the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law in 2012. Performance-based planning methods help to translate a long-range vision into a set of goals, priorities, and performance criteria that can be used to guide investment decisions.

Performance measures are quantifiable outcomes that help track progress toward accomplishing goals. Performance targets are intended to be realistic and achievable outcomes, given the funding constraints of the region. FHWA requires states (ADOT) to establish the goals/percentages for the categories defined by FHWA, as outlined in MAP-21 and the FAST Act. YMPO also has elected to support ADOT's performance targets along with their goals. Table 1.1 outlines the objectives, performance measures, and performance targets for the YMPO LRTP.

Table 1.1. Objectives, Performance Measures, and Targets

Objective	Performance Measure	Performance Target
ADOT Goal: Safety		
Reduce the number of fatalities and serious injuries on public roads in the region.	Number of fatalities	1% or less increase in fatalities
	Fatality rate	0% or less increase in fatality rate
	Serious injuries	4% or more decrease in suspected serious injuries
	Serious injury rate	6% or more decrease in suspected serious injury rate
ADOT Goal: Infrastructure Condition		
Increase the percentage of roads in good condition.	Percent of Interstate pavements in good condition	44% or more of interstate pavements in good condition
	Percent of Interstate pavements in poor condition	2% or less of interstate pavements in poor condition
	Percent of Non-Interstate NHS pavements in good condition	28% or more of non-interstate NHS pavements in good condition
	Percent of Non-Interstate NHS pavements in poor condition	6% or less of non-interstate NHS pavements in poor condition
Increase the percentage of bridges in good condition	Percent of NHS bridges classified in good condition based on deck area	52% or more of NHS bridges in good condition
	Percent of NHS Bridges classified in poor condition based on deck area	4% or less of NHS bridges in poor condition

Table 1.1. Objectives, Performance Measures, and Targets (Continued)

Objective	Performance Measure		Performance Target
ADOT Goal: Congestion Reduction			
Reduce annual hours of delay	Annual hours of vehicle delay		Reduce annual hours of vehicle delay
Reduce roadway segment miles with unacceptable LOS (LOS E or LOS F)	Miles of roadway segments that perform at LOS E or LOS F during peak periods		Reduce roadway miles with unacceptable LOS (LOS E or F)
Reduce intersections with unacceptable LOS (LOS E or LOS F)	Number of intersections that perform at LOS E or LOS F during peak periods		Reduce number of intersections with unacceptable LOS (LOS E or F)
ADOT Goal: System Reliability			
Improve travel time reliability	Percent of person-miles on interstate with reliable travel times		85.8% of person-miles on interstate have reliable travel times
	Percent of person-miles on non-interstate NHS with reliable travel times		74.9% of person-miles on non-interstate NHS have reliable travel times
ADOT Goal: Freight Movement & Economic Vitality			
Maintain or improve Truck Travel Time Reliability	Improve Interstate Truck Travel Time Reliability Index		Interstate Truck Travel Time Reliability Index of 1.35
ADOT Goal: Environmental Sustainability			
Improve regional air quality	Reduce Volatile Organic Compounds (VOC) emissions		Move toward attainment standard for VOC
	Reduce Nitrogen Oxide (NOx)		Move toward attainment standard for NOx
	Reduce PM10		Move toward attainment standard for PM10
Regional Priority Goal: Bicycle and Pedestrian Mobility			
Increase percentage of roads with bicycle lanes or paved striped shoulders	Miles of bike facilities		Increase mileage of bike facilities
Increase percentage of roads with safe sidewalk facilities	Miles of pedestrian facilities (sidewalks, trail paths, shared-use paths, etc)		Increase mileage of pedestrian facilities



Table 1.1. Objectives, Performance Measures, and Targets (Continued)

Objective	Performance Measure	Performance Target
Regional Priority Goal: Transit Mobility		
Replace vehicles and equipment that are beyond useful life	Percent of revenue vehicles beyond useful life by 2023	26% or less of revenue vehicles beyond useful life by 2023
	Percent of equipment beyond useful life by 2023	50% or less of equipment beyond useful life by 2023
	Percent with a TERM rating below 3.0	20% of less with a TERM rating below 3.0
Maintain TERM rating below 3.0	Annual YCAT transit ridership	
Increase annual transit ridership on YCAT system.	Number of participating agencies in the Regional Mobility Committee	
Involve more groups in the YMPO Regional Mobility Committee	Number of trips provided	
Market the Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 Program) to the public.	Transportation funding	
Work to meet unmet transportation needs within Yuma County	Contract expense per revenue vehicle hour	
Increase cost-effectiveness of transit	Annual YCAT transit ridership	
Increase annual transit ridership on YCAT system		
Regional Priority Goal: Border Crossings		
Improve the accessibility and efficiency of cross-border travel for all modes of travel	Number of commercial truck crossings at POE2	
	Number of personal vehicle crossings at POE1	
	Number of pedestrian crossings at POE1	
Improve wait times at San Luis Ports of Entry	The U.S. Customs and Border Protection has set the following goals: Ready Lanes: 50% of general traffic lane wait times - A "Ready Lane" is a dedicated lane for travelers entering the U.S. at land border ports of entry with identification that contains a Radio Frequency Identification (RFID) chip	

Table 1.1. Objectives, Performance Measures, and Targets (Continued)

Objective	Performance Measure	Performance Target
Regional Priority Goal: Tourism & Development		
Improve facilities that provide access to key tourism destinations and regional activity centers.		
Regional Priority Goal: Aviation		
Contribute to the economy of the region by increasing the level of aviation activity	Military aircraft operations	
	GA local operations – Those operating in the local traffic pattern or within a 20-mile radius of the airport	
	GA itinerant operations – Those GA operations (excluding commuter or air taxi) not qualifying as local	
	Commercial services – scheduled operations by certified carriers or interstate carriers	



Prioritization Framework

Prioritizing identified needs is a critical step in the implementation of the LRTP. To meet the region's numerous transportation needs, YMPO must be strategic with its investments. The YMPO LRTP will use an objective and data-driven project prioritization process to assist the YMPO Executive Board in selecting transportation projects that will benefit the region while maximizing the use of scarce funds. The YMPO Project Prioritization Framework is designed to score candidate transportation projects based on their technical merits and regional benefits. In addition to facilitating the selection of projects for the LRTP, the prioritization framework also helps to position the region for additional Federal, State, and Regional transportation funds.

In order to align with potential funding sources (which are often tied to transportation mode or facility type), candidate projects will be evaluated in two separate categories: vehicle mobility/safety improvements and multimodal improvements. Tables 1.2 and 1.3 outline the prioritization framework for roadway and multimodal improvements, respectfully. For each of the criteria presented in the tables, measurable factors (referred to as sub criteria) were first identified and an objective scoring system was created that rates each project on a scale of 0 to 100. Points will be allocated to each project based on GIS data analysis, creating a transparent, data driven process that identifies the projects that are most consistent with the goals of this plan. Ultimately, the sub criteria scores for each project are combined to generate an overall project score. A high priority project (a project with a higher overall score) provides the greatest benefit for the criteria identified.

Table 1.2. Vehicle Mobility and Safety Prioritization Framework

Criteria/Sub Criteria	Max Points
Safety	25
Project located on a high injury corridor or intersection	15
Project location (segment or intersection) has experienced 1 or more fatal or serious injury crashes in most recent 5-year period	7
Project location (segment or intersection) has experienced 1 or more fatal or serious injury pedestrian or bicycle crashes in most recent 5-year period	3
System Preservation	10
Project improves pavement or bridge condition	10
Mobility	30
Project improves composite V/C (existing and future V/C)	10
Project improves composite Peak Hour V/C (existing and future Peak Hour V/C)	15
Project incorporates one or more multimodal improvements	5
Freight Movement and Economic Vitality	10
Project located on a current or planned commercial truck route	5
Project located on a high freight traffic route	3
Project located within or providing direct access to identified economic development zones, border proximity, employment hub, and/or other regionally significant locations or infrastructure	2
Regional Connectivity	10
Project located on a Regionally Significant Route	5
Project completes a missing link or segment in the regional network	5
Sustainable Environment and Social Equity	15
Project potentially reduces vehicle emissions	5
Project located in an area with high disadvantaged population groups	10
Max Total Score	100

Table 2.3. Multimodal Prioritization Framework

Criteria/Sub Criteria	Max Points
Safety	30
Project located on a high injury pedestrian or bicycle network	20
Project location (segment or intersection) has experienced 1 or more fatal or serious injury pedestrian or bicycle crashes in most recent 5-year period	10
Access and Connectivity	30
Project addresses system gap to create a continuous and interconnected ped/bike network	10
Project connects people within neighborhoods, to recreational facilities, trails, or across multiple jurisdictions	10
Project improves first/last mile connections between transit stops and surrounding destinations	10
Equity	15
Provides transportation options for children, elderly, minorities, and other vulnerable population groups	15
Regional Connectivity	15
Project located on a Regionally Significant Route	10
Project completes a missing link or segment in the regional network	5
Feasibility	10
Project has minimal physical constraints	10
Max Total Score	100



METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION FOR THE Fiscal 2022 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

The Arizona Department of Transportation and the Yuma Metropolitan Planning Organization for the Yuma urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 USC 134, 49 USC 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Publ. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 USC regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (20 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities;

Yuma Metropolitan Planning Organization



7/22/21

Paul D. Ward P.E.
Executive Director

Date

Arizona Department of Transportation

DocuSigned by:
Gregory Byres, Division Director
7/26/2021
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Greg Byres
MPD Director

Date