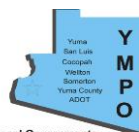


Yuma Metropolitan Planning Organization 2018-2022 Transportation Improvement Program



City of YUMA



"Local Governments
And Citizens
Working Together"

Proposed Adoption June 2017

YMPO EXECUTIVE BOARD

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CECELIA MCCOLLOUGH, Mayor, Town of Wellton.....Vice Chair
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JOSEPH GRANT, Public Works Director, Town of WelltonMember
MARK HOFFMAN, Senior Transportation Planner, ADOTMember

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).

YMPO STAFF

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CRYSTAL ALONZOAccountant II
MELISSA RAMOS.....Assistant Planner/Mobility
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ANDY MARTINEZTraffic Technician
ROBERT YBARRA.....Traffic Technician
MARCO NAVARRO.....Traffic Technician
CHRIS VEGATraffic Technician
HECTOR PULLENTraffic Technician

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YUMA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 138

A RESOLUTION OF THE YMPO EXECUTIVE BOARD ADOPTING THE 2018-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Whereas: The Yuma Metropolitan Planning Organization (YMPO) has the responsibility for conducting the area-wide continuing, comprehensive, and cooperative transportation system planning program and must maintain the regional transportation system plan and short range transportation improvement program on a current basis pursuant to Section 134 of Title 23, and the Urban Mass Transportation Act of 1964, as Amended by the *Moving Ahead for Progress in the 21st Century Act* (MAP-21); and

Whereas: The YMPO's Transportation Improvement Program 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 Transportation Improvement Program, and advises the jurisdictions concerned of any conflicts, and prepares, as a coordinated composite of local programs, a regional Transportation Improvement Program for the Yuma region; and

Whereas: The YMPO's Technical Advisory Committee and Executive Board, consisting of local and state officials, are involved in a process to annually coordinate the preparation of a regional Transportation Improvement Program; and

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

Whereas: The projects in this 2018-2022 Transportation Improvement Program, including its 2018 Annual Element, are consistent with the YMPO 2018-2041 Regional Transportation Plan, and the Transportation Policy Framework of goals, objectives and policies; and

Whereas: On May 26, 1994, the Yuma Metropolitan Planning Organization adopted a system of Regionally Significant Routes to assist definition of Regionally Significant Projects; and

Whereas: The YMPO adopted, and FHWA/FTA approved, in cooperation with the Environmental Protection Agency (EPA), the 2018 Air Quality Conformity Analysis showing conformity between the YMPO 2018-2041 Regional Transportation Plan, 2018-2022 Transportation Improvement Program, and the State Implementation Plan (SIP); and

Whereas: The YMPO HEREBY CERTIFIES that the metropolitan transportation planning process is being carried on in conformance with all applicable requirements of 23 U.S.C. 134, and as amended by the *Moving Ahead for Progress in the 21st Century Act* (MAP-21); and the 1990 Clean Air Act Amendments; and

Whereas: The YMPO FURTHER CERTIFIES that the Metropolitan Transportation Planning Program is being performed to satisfy the following federal regulations:

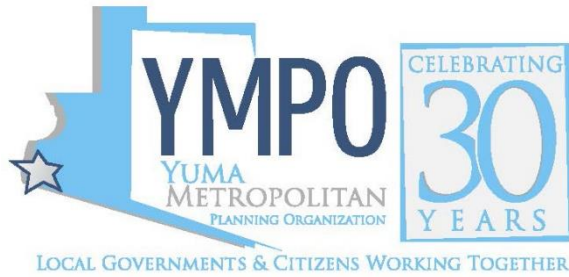
1. Statewide/Metropolitan Planning, Final Rule
2. Air Quality Conformity, Final Rule Management and Monitoring System Final Rule.

NOW, THEREFORE, BE IT RESOLVED that the Yuma Metropolitan Planning Organization does HEREBY ADOPT the 2014-2018 Transportation Improvement Program with its 2014 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 25th day of June 2017.

Gary Knight, Chair
Yuma Metropolitan Planning Organization
Executive Board
Vice-Mayor, City of Yuma

ATTEST: _____
Paul Ward
YMPO Executive Director



2018-2022 Transportation Improvement Program

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: in this case, 2018 through 2022. 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, or Highway Safety Improvement Program (Safety) programs, projects on the Indian Reservations, projects funded by the Federal Transit Administration, projects funded under the Highway Users Revenue Fund (HURF) 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 **2018-2041 Regional Transportation Plan (RTP)**, adopted June 29, 2017. 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 Yuma 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. In FY 2012, 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 **2018-2041 Regional 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 **2018-2041 Regional 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 maintenance 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 **2018-2022 TIP**, and SIP will be jointly approved by the Federal Highway Administration and Federal Transit Administration once ADEQ, ADOT, FHWA, FTA, and YMPO approve the Air Conformity Analysis. YMPO has modeled the new **2018-2022 Plan** and submitted it to ADEQ. YMPO is waiting on the maintenance plan from ADEQ.

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 general purpose 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 **2018-2041 Regional Transportation Plan** from which is developed the regional **Transportation Improvement Program** and its Annual Element.

PUBLIC INVOLVEMENT

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** (June 2016) adopted by the YMPO Executive Board.

The YMPO makes efforts to secure 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 comment period on all planning plans and programs to be used in 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.

III. 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 County, 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
YMPO Planning Area

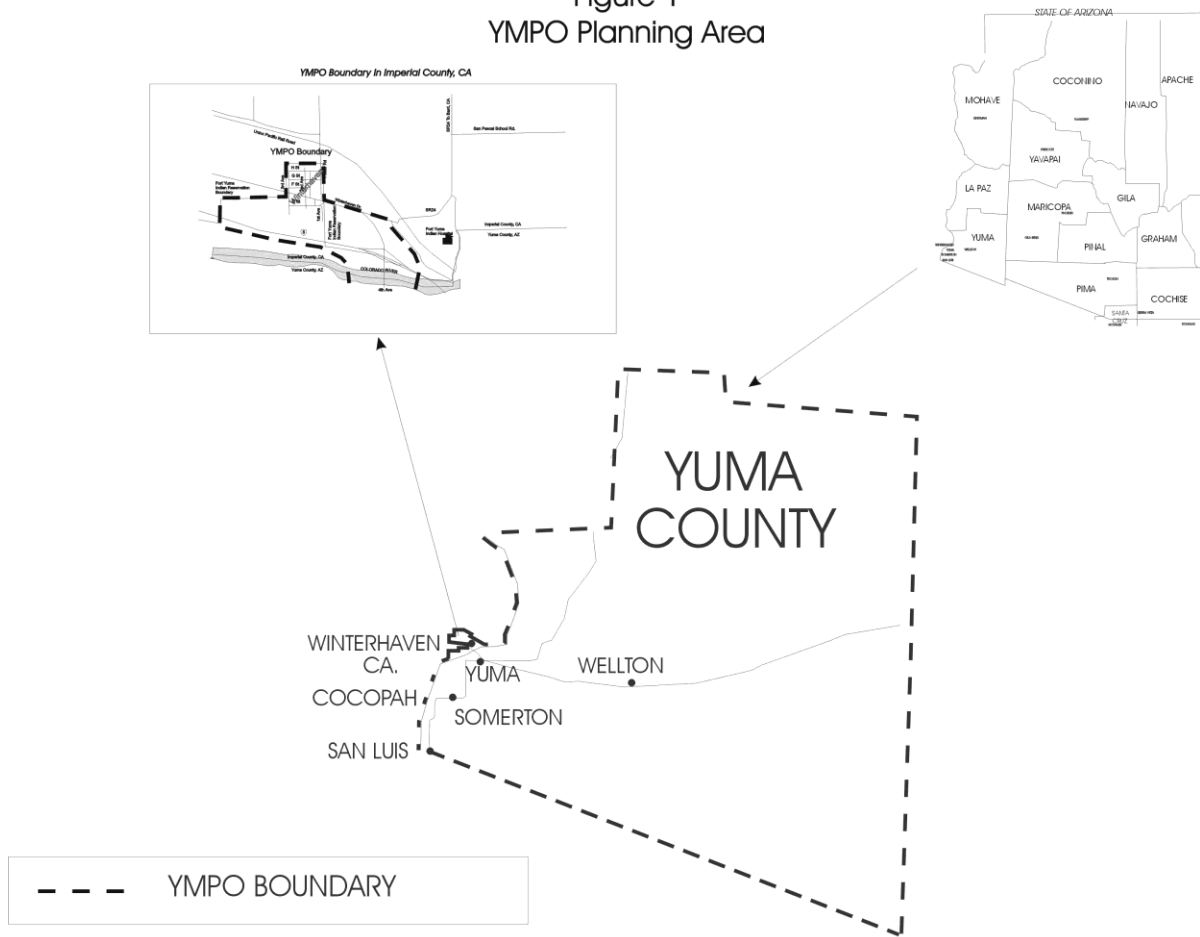


Figure 2

Southwest Border Major Roads

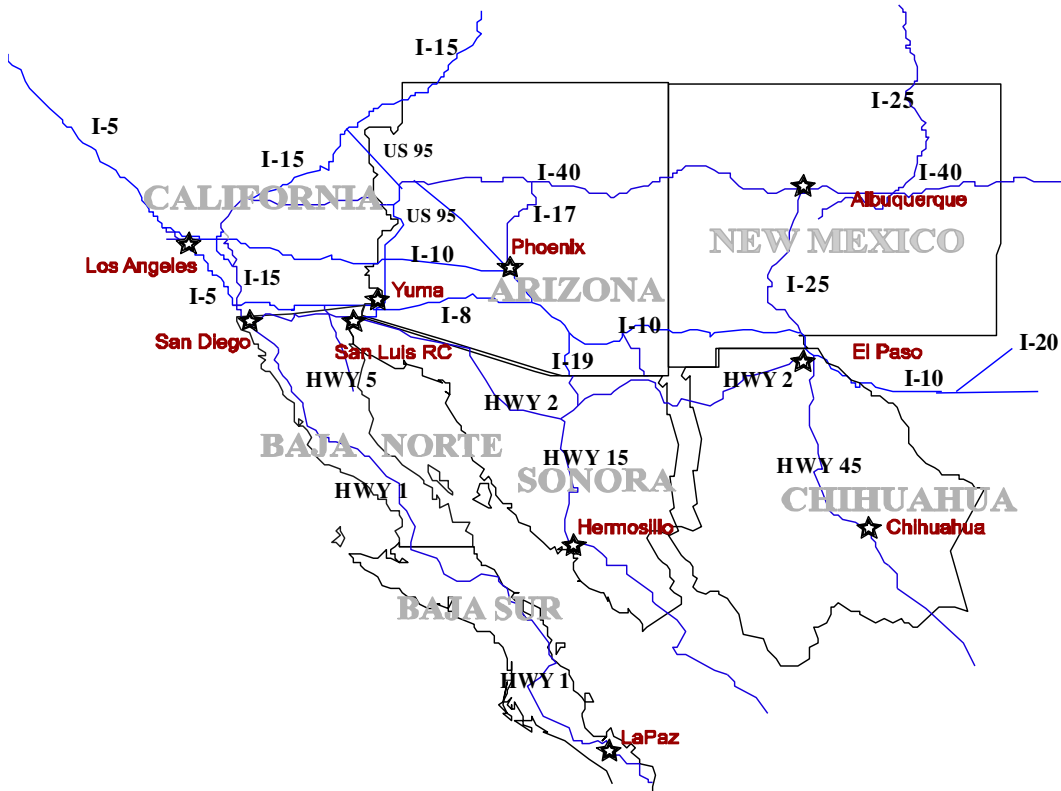
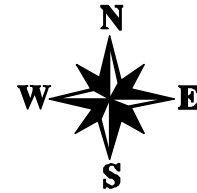
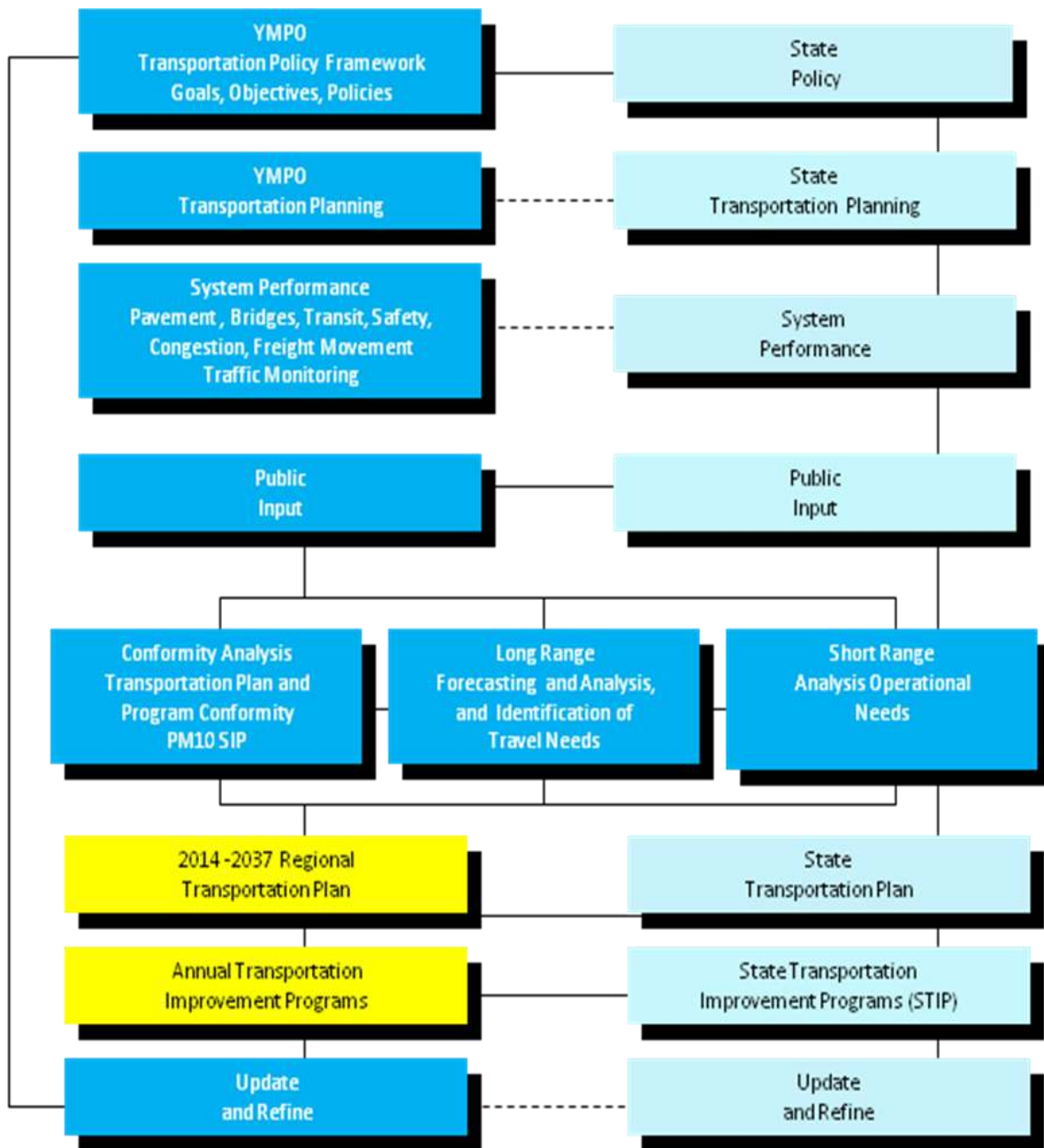


Figure 3
YMPO Transportation Planning and Air Quality Conformity Process



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

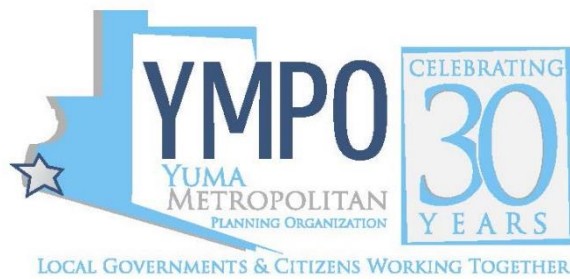
Figure 4
Regionally Significant Routes in the Yuma Area
Per 2018-2041 RTP Adopted June 29, 2017

Chapter II

ADOT

Projects in the Yuma Countywide Area

Area/Project No.	ADOT - Recommended Roadway Capital Projects					RTP Period					RTP Period					Project Description					
						Cost (Million \$)					Factored Cost (Million \$)										
											\$Cost by Timeframe						Factored Cost by Timeframe				
																	1	2	3	4	5
Project	Limits	Agency	Length (Miles)	Through Lanes		2018-2022					2018-2022					Unfunded					
				Old	New	2018-2022	2023-2027	2028-2032	2033-2037	2038-2041	2018-2022	2023-2027	2028-2032	2033-2037	2038-2041						
US 95/Ave. 8E Safety Improvements	US 95/Ave. 8E	ADOT	-	-	-	2.00	2.0	-	-	-	-	-	2.0	2.0	0.0	0.0	0.0	0.0	This project will provide safety improvements to US 95/Avenue 8E intersection. This project is phased for the period 2018-2022.		
I-8 POE Reconstruction	I-8 POE Site	ADOT	-	-	-	22.50	2.5	-	20.0	-	-	-	37.1	2.5	0.0	34.6	0.0	0.0	0.0	This project will reconstruct I-8 POE. This project is phased for multiple time periods (Phase 1: 2018-2022, Phase 3: 2028-2032).	
SR 195/32nd St. Safety Imp.	SR 195/32nd St. Intersection	ADOT	-	-	-	2.00	-	2.0	-	-	-	-	2.8	0.0	2.8	0.0	0.0	0.0	0.0	This project will provide safety improvements to SR 195/32nd Street intersection. This project is phased for the time period of 2023-2027.	
I-8/Fortuna Rd. Safety Imp.	I-8/Fortuna Rd. Interchange	ADOT/ YC	-	-	-	4.00	-	4.0	-	-	-	-	5.7	0.0	5.7	0.0	0.0	0.0	0.0	This project will provide safety improvements to I-8/Fortuna Road interchange. This project is phased for the time period of 2023-2027.	
US 95 Widening	Ave. 9E to Fortuna Rd.	ADOT	2.00	2	4	10.00	-	10.0	-	-	-	-	14.2	0.0	14.2	0.0	0.0	0.0	0.0	This project will widen US 95 from two to four lanes from Avenue 9E to Fortuna Road. This project is phased for the time period of 2023-2027.	
US 95 Widening	Fortuna Rd. to Gila River	ADOT	5.00	2	4	24.60	-	24.6	-	-	-	-	35.0	0.0	35.0	0.0	0.0	0.0	0.0	This project will widen US 95 from two to four lanes from Fortuna Road to Gila River. This project is phased for the period 2023-2027.	
US 95 Widening	Gila River to Imperial Dam Rd.	ADOT	5.00	2	4	54.20	-	-	20.2	34.0	-	-	106.6	0.0	0.0	35.0	71.6	0.0	0.0	This project will widen US 95 from two to four lanes from Gila River to Imperial Dam Road. This project is phased for multiple time periods (Phase 3: 2028-2032, Phase 4: 2033-2037).	
US 95 Widening	Imperial Dam Rd. to Aberdeen Rd.	ADOT	3.00	2	4	14.20	-	-	-	-	-	14.2	35.0	0.0	0.0	0.0	0.0	35.0	0.0	This project will widen US 95 from two to four lanes from Imperial Dam Road to Aberdeen Road. This project is phased for the period 2038-2041.	
Traffic Signals/ITS Devices	State Highway System	ADOT	-	-	-	7.40	3.0	1.4	1.0	1.0	1.0	-	11.3	3.0	2.0	1.7	2.1	2.5	0.0	This project will implement traffic signals/ITS devices along the State Highway System. This project is phased for multiple time periods (Phase 1: 2018-2022, Phase 2: 2023-2027, Phase 3: 2028-2032, Phase 4: 2033-2037, Phase 5: 2038-2041).	
Misc. Widening/Imp.	State Highway System	ADOT	-	-	-	8.90	0.2	2.7	2.0	2.0	2.0	-	16.6	0.2	3.8	3.5	4.2	4.9	0.0	This project will implement widening improvements along the State Highway System. This project is phased for multiple time periods (Phase 1: 2018-2022, Phase 2: 2023-2027, Phase 3: 2028-2032, Phase 4: 2033-2037, Phase 5: 2038-2041).	
I-8 Widening	SR 195 to Fortuna Rd.	ADOT	5.00	4	6	38.10	-	-	-	-	-	3.1	35.0	93.9	0.0	0.0	0.0	0.0	7.6	86.3	This project will widen I-8 from SR 195 to Fortuna Road. This project is phased for the period 2038-2041.
Total Cost (Million \$)						152.9	7.7	44.7	43.2	37.0	20.3	35.0	273.9	7.7	83.5	74.8	77.9	50.0	80.3		



**2014 - 2018
Transportation
Improvement
Program**

Chapter III

Local Projects

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. Below is a detail of the types of funding YMPO receives and what each funding type is used for.

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 STP 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.

STBG	Apportionment	Obligation Authority=94.9%
FY 18	\$1,080,229	\$1,025,137

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 2014 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 receives an Apportionment of fund with the Obligation Authority (OA) rate applied to the formula. The last year of dedicated funding for the YMPO is 2018.

HSIP	Apportionment	Obligation Authority
FY 18	\$519,767	\$490,140

TIP Year/Number	Project Sponsor	Project Name	Project Location	Length	Type of Work	Functional Classification	Lanes Before	Lanes After	HURF	Fed Aid Type	Federal Funds	Local Match	Other Funds	TIP Amount
2018	Fiscal Year 2018													
YC-18-01C	Yuma County	County 14th Street	Ave. A to Ave. D	3	Overlay Construction	Urban Collector/Rural Major Collector	2	2	\$748,985	HURF				\$748,985
SOM-18-01D	City of Somerton	Cesar Chavez Ave (Ave F)	Cano St. to Fulton St.	0.5	Reconstruction/Widening Design	Urban Major Collector	2	3	\$152,002	HURF				\$152,002
COV-16-01C	City of Yuma	HAWK - Pedestrian Hybrid Beacon	8th Stand 21st Ave		Construction	Major Collector				HSIP	\$172,349			\$172,349
YC-BR-07D	Yuma County	Bridge Rehabilitation	Texas Hill Bridge: Co 1 St & Ave 55E	7753	Construction--Group #2	Local				Off-system Bridge	\$500,000	\$30,223		\$530,223
YC-BR-08C	Yuma County	Bridge Rehabilitation	Texas Hill Bridge: Co 1 Stand 49E	7638	Construction--Group #2	Local				Off-system Bridge	\$500,000	\$30,223		\$530,223
YU-12-09	Yuma County	Ave E Extension	County 23rd to County 19th	9.5	Right of Way	Local						\$250,000		\$250,000
YC-17-01C	Yuma County	North Frontage Road	Fortuna Road to Foothills Blvd	2	Construction	Urban Major Collector	2	2		STP	\$1,101,739	\$66,595		\$1,168,334
	LTAP									STBG	\$5,000			\$5,000
	Total For 2018								\$900,987		\$2,279,088	\$377,940		\$3,557,115
2019	Fiscal Year 2019													
WEL-14-01C	Town of Wellton	Coyote Wash Multiuse Pathway	Los Angeles Ave (Old Highway 80)	0.1	Construction-Multiuse Path Extension	Urban Minor	2	3		STBG	\$972,413	\$58,778		\$1,031,191
YC-BR-05C	Yuma County	Bridge Rehabilitation	Well/Mohawk: Ave 37 E & Co 6th St	7751	Construction-Group #1	Local				Off-system Bridge	\$500,000	\$30,223		\$530,223
YC-BR-06C	Yuma County	Bridge Rehabilitation	Mohawk Canal Bridge: Ave 46E and Co. 1 1/2 St	8865	Construction--Group #1	Local				Off-system Bridge	\$396,060	\$23,940		\$420,000
	LTAP									STBG	\$5,000			\$5,000
	Total For 2019										\$1,873,473	\$112,941		\$1,986,414
2020	Fiscal Year 2020													
SOM-18-01D	City of Somerton	Cesar Chavez Ave (Ave F)	Cano St. to Fulton St.	0.5	Reconstruction/Widening Design	Urban Major Collector	2	3	\$700,000	HURF				\$700,000
YC-20-01D	Yuma County	Ave B. Mill and Fill	24th Street to 32nd Street	1	Pavement Mill & Fill Design	Principal Arterial	4	4	\$135,000	HURF				\$135,000
COV-20-02D	City of Yuma	Signal Battery Backup Systems-UPS Stealth	Various Signalized Intersections	0	Design	Principal Arterials				STBG	\$22,000	\$1,330	\$48,000	\$71,330
	LTAP									STBG	\$5,000			\$5,000
	Total For 2020								\$835,000		\$27,000	\$1,330	\$48,000	\$911,330
TIP Year/Number	Project Sponsor	Project Name	Project Location	Length	Type of Work	Functional Classification	Lanes Before	Lanes After		Fed Aid Type	Federal Funds	Local Match	Other Funds	TIP Amount

[illegible]

TIP Year/Number	Project Sponsor	Project Name	Project Location	Length	Type of Work	Functional Classification	Lanes Before	Lanes After		Fed Aid Type	Federal Funds	Local Match	Other Funds	TIP Amount
2022	Fiscal Year 2022													
YC-20-01D	Yuma County	Ave B, Mill and Fill	24th Street to 32nd Street	1	Construction	Principal Arterial	4	4	\$675,000	HURF				\$675,000
COY-21-01D	City of Yuma	8th Street Improvement	Giss Pkwy & 6th St to Pacific Ave & 12th St	1.25	Reconstruction/ Widening Right of Way	Minor Arterial	2	4		STBG	\$222,000	\$13,419		\$235,419
SAN-12-07C	City of San Luis	Juan Sanchez Improvements	US 95 to Avenue E 1/2	4	Construction	Urban Minor Arterial	2	4						
	LTAP									STP	\$5,000			\$5,000
	Total For 2022								\$675,000		\$227,000	\$13,419		\$915,419

TIP Year/Number	Project Sponsor	Project Name	Project Location	Length	Type of Work	Functional Classification	Lanes Before	Lanes After		Fed Aid Type	Federal Funds	Local Match	Other Funds	TIP Amount
COY-BR-01	City of Yuma	Bridge Replacement	South Gila Canal at 7E		Construction					BR	\$120,000	\$30,000		\$150,000
SOM-BR-02	City of Somerton	Bridge Replacement	Co. 17th St at Somerton Ave		Design/Construction					BR	\$283,000	\$17,000		\$300,000
											\$403,000	\$47,000	\$0	\$450,000

OBLIGATED FUNDS IN FY 2017

[illegible]

UNFUNDED PROJECTS	
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Operations & Maintenance (O&M)

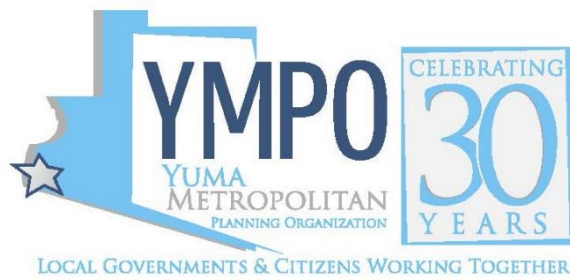
PROJECTED MAINTENANCE EXPENDITURES			
	FY 18		FY 19
City of Yuma	\$7,160,639	City of Yuma	\$7,160,639
Yuma County	\$6,133,193	Yuma County	\$6,133,193
City of San Luis	\$822,000	City of San Luis	\$822,000
City of Somerton	\$45,000	City of Somerton	\$45,000
Town of Wellton	\$23,000	Town of Wellton	\$23,000
TOTAL	\$14,183,832	TOTAL	\$14,183,832

	FY 20		FY 21
City of Yuma	\$7,160,639	City of Yuma	\$7,160,639
Yuma County	\$6,133,193	Yuma County	\$6,133,193
City of San Luis	\$822,000	City of San Luis	\$822,000
City of Somerton	\$45,000	City of Somerton	\$45,000
Town of Wellton	\$23,000	Town of Wellton	\$23,000
TOTAL	\$14,183,832	TOTAL	\$14,183,832

	FY 20		FY 21
City of Yuma	\$7,160,639	City of Yuma	\$7,160,639
Yuma County	\$6,133,193	Yuma County	\$6,133,193
City of San Luis	\$822,000	City of San Luis	\$822,000
City of Somerton	\$45,000	City of Somerton	\$45,000
Town of Wellton	\$23,000	Town of Wellton	\$23,000
TOTAL	\$14,193,832	TOTAL	\$14,193,832

YMPO Transit Projects for FY 17 and FY 18

FISCAL YEAR 2017 (7/1/16 - 6/30/17)										
YMPO-17-01	YCIPTA	1	YMPO Program Support	Planning	5307	2015/2016	0	0	0	44.21.00
YMPO-17-02	YCIPTA	1	YCIPTA Program Administration**	Capital	5307	2015/2016	362,339	90,565	452,923	11.80.00
YMPO-17-03	YCIPTA	1	YCIPTA Maintenance Facility Lease**	Capital	5307	2015/2016	25,641	25,641	51,282	30.09.01
YMPO-17-04	YCIPTA	1	YCIPTA Transit Operations**	Operations	5307	2015/2016	535,140	535,140	1,070,281	11.7A.00
YMPO-17-05	YCIPTA	1	YCIPTA Preventative Maintenance**	Capital	5307	2015/2016	400,401	100,100	500,502	11.71.11
YMPO-17-06	YCIPTA	1	YCIPTA Other 3rd Party Contract Expense**	Capital	5307	2015/2016	\$8,800	\$2,200	\$11,000	11.7D.00
YMPO-17-07	YCIPTA	1	YCIPTA Employee Training**	Capital	5307	2015/2016	\$4,364	\$1,091	\$5,455	11.7C.00
YMPO-17-08	YCIPTA	1	YCIPTA ADA Operations**	Capital	5307	2015/2016	\$164,741	\$41,185	\$205,926	11.42.20
YMPO-17-09	YCIPTA		STP Flex	Capital	STP	2016	\$97,743	\$5,870	\$102,981	
							\$1,599,168	\$801,812	\$2,400,348	
FISCAL YEAR 2018 (7/1/17 - 6/30/18)										
YMPO-18-01	YCIPTA	1	YMPO Program Support	Planning	5307	2016/2017	\$0	\$0	\$0	44.21.00
YMPO-18-02	YCIPTA	1	YCIPTA Program Administration**	Capital	5307	2016/2017	\$372,901	\$93,225	\$466,126	11.80.00
YMPO-18-03	YCIPTA	1	YCIPTA Maintenance Facility Lease**	Capital	5307	2016/2017	\$26,388	\$26,388	\$52,776	30.09.01
YMPO-18-04	YCIPTA	1	YCIPTA Transit Operations**	Operations	5307	2016/2017	\$550,740	\$550,740	\$1,101,479	11.7A.00
YMPO-18-05	YCIPTA	1	YCIPTA Preventative Maintenance**	Capital	5307	2016/2017	\$412,073	\$103,018	\$515,091	11.71.11
YMPO-18-06	YCIPTA	1	YCIPTA Other 3rd Party Contract Expense**	Capital	5307	2016/2017	\$9,056	\$2,264	\$11,320	11.7D.02
YMPO-18-07	YCIPTA	1	YCIPTA Employee Training**	Capital	5307	2016/2017	\$4,491	\$1,123	\$5,614	11.7C.00
YMPO-18-08	YCIPTA	1	YCIPTA ADA Operations**	Capital	5307	2016/2017	\$169,539	\$42,385	\$211,924	11.42.20
YMPO-18-09	YCIPTA		STP Flex	Capital	STP	2017	\$97,743	\$5,870	\$102,981	
							\$1,642,931	\$825,013	\$2,467,312	



2014 - 2018 Transportation Improvement Program

Chapter IV Financial Plan

Under the federal legislation, metropolitan planning area 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.

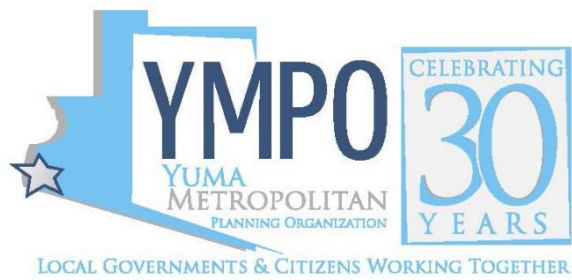
The financial plan discussed the revenues and resources reasonably available to the region to cover the costs of the transportation system. This includes costs to implement the program and costs to maintain the existing infrastructure. The financial plan is based on the YMPO's 2018-2041 RTP's revenue projections and local jurisdictions Capital Improvement Plans. 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 2018-2041 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.

Estimate 2018-2041 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 2018-2041 Regional Transportation Plan



2014 - 2018 Transportation Improvement Program

Appendix

**METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION
FOR THE 2014 - 2018 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:

23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

- I. 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;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- VIII. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Yuma Metropolitan Planning Organization

Arizona Department of Transportation

Signature

Signature

Paul Ward
Printed Name

Printed Name

Executive Director
Title

ADOT Multimodal Planning Director
Title

Date

Date