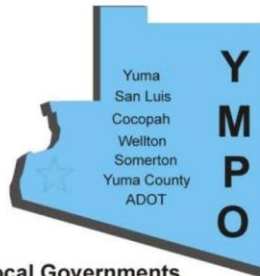
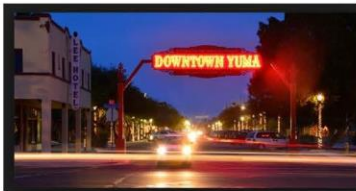
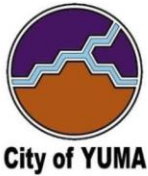


Yuma Metropolitan Planning Organization FY 2020-2024 Transportation Improvement Program



"Local Governments
And Citizens
Working Together"



APPROVED October 31, 2019

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 EXECUTIVE BOARD

J.D. BEGAY, Vice-Chair, Cocopah Indian Tribe..... Chairperson
Miguel Villalpando, Council Member, City of Somerton..... Vice Chair
Maria Cruz, Vice-Mayor, City of San LuisSecretary/Treasurer
Gary Knight, Deputy Mayor, City of Yuma.....Member
Edward Thomas, Council Member, City of Yuma Member
Paul Patane, District Engineer, Southwest District, ADOTMember
Lynn Pancrazi, Board of Supervisor, Yuma CountyMember
Martin Porchas, Board of Supervisors, Yuma CountyMember
Jacob Miller, Council Member, City of YumaMember
Cecilia McCollough, Mayor, Town of WelltonMember

YMPO TECHNICAL ADVISORY COMMITTEE

Eulogio Vera, Public Works Director, City of San Luis..... Chair
Joseph Grant, Public Works Director, Town of WelltonVice-Chair
Omar Heredia, Planner, Cocopah Indian Tribe Member
Mark Hoffman, Senior Planner, ADOT..... Member
Susan Cowey, CIP Administrator, County of YumaMember
Joseph Grant, Public Works Director, Town of WelltonMember
Joshua Scott, Public Works Director, Yuma County..... Member
Jeff Kramer, City Engineer, City of Yuma..... Member
Jennifer Albers, Principal Planner, City of Yuma.....Member
Samuel Palacios, Public Works Director, City of SomertonMember

YMPO STAFF

Paul D. Ward..... Executive Director
Charles A. Gutierrez Senior Planning/Mobility Manager
Crystal Figueroa.....Accountant II
Melissa Ramos..... Assistant Planner/Mobility Manager
De’Laurien McKenzie..... Associate Planner/GIS
Robert Aguilar..... Traffic Data Supervisor

TRAFFIC COUNTER STAFF

Andy MartinezTraffic Technician
Hector PullenTraffic Technician
Robert Ybarra.....Traffic Technician
Marco Navarro.....Traffic Technician
Chris Vega..... Traffic Technician
Hector Pullen.....Traffic Technician

TABLE OF CONTENTS

Page No.

YMPO Executive Board and Technical Advisory Committee (TAC).....	1
YMPO Staff.....	2
Table of Contents	3
RESOLUTION NO. 146	4
CHAPTER I - INTRODUCTION	6
General.....	7
Geographic Area.....	7
Statutory Requirements	7
Public Involvement.....	8
Locations of Public Involvement	9
Criteria for Inclusion of a Project in the TIP	9
Figure 1 - YMPO Area Map	10
Figure 2 - Southwest Border Major Road.....	11
Figure 3 - Transportation Planning & Air Quality Process	11
Figure 4 - Adopted System of Regionally Significant Routes Process	13
CHAPTER II - ADOT PROJECTS IN THE YUMA COUNTYWIDE AREA	14
Proposed Surface Transportation Program (STP) Projects w/Funding Balance	15
CHAPTER III – Transit Projects	17
YMPO Transit Projects FY2017-2018	17
CHAPTER IV – FINANCIAL PLAN	20
PL & SPR Funds	21
STBG.....	21
HSIP	22
YMPO Capital Revenue & Costs	23
CHAPTER V – Performance Measures	24
Performance Measures – Nationwide Significance of Performance-Based Planning	25
Performance Based Planning	25
Goals, Objectives, Performance Measures, and Targets	26
Goals	26
Roadway and Bridge Goal	27
Vehicle Mobility Goal	28
Transit Mobility Goal	29
Freight Movement and Economic Vitality Goal	30
Aviation Goal	31
Border Crossing Goal	32
Metropolitan Planning Process Self Certification	33

Yuma Metropolitan Planning Organization

502 South Orange Avenue
Yuma, Arizona 85364
www.ympo.org

Phone: (928) 783-8911
Fax: (928) 329-1674



Local Governments and Citizens Working Together

YUMA METROPOLITAN PLANNING ORGANIZATION RESOLUTION NO. 146

A RESOLUTION OF THE YUMA METROPOLITAN PLANNING ORGANIZATION (YMPO) EXECUTIVE BOARD, APPROVING THE FY 2020 – 2024 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 annually 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 2020-2024 YMPO TIP, including its 2020 Annual Element, are consistent with the FY 2018-2041 YMPO Regional Transportation Plan, and the Transportation Policy Framework of goals, objectives, and policies; and

Yuma Metropolitan Planning Organization

502 South Orange Avenue
Yuma, Arizona 85364
www.ympo.org

Phone: (928) 783-8911
Fax: (928) 329-1674



Local Governments and Citizens Working Together

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 2018 YMPO Air Quality Conformity Analysis and shows conformity with the FY 2018-2041 YMPO RTP, the FY 2020-2024 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 2020-2024 YMPO Transportation Improvement Program with its 2020 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 27th day of June 2019.

J. Deal Begay Jr., Chairman, Executive Board
Yuma Metropolitan Planning Organization
Vice-Chairman, Cocopah Indian Tribe

ATTEST:

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: in this case, 2020 through 2024. 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 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 **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 2020-2024 TIP, and the 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 2020-2024 Plan and submitted it to ADEQ. YMPO is awaiting 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 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 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** (June 2016) adopted by the YMPO Executive Board.

The YMPO makes an effort to secure a public involvement process that will be target 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, 502 South Orange Ave, Yuma, AZ 85364, YMPO Website, <https://ympo.org>, Yuma County Main Library, 2951 S. 21st Dr., Yuma, AZ 85364.

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

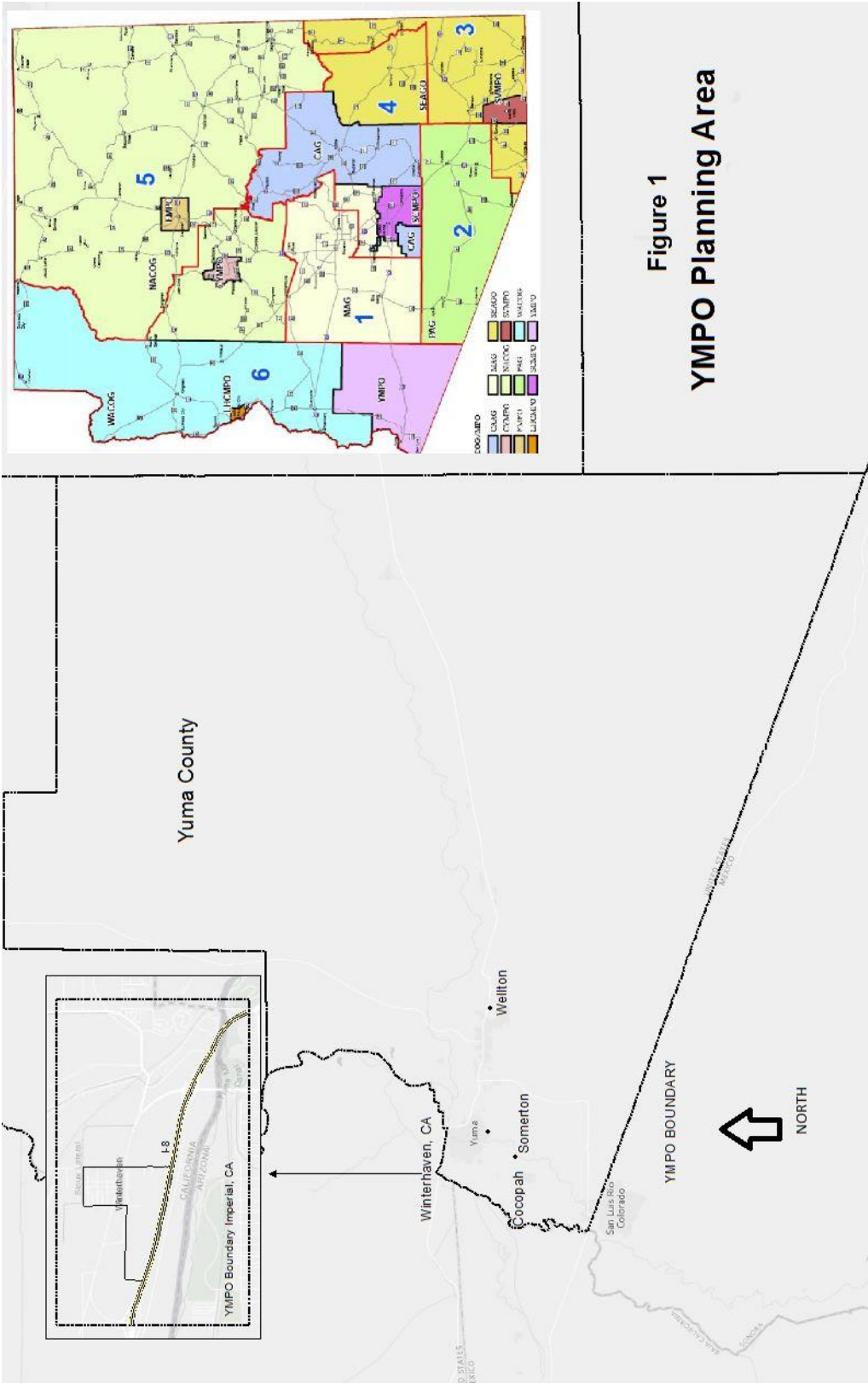


Figure 2

Southwest Border Major Roads

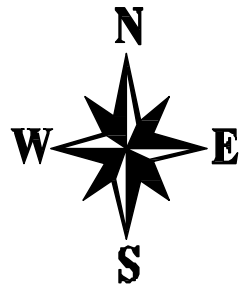
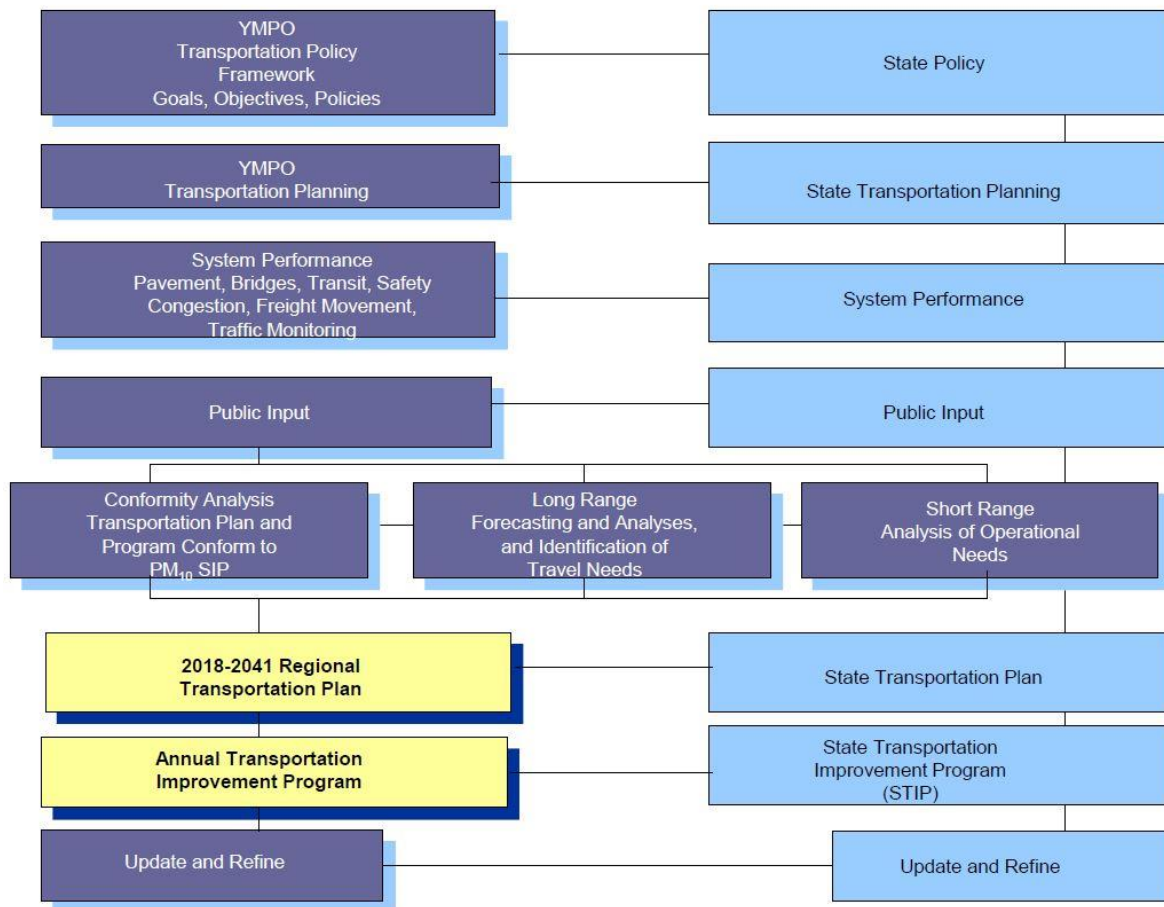


Figure 3
YMPO Transportation Planning and Air Quality Conformity Process



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

Figure 4
Regionally Significant Routes in the Yuma
Area Per 2018-2041 RTP Adopted June 29,
20

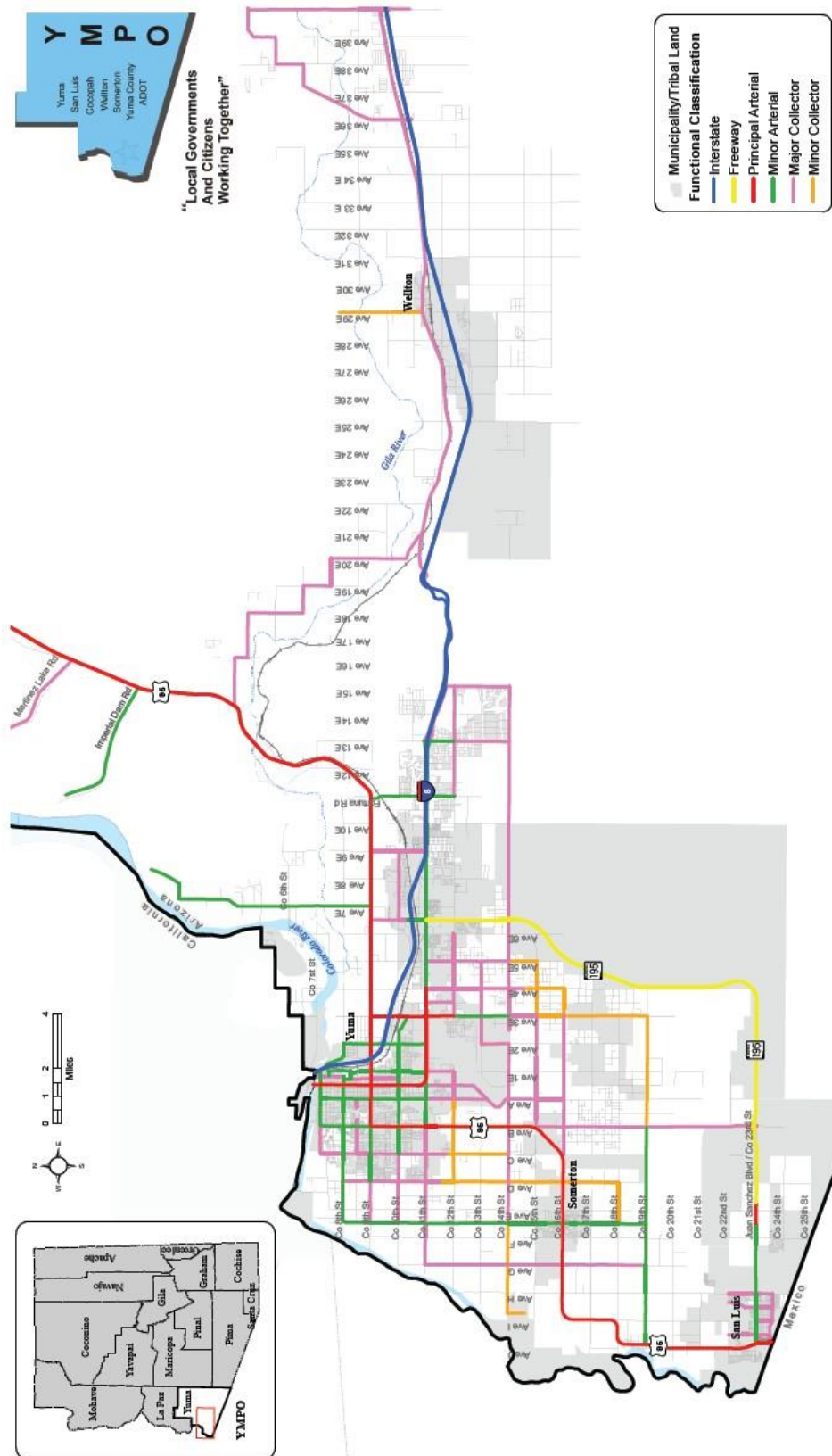


Figure 6.1 – Current Regional Roadway Network Functional Classifications
(Sources: ADOT, YMPO)

Chapter II

ADOT, Regional, & Local Projects

FY 2020 – 2024 Yuma Metropolitan Planning Organization
Transportation Improvement Program

TIP Number	Fiscal Year	Agency	Project Name	Project Location	Length	Type of Work	Functional Classification	Lanes Before	Lanes After	Fed Aid	Federal \$	HURF Exchange	Local \$	Total \$
SOM-18-01	2020	Somerton	Cesar Chavez Ave (Ave F)	Cano St to Fulton St	0.5	Construction	Urban Major Collector	2	3			\$700,000		\$700,000
COY-20-02	2020	Yuma	Various Signalized Intersections - Signal Light Rehab	Various Locations	0	Design	Principal Arterials						\$71,330	\$71,330
7874	2020	ADOT	Ave 36E - MP 46	I-8, MP 37.09 - 46	8.9	Design	Interstate	4	4	NHPP	\$19,803		\$1,197	\$21,000
7874	2020	ADOT	Ave 36E - MP 46	I-8, MP 37.09 - 46	8.9	Construction	Interstate	4	4	NHPP	\$16,509,500		\$990,500	\$17,500,000
101439	2020	ADOT	US 95, Avenue 9E to Fortuna Wash	Roadway Widening & Reconstruction	2.14	Design	Principal Other	2	5				\$1,054,000	\$1,054,000
101439	2020	ADOT	US 95, Avenue 9E to Fortuna Wash	Roadway Widening & Reconstruction	2.14	ROW	Principal Other	2	5				\$1,946,000	\$1,946,000
101569	2020	ADOT	US 95 & Dome Valley Road	Intersection Improvement		Design	Principal Other	2	3	NHPP	\$432,837		\$26,163	\$459,000
101187	2020	ADOT	MP80 - Crystal Hill Rd	US95 MP80-96	16	Design	Principal Other	2	2	NHPP	\$156,538		\$9,462	\$166,000
101187	2020	ADOT	MP80 - Crystal Hill Rd	US95 MP80-96	16	Construction	Principal Other	2	2	NHPP	\$1,535,850		\$111,150	\$1,950,000
101195	2020	ADOT	Yuma Region Wrong Way Signs	Various Locations		Design				HSIP	\$113,160		\$6,840	\$120,000
SAN-20-01	2020	San Luis	County 24th Extension		1.7	Design	Local Dirt	0	2				\$225,000	\$225,000
YC-20-01	2020	Yuma County	Ave B Mill and Fill	Ave B: 24th St to 32nd Street	1	Design	Principal Arterial	4	4				\$135,000	\$135,000
YMPO-20-1	2020	YMPO	LTAP	Training									\$5,000	\$5,000
YC-BR-03	2020	Yuma County	Salinity Canal Off System Bridge Replacement	Bridge Replacement Structure #7639		Design	Local			Off System Bridge	\$282,900		\$17,100	\$300,000
Fed Total	2020	Totals									\$16,514,500	\$700,000	\$4,881,642	\$26,603,855
TIP Number	Fiscal Year	Agency	Project Name	Project Location	Length	Type of Work	Functional Classification	Lanes Before	Lanes After	Fed Aid	Federal \$	HURF Exchange	Local \$	Total \$
COY-20-02	2021	Yuma	Various Signalized Intersections - Signal Light Rehab	Various Locations		Construction	Principal Arterials						\$260,089	\$260,089
101569	2021	ADOT	US 95 & Dome Valley Road	Intersection Improvement		Construction	Principal Other	2	3				\$400,000	\$400,000
101439	2021	ADOT	US 95, Avenue 9E to Fortuna Wash	Roadway Widening & Reconstruction	2.14	Construction	Principal Other	2	5				\$22,000,000	\$25,000,000
101195	2020	ADOT	Yuma Region Wrong Way Signs	Various Locations		Construction				HSIP	\$752,514		\$45,486	\$798,000
YMPO-21-1	2021	YMPO	LTAP	Training						Local			\$5,000	\$5,000
Fed Total	2021	Totals										\$0	\$22,710,575	\$25,463,089
TIP Number	Fiscal Year	Agency	Project Name	Project Location	Length	Type of Work	Functional Classification	Lanes Before	Lanes After	Fed Aid	Federal \$	HURF Exchange	Local \$	Total \$
YC-20-01	2022	Yuma Co.	Ave B Mill and Fill	Ave B: 24th St to 32nd St	1	Construction	Principal Arterial	4	4			\$810,000		\$810,000
8363	2022	ADOT	MP .1 - MP 31 Various Bridges	I-8 - MP D-31; Construct Bridge Deck Rehabilitation	31	Construction	Interstate	4	4	NHPP	\$4,245,300		\$254,700	\$4,500,000
SAN-20-01	2022	San Luis	County 24th Extension	Ave F to Ave H	1.7	Construction	Major Collector	0	2	STBG	\$1,392,633		\$684,052	\$2,076,685
YMPO-22-1	2022	YMPO	LTAP	Training									\$5,000	\$5,000
YC-BR-03	2022	Yuma County	Salinity Canal Off System Bridge Replacement	Bridge Replacement Structure #7639		Construction	Local			Off System Bridge	\$717,100		\$143,900	\$861,000
Fed Total	2022	Totals									\$6,355,033	\$810,000	\$1,087,652	\$8,252,685
TIP Number	Fiscal Year	Agency	Project Name	Project Location	Length	Type of Work	Functional Classification	Lanes Before	Lanes After	Fed Aid	Federal \$	HURF Exchange	Local \$	Total \$
COY-21-01	2023	Yuma	8th St Corridor	Glas Plwy & 8th St to Pacific Ave & 12th St	1.25	Design	Minor Arterial	2	4	STBG	\$565,800		\$34,200	\$600,000
COY-21-01	2023	Yuma	8th St Corridor	Glas Plwy & 8th St to Pacific Ave & 12th St	1.25	Right of Way	Minor Arterial	2	4	STBG	\$377,200		\$22,800	\$400,000
YMPO-23-1	2023	YMPO	LTAP	Training						Local			\$5,000	\$5,000
YMPO-23-02	2023	Yuma County	Co. 19th and Ave G Centerline Rumble Strips	County 19th and Ave G	17	Design	Rural Major Collector	2	2	HSIP	\$189,000			\$189,000
YMPO-23-02	2023	Yuma County	Co. 19th and Ave G Centerline Rumble Strips	County 19th and Ave G	17	Construction	Rural Major Collector	2	2	HSIP	\$267,500			\$267,500

TIP Number	Fiscal Year	Agency	Project Name	Project Location	Length	Type of Work	Functional Classification	Lanes Before	Lanes After	Fed Aid	Federal \$	HURF Exchange	Local \$	Total \$
YMPO-23-03	2023	Yuma Co.	Curve Flatflening County 11th St	County 11th and Avenue G		Design				HSIP	\$306,946		\$18,553	\$325,499
YMPO-23-04	2023	Yuma Co.	County 14th and Ave 4E Traffic Signal - N/S Turn Lane	Traffic Signal - N/S Turn lane						HSIP	\$207,931		\$12,569	\$220,500
YMPO-23-05	2023	Yuma Co.	Upgrade Stripping on Roadway Segments	19 Roadway Segments Upgrade Stripping		Design				HSIP	\$136,500			\$136,500
YMPO-23-05	2023	Yuma Co.	Upgrade Stripping on Roadway Segments	19 Roadway Segments Upgrade Stripping		Construction				HSIP	\$1,700,449			\$1,700,449
YMPO-23-06	2023	San Luis	Flatlen Curve at 10th Ave and Los Alamos	10th Ave at Los Alamos	0.1		Local	2	2	HSIP	\$306,947		\$18,554	\$325,501
YMPO-23-07	2023	Yuma	Pedestrian Hybird Beacons	Various Locations - 5 Pedestrian Hybird Beacons		Design				HSIP	\$273,000			\$273,000
YMPO-23-07	2023	Yuma	Pedestrian Hybird Beacons	Various Locations - 5 Pedestrian Hybird Beacons		Construction				HSIP	\$1,742,344			\$1,742,344
YMPO-23-08	2023	Yuma	Flashing Yellow Arrow Signals	Flashing Yellow Arrow at 3 locations		Design				HSIP	\$162,750			\$162,750
YMPO-23-09	2023	Yuma	Upgrade Striping to 6"	Upgrade Striping to 6" on 5 streets		Design				HSIP	\$136,500			\$136,500
YU-12-09	2023	Yuma County	Ave E Extension	County 23rd to County 19th	9.5	Right of Way							\$275,000	\$275,000
Fed Total	2023	Totals									\$6,372,867		\$386,676	\$6,759,543
TIP Number	Fiscal Year	Agency	Project Name	Project Location	Length	Type of Work	Functional Classification	Lanes Before	Lanes After	Fed Aid	Federal \$	HURF	Local \$	Total \$
YMPO-24-01	2024	YMPO	LTAP	Training						Local			\$5,000	\$5,000
YMPO-23-09	2024	Yuma	Upgrade Striping to 6"	Upgrade Striping to 6" on 5 streets		Construction				HSIP	\$568,890			\$568,890
YMPO-23-08	2024	Yuma	Flashing Yellow Arrow Signals	3 Flashing Yellow Arrow		Construction				HSIP	\$330,750			\$330,750
YMPO-23-06	2024	San Luis	Flatlen Curve at 10th Ave and Los Alamos	10th Ave at Los Alamos		Construction				HSIP	\$1,313,113		\$79,372	\$1,392,485
YMPO-23-04	2024	Yuma County	County 14th and Ave 4E Traffic Signal - N/S Turn Lane	Traffic Signal - N/S Turn lane		Construction				HSIP	\$1,359,146		\$58,354	\$1,417,500
SAN-12-07	2024	San Luis	Juan Sanchez Blvd: US-95 to Ave E 1/2	Widen from 2 lanes to 4 lanes	4	Construction	Urban Minor Arterial	2	4					\$0
COY-21-01	2024	Yuma	8th St Corridor	Glass Phwy & 8th St to Pacific Ave & 12th St	1.25	Construction	Minor Arterial	2	4	STBG	\$2,000,000		\$1,500,000	\$3,500,000
YMPO-23-03	2024	Yuma County	Curve Flatflening County 11th St	Coutny 11th and Ave G		Construction				HSIP	\$1,492,578		\$90,219	\$1,582,797
Fed Total	2024	Totals									\$5,571,899		\$1,542,726	\$7,214,625

Operations & Maintenance
Projected Maintenance Expenditures

	FY 20	FY 21	FY 22	FY 23	FY 24
City of Yuma	\$7,160,639	\$7,160,639	\$7,160,639	\$7,160,639	\$7,160,639
Yuma County	\$6,133,193	\$6,133,193	\$6,133,193	\$6,133,193	\$6,133,193
City of San Luis	\$822,000	\$822,000	\$822,000	\$822,000	\$822,000
City of Somerton	\$45,000	\$45,000	\$45,000	\$45,000	\$45,000
Town of Wellton	\$23,000	\$23,000	\$23,000	\$23,000	\$23,000
TOTAL	\$14,183,832	\$14,183,832	\$14,183,832	\$14,183,832	\$14,183,832

Chapter III

Transit Projects

YMPO Transit Projects for FY 2020 - FY 2024

ID #+A3-Q109	SPONSOR	PRIORITY	PROJECT	TYPE WORK	FED AID	APPORTIONMENT	FED	LOCAL	TOTAL	FED ALI
ID #	SPONSOR	PRIORITY	PROJECT	TYPE WORK	FED AID	APPORTIONMENT				FED ALI
	FEDERAL FISCAL YEAR 2020 (10/01/2019 - 9/30/2020)									
YMPO-20-02	YCIPTA	1	YCIPTA Maintenance Facility Lease	Capital	5307	FFY 2017/18	\$16,800	\$4,200	\$21,000	11.46.03
YMPO-20-03	YCIPTA	1	YCIPTA Transit Operations	Operations	5307	FFY 2017/18	\$900,000	\$900,000	\$1,800,000	30.09.01
YMPO-20-04	YCIPTA	1	YCIPTA Preventative Maintenance	Capital	5307	FFY 2017/18	\$300,000	\$75,000	\$375,000	11.7A.00
YMPO-20-05	YCIPTA	1	YCIPTA Employee Training	Capital	5307	FFY 2017/18	\$25,000	\$6,250	\$31,250	11.7D.02
YMPO-20-06	YCIPTA	1	YCIPTA ADA Operations	Capital	5307	FFY 2017/18	\$160,000	\$40,000	\$200,000	11.7C.00
YMPO-19-08R	YCIPTA	2	YCIPTA Multimodal Transportation Center	Capital	5307	FFY 2015/16	\$1,894,344	\$473,586	\$2,367,930	11.34.03
YMPO-20-18	ADOT	1	YCIPTA Rural Administration	Administration	5311	FFY 2019	\$280,000	\$70,000	\$350,000	30.09.01
YMPO-20-19	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FFY 2019	\$342,200	\$247,800	\$590,000	30.09.01
YMPO-20-20	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FFY 2019	\$348,000	\$252,000	\$600,000	30.09.01
YMPO-20-21	ADOT	1	YCIPTA Rural Maintenance and Capital	Capital	5311	FFY 2019	\$120,000	\$30,000	\$150,000	30.09.01
YMPO-19-20	ADOT	1	YCIPTA - Replacement Bus (3)	Capital	5311	FFY 2019	\$197,100	\$21,900	\$219,000	11.42.00
YMPO-20-22	ADOT	1	YCIPTA Mobility Management - Travel Training	Mobility Management	5310	FFY 2019	\$25,000	\$6,250	\$31,250	11.7L.00
YMPO-20-24	YCIPTA	1	YCIPTA - Acquire Shop Equipment	Capital	STBG	FFY2017/18	\$34,891	\$2,109	\$37,000	11.42.06
YMPO-20-25	YCIPTA	1	YCIPTA - Acquire Mobile Fare Collection Equipment	Capital	STBG	FFY2017/18	\$124,899	\$7,550	\$132,449	11.42.10
YMPO-20-26	YCIPTA	1	YCIPTA - Acquire Support Vehicles	Capital	STBG	FFY2017/18	\$84,870	\$5,130	\$90,000	11.42.11
YMPO-20-27	YCIPTA	1	YCIPTA - Acquire Accounting Software	Capital	STBG	FFY2017/18	\$56,580	\$3,420	\$60,000	11.42.20
YMPO-20-28	ADOT	1	SAAVI - Minivan No Ramp - Replacement	Capital	5310	FFY 2019	\$23,580	\$3,144	\$26,724	
YMPO-20-29	ADOT	1	SAAVI - Minivan No Ramp - Replacement Year 1	Capital	5310	FFY 2019	\$20,960	\$5,764	\$26,724	
YMPO-20-30	ADOT	1	SAAVI - Minivan No Ramp Replacement Year 1	Capital	5310	FFY 2019	\$20,960	\$5,764	\$26,724	
YMPO-20-31	ADOT	1	Saguaro - Beyond ADA Paratransit Operating Year 1	Operating	5310	FFY 2019	\$100,000	\$100,000	\$200,000	
YMPO-20-32	ADOT	1	Saguaro - Minivan with Ramp Year 1	Capital	5310	FFY 2019	\$41,850	\$5,580	\$47,430	
YMPO-20-33	ADOT	1	Saguaro - Mobility Management Year 1	Mobility Management	5310	FFY 2019	\$15,000	\$3,750	\$18,750	
YMPO-20-34	ADOT	1	Saguaro - Minivan with Ramp Year 1	Capital	5310	FFY 2019	\$41,850	\$5,580	\$47,430	
YMPO-20-35	ADOT	1	NAU - Door through Door and More Year 1	Operating	5310	FFY 2019	\$15,000	\$15,000	\$30,000	
YMPO-20-36	ADOT	1	YMPO Mobility Management	Mobility Management	5310	FFY 2019	\$50,000	\$12,500	\$62,500	
YMPO-19-25	YCIPTA	1	YCIPTA Facility (Prior Grant)	Capital	5307	FFY 2015	\$452,625	\$113,156	\$565,781	11.31.03
YMPO-19-28	YCIPTA	1	Purchase Bus Shelters	Capital	5307	FFY 2017	\$266,917	\$66,729	\$333,646	11.42.11
YMPO-19-29	YCIPTA	1	Purchase Signage	Capital	5307	FFY 2017	\$12,160	\$3,040	\$15,200	11.42.20
YMPO-19-19	ADOT	1	YCIPTA - Replacement Van (1)	Capital	5311	FFY 2018	\$65,700	\$7,300	\$73,000	11.42.00
						FY TOTAL	\$6,245,445	\$ 2,544,792	\$8,790,237	

YMPO Transit Projects for FY 2020 - FY 2024

FEDERAL FISCAL YEAR 2021 (10/01/2020 - 9/30/2021)										
YMPO-21-01	YCIPTA	1	YCIPTA Planning	Capital	5307	FFY 2020	\$91,653	\$22,913	\$114,566	44.24.00
YMPO-21-02	YCIPTA	1	YCIPTA Maintenance Facility Lease	Capital	5307	FFY 2020	\$23,419	\$5,855	\$29,274	11.46.03
YMPO-21-03	YCIPTA	1	YCIPTA Transit Operations	Operations	5307	FFY 2020	\$782,767	\$782,767	\$1,565,534	30.09.01
YMPO-21-04	YCIPTA	1	YCIPTA Preventative Maintenance	Capital	5307	FFY 2020	\$611,026	\$152,756	\$763,782	11.7A.00
YMPO-21-05	YCIPTA	1	YCIPTA Employee Training	Capital	5307	FFY 2020	\$3,896	\$974	\$4,870	11.7D.02
YMPO-21-06	YCIPTA	1	YCIPTA ADA Operations	Capital	5307	FFY 2020	\$80,149	\$20,037	\$100,186	11.7C.00
YMPO-21-07	YCIPTA	1	YCIPTA 3rd Party Contractual	Capital	5307	FFY 2020	\$127,964	\$31,991	\$159,955	11.7D.11
YMPO-21-08	ADOT	1	YCIPTA Rural Administration	Administration	5311	FFY 2020/21	\$368,890	\$92,222	\$461,112	30.09.01
YMPO-21-09	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FFY 2020/21	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-21-10	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FFY 2020/21	\$374,878	\$271,464	\$646,342	30.09.01
YMPO-21-11	ADOT	1	YCIPTA Rural Maintenance and Capital	Capital	5311	FFY 2020/21	\$138,915	\$34,729	\$173,644	30.09.01
YMPO-21-12	ADOT	1	YCIPTA Mobility Management - Travel Training	Mobility Management	5310	FFY 2020/21	\$40,000	\$10,000	\$50,000	11.7L.00
YMPO-21-13	YCIPTA		STP	Capital	STP	FFY 2020	\$168,060	\$ 10,158	\$178,218	
						FY TOTAL	\$3,268,556	\$ 1,766,755	\$5,035,311	
FEDERAL FISCAL YEAR 2022 (10/01/2021 - 9/30/2022)										
YMPO-22	YCIPTA	1	YCIPTA Planning	Capital	5307	FFY 2021	\$91,653	\$22,913	\$114,566	44.24.00
YMPO-22	YCIPTA	1	YCIPTA Maintenance Facility Lease	Capital	5307	FFY 2021	\$23,419	\$5,855	\$29,274	11.46.03
YMPO-22	YCIPTA	1	YCIPTA Transit Operations	Operations	5307	FFY 2021	\$782,767	\$782,767	\$1,565,534	30.09.01
YMPO-22	YCIPTA	1	YCIPTA Preventative Maintenance	Capital	5307	FFY 2021	\$611,026	\$152,756	\$763,782	11.7A.00
YMPO-22	YCIPTA	1	YCIPTA Employee Training	Capital	5307	FFY 2021	\$3,896	\$974	\$4,870	11.7D.02
YMPO-22	YCIPTA	1	YCIPTA ADA Operations	Capital	5307	FFY 2021	\$80,149	\$20,037	\$100,186	11.7C.00
YMPO-22	YCIPTA	1	YCIPTA 3rd Party Contractual	Capital	5307	FFY 2021	\$127,964	\$31,991	\$159,955	11.7D.11
YMPO-22	ADOT	1	YCIPTA Rural Administration	Administration	5311	FFY 2021/22	\$368,890	\$92,222	\$461,112	30.09.01
YMPO-22	ADOT	1	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FFY 2021/22	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-22	ADOT	1	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FFY 2021/22	\$374,878	\$271,464	\$646,342	30.09.01
YMPO-22	ADOT	1	YCIPTA Rural Maintenance and Capital	Capital	5311	FFY 2021/22	\$138,915	\$34,729	\$173,644	30.09.01
YMPO-22	ADOT	1	YCIPTA Mobility Management - Travel Training	Mobility Management	5310	FFY 2021/22	\$40,000	\$10,000	\$50,000	11.7L.00
YMPO-22	YCIPTA		STP	Capital	STP	FFY 2021	\$168,060	\$ 10,158	\$178,218	
						FY TOTAL	\$3,268,556.49	\$1,766,754.71	\$5,035,311.20	

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	\$178,218	
						FY TOTAL	\$3,268,556.49	\$1,766,754.71	\$5,035,311.20	
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	\$178,218	
						FY TOTAL	\$3,268,556.49	\$1,766,754.71	\$5,035,311.20	

Chapter IV

Financial Plan

FUNDING AND BUDGET SUMMARY

YMPO, as well as any other MPO in the country, is dependent on federal funding for the 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 the community. Below are details of the funding the YMPO receives and what each funding type is implemented.

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 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 2020	\$1,080,229	\$1,025,137
FY 2021	\$1,080,229	\$1,025,137
FY 2022	\$1,080,229	\$1,025,137
Fy 2023	\$1,080,229	\$1,025,137
FY 2024	\$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 is updating 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 2018- 2041 RTP'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 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 Highway Users Revenue Fund (HURF)

<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

Chapter V

Performance Measures

Performance-Based Planning: The Cornerstone of the YMPO Regional Plan

Performance Measures – Nationwide Significance of Performance-Based Planning

The 2041 Regional Transportation Plan (RTP) 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 RTP performance areas: Safety, Infrastructure Conditions, System Reliability, Freight Movement & Economic Vitality, and Environmental Sustainability. Each of these goal areas consists of objectives, performance measures, and targets.

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 earlier 2037 YMPO RTP and further adopted in the 2041 RTP the YMPO has developed goals, objectives, performance measures, and targets in 10 areas. These goal areas are:

1. **Road and Bridge Condition** – Maintain the highway infrastructure (e.g., pavement and bridges) in good repair.
2. **Roadway Safety** – Reduce the number of fatality and serious injury crashes on all public roads.
3. **Vehicle Mobility** – Improve efficiency and reduce travel time and congestion in the region by providing new roadway connections, widening existing roads, or implementing new technologies to improve traffic flow.
4. **Bicycle Mobility** – Provide more bicycle infrastructure region-wide (e.g. bicycle lanes, striped shoulders, and shared use paths).
5. **Transit Mobility** – Provide more transit options and service regionwide, particularly to transit-dependent populations.
6. **Freight Movement and Economic Vitality** – Improve the region's freight networks and strengthen the ability of the region to access national and international trade markets.
7. **Environmental Sustainability** – Protect and enhance the natural environment through improving air quality, levels of ozone, and levels of particulates.
8. **Aviation** - Increase air traffic operations, a major economic force in the region.
9. **Border Crossings** – Improve cross-border travel in the region.
10. **Tourism** – Enhance the economy of the region by increasing tourism.

Roadway and Bridge Condition Goal

The roadway and bridge condition goal is to maintain the roadway system in good repair. The goal for roadways is to increase the percentage of roads in good condition on the NHS, Yuma County, and City of Yuma arterial roadways. The objective for bridges is to increase the percentage of bridges in good condition. To reach the goals, maintenance projects will be required. The majority of recent past Federal Aid projects utilizing YMPO's allocation are roadway maintenance projects.

Objectives	Performance Measures	Current Condition
Increase the percentage of roads in good condition.	❖ Percentage of pavements on the NHS in good condition	❖ 71.1%
	❖ Yuma County arterial roadways in good condition	❖ 23.4 mi or 49%
	❖ City of Yuma arterial roadways in good or excellent condition	❖ 33.5 mi or 75.7%
Decrease the percentage of bridges classified as Structurally Deficient or Functionally Obsolete	❖ Percentage of ADOT Bridges classified as Structurally Deficient or Functionally Obsolete	❖ 21% (12 of 58 bridges)
	❖ Percentage of City of Yuma Bridges classified as Structurally Deficient or Functionally Obsolete	❖ 14% (3 of 22 bridges)
	❖ Percentage of Yuma County Bridges classified as Structurally Deficient or Functionally Obsolete	❖ 8% (8 of 96 bridges)

Table 2.1 – Roadway and Bridge Objectives, Performance Measures, and Current Conditions
(Sources: Arizona State Highway System Bridge Record as of 10/27/2016 and Arizona Local Public Agency System Bridge Record as of 10/27/2016)

Note: Specific criteria for good and poor condition can vary by jurisdiction.

Roadway Safety Goal

The safety goal is to reduce the number of fatality and serious injury crashes on public roads in the region by 3% annually. This goal was developed during the YMPO Regional Strategic Transportation Safety Plan completed May 2016. It should be noted that motorist behaviors have a significant impact on crashes.

Objectives	Performance Measures	Current Condition
Reduce the number of fatalities and serious injuries on public roads in the region by 3% annually.	❖ Annual fatalities regionwide	❖ 25 fatalities
	❖ Annual serious injuries regionwide	❖ 85 serious injuries

Table 2.2 – Roadway Safety Objectives, Performance Measures, and Current Conditions
(Source: ADOT Safety Datamart, 2013)

Vehicle Mobility Goal

The vehicle mobility goal is to reduce delays and congestion in the region through roadway improvements. One objective for this goal is to reduce the annual hours of delay on major collectors and arterials in the region. Another objective is to reduce vehicle miles of travel on major collector and arterial routes in the region. The third objective is to reduce roadway segment miles with unacceptable levels of service (LOS) in the region. Increasing the number of travel lanes will help achieve these goals. These data are obtained from the YMPO travel demand model (TDM).

Objectives	Performance Measures	Current Condition
Reduce annual hours of delay on major arterials and collectors.	❖ Annual hours of vehicle travel	❖ 33.2 million hours
Reduce vehicle miles of travel on major arterials and collectors.	❖ Annual vehicle miles of travel	❖ 1,448 million vehicle miles
Reduce roadway segment miles with unacceptable LOS (LOS E or F) on major arterials and collectors.	❖ Miles of roadway segments that perform at LOS E or LOS F during peak periods	❖ 0 segments

Table 2.3 – Vehicle Mobility Objectives, Performance Measures, and Current Conditions
(Source: 2015 YMPO travel demand model data)

Bicycle Mobility Goal

The bicycle mobility goal is focused on providing more facilities for bicyclists regionwide. The objective of this goal is to increase the percentage of roads with bicycle lanes or paved striped shoulders to be used by bicyclists.

Objectives	Performance Measures	Current Condition
Increase percentage of roads with bicycle lanes or paved striped shoulders.	❖ City of Yuma miles of bike lanes	❖ 12.4 miles

Table 2.4 – Bicycle Mobility Objectives, Performance Measures, and Current Conditions
(Source: City of Yuma)

Transit Mobility Goal

The focus of the transit mobility goal is to provide increased transit service for the general public, including seniors and individuals with disabilities. One objective is to increase annual transit ridership on the Yuma County Area Transit (YCAT) system. The other objectives were developed as part of the 2015 Yuma Regional Transportation Coordination Plan in consultation with community transit providers. These objectives included:

- ❖ Involving more groups in the YMPO Regional Mobility Committee
- ❖ Marketing the Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 Program) to the public, as measured by voluntary transit service provider reports.
- ❖ Working to meet unmet transportation needs within Yuma County, as measured by transportation funding in the region.

Objectives	Performance Measures	Current Condition
Increase annual transit ridership on YCAT system.	❖ Annual YCAT transit ridership	<ul style="list-style-type: none"> ❖ 209,400 passenger trips (2014 fixed route service) ❖ 1,477 passenger trips (2014 demand response service)
Involve more groups in the YMPO Regional Mobility Committee.	❖ Number of participating agencies in the Regional Mobility Committee	❖ 16 agencies
Market the Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 Program) to the public.	❖ Number of trips provided	❖ 332,259 trips (reported by 3 agencies)
Work to meet unmet transportation needs within Yuma County.	❖ Transportation funding	❖ \$4,218,676 (2011)
Increase cost-effectiveness of transit	❖ Contract expense per revenue vehicle hour	❖ FY 2015-2016: \$64.67

Table 2.5 – Transit Mobility Objectives, Performance Measures, and Current Conditions
(Source: 2015 Yuma Regional Transportation Coordination Plan and the YCIPTA)

Freight Movement and Economic Vitality Goal

Yuma's strategic location on state and interstate routes make improving the efficiency of the regional freight network vital in supporting Yuma's economy. This objective is measured by decreasing the number of miles of key freight routes that operate poorly during peak periods.

Objectives	Performance Measures	Current Condition
Improve the efficiency and effectiveness of the regional freight network and facilities to take advantage of desirable market access conditions.	❖ Decrease the number of miles of I-8, SR 195, and US 95 that perform at LOS E or F during peak periods.	❖ 0 miles
Reduce at-grade crossings with truck routes and freight rail routes.	❖ Projects to reduce at-grade crossings on freight routes	❖ Project planned on Avenue 9E and Fortuna Road.

Table 2.6 – Freight Movement and Economic Vitality Objectives, Performance Measures, and Current Conditions
(Source: YMPO travel demand model, 2015)

Environmental Sustainability Goal

The objective of the environmental sustainability goal is to improve regional air quality, measured by levels of particulates 10 micrometers or less in diameter (PM₁₀), and ozone levels.

Objectives	Performance Measures	Current Condition
Improve regional air quality.	❖ Air quality reporting measures: Level of PM ₁₀ and ozone	❖ PM ₁₀ = 7805.19 tons/year (2014) ❖ Ozone = 0.077ppm (2012-2014 average)
The entire YMPO region will achieve attainment status for PM ₁₀ (particles less than 10 microns in diameter) air quality emissions standards.	❖ The entire YMPO region is designated as an attainment area for PM ₁₀ emission standards.	❖ A portion of the YMPO region is considered "non-attainment" for PM ₁₀

Table 2.7 – Environmental Sustainability Objectives, Performance Measures, and Current Conditions
(Source: YMPO 2014 Air Quality Conformity Analysis and ADEQ Annual Ambient Air Assessment Report)

Aviation Goal

Aviation activity is an important contributor to the local economy and should be increased. Activity is measured through reporting on annual aircraft operations for military aircraft operations, general aviation (GA), and commercial services.

Objectives	Performance Measures	Current Condition
Contribute to the economy of the region by increasing the level of aviation activity.	❖ Military aircraft operations	<ul style="list-style-type: none"> ❖ Rolle Field: 100 operations ❖ Somerton Airport: 0 operations ❖ Yuma Marine Corps Air Station / Yuma International: 109,158 operations
	❖ GA local operations – Those operating in the local traffic pattern or within a 20-mile radius of the airport	<ul style="list-style-type: none"> ❖ Rolle Field: 3000 operations ❖ Somerton Airport: 4000 operations ❖ Yuma Marine Corps Air Station / Yuma International: 45,981 operations
	❖ GA itinerant operations – Those GA operations (excluding commuter or air taxi) not qualifying as local	<ul style="list-style-type: none"> ❖ Rolle Field: 0 operations ❖ Somerton Airport: 50 operations ❖ Yuma Marine Corps Air Station / Yuma International: 13,546 operations
	❖ Commercial services – scheduled operations by certified carriers or interstate carriers	<ul style="list-style-type: none"> ❖ Rolle Field: 0 operations ❖ Somerton Airport: 0 operations ❖ Yuma Marine Corps Air Station / Yuma International: 18,814 operations

Note: Data on Yuma Proving Ground operations are not available.

Table 2.8 – Aviation Objectives, Performance Measures, and Current Conditions
(Source: Federal Aviation Administration Airport Facilities Data)

Border Crossings Goal

The City of San Luis, within the YMPO region, shares a border with San Luis Rio Colorado, Sonora and California. San Luis is the second busiest border crossing point in Arizona and is served by the San Luis Port of Entry and San Luis II, a Commercial Port of Entry. This goal is to improve cross-border travel for all modes of transportation as measured by commercial truck crossings, personal vehicle crossings, and pedestrian crossings.

Objectives	Performance Measures	Current Condition
Improve the accessibility and efficiency of cross-border travel for all modes of travel.	❖ Number of commercial truck crossings	❖ 33,712 trucks
	❖ Number of personal vehicle crossings	❖ 3,106,744 vehicles
	❖ Number of pedestrian crossings	❖ 2,351,506 persons
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.	❖ Border wait times are available for commercial vehicles, passenger vehicles, and pedestrians at the U.S. Customs and Border Protection website, however average times are not computed and are dependent on the time of day, volumes, and number of open lanes.

Table 2.9 – Border Crossings Objectives, Performance Measures, and Current Conditions
(Source: Bureau of Transportation Statistics, 2015 Data)

Tourism Goals

The YMPO region is located at a crossroads where Arizona, California, and Mexico meet, making tourism an important industry in the region. This goal is to increase the level of tourism as measured by the estimated travel spending in Yuma County, reported by the Yuma Visitor's Bureau.

Objectives	Performance Measures	Current Condition
Increase the level of tourism in the region, which will in turn increase tourism related jobs and spending.	❖ Annual travel spending in Yuma County	❖ \$664.7M

Table 2.10 – Tourism Objectives, Performance Measures, and Current Conditions
(Source: Yuma Visitors Bureau - 2014 Data)

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION FOR THE FISCAL YEAR 2020 - 2024
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

Arizona Department of Transportation

Paul D. Ward, P.E.
Executive Director

Date

Greg Byres, P.E.
MPD Director

Date