



FY 2024-28 Yuma Metropolitan Planning Organization Transportation Improvement Program (TIP)

**Tentative Approval
Scheduled For June 29, 2023**

Acknowledgement, June 8, 2023.

This document was funded, in part, through grants from the Federal Highway Administration and/or Federal Transit Administration, U.S. Department of Transportation. The contents of this report reflect the views and opinions of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily state or reflect the official views or policies of the U.S. Department of Transportation, the Arizona Department of Transportation, or any other state or federal agency. This report does not constitute a standard, specification or regulation.

Title VI Notice to the Public - Yuma Metropolitan Planning Organization (YMPO).

YMPO hereby gives public notice that it is the policy of the agency to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which YMPO receives federal financial assistance. Additional protections are provided in other federal and state statutes for discrimination based on religion, sex, disability, age, gender identity (as defined in paragraph 249(c)(4) of title 18, United States Code) or sexual orientation. Any person who believes they have experienced discrimination under Title VI has a right to file a formal complaint with YMPO. Any such complaint must be filed with YMPO's Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. [Complaints should, at a minimum, include the following information:

- Your name and address, and a number at which you can be reached during business hours;
- A general description of the person(s) injured by the alleged discriminatory acts;
- A description of the alleged discriminatory act(s) in sufficient detail to enable the Title VI Coordinator to understand what occurred, when it occurred, and the basis of the alleged discrimination complaint (race, color, national origin, etc.);
- The letter must be signed and dated by the person filing the complaint or by someone authorized to do so on his or her behalf.] For more information, or to file a complaint, please contact the Title VI Coordinator at (928) 783-8911.

TABLE OF CONTENTS

Description	Page
Title VI Notice to the Public	1
Table of Contents	2
YMPO Executive Board and TAC members.....	4
YMPO Staff	6
YMPO Resolution No. 155	8
 CHAPTER I - INTRODUCTION	 10
General	11
Geographic Area	11
Statutory Requirements.....	13
Public Involvement	14
Locations of Public Involvement.....	15
Criteria for Inclusion of a Project in the TIP.....	16
Figure 1 - YMPO Area Map	12
Figure 2 - Southwest Border Major Roads	13
Figure 3 - Transportation Planning & Air Quality Process	15
Figure 4 - Adopted System of Regionally Significant Routes	17
 CHAPTER II - ADOT PROJECTS IN THE YUMA COUNTYWIDE AREA	 18
ADOT Programmed Projects.....	19
 CHAPTER III - LOCAL PROJECTS: FEDERAL AID FUNDS	 20
City of Yuma	21
Yuma County	22
City of San Luis	24
City of Somerton	25
Town of Wellton	26
YMPO.....	27

TABLE OF CONTENTS (continued)	Page
 CHAPTER IV – TRANSIT PROJECTS	28
YMPO Transit TIP Projects FY 2024-2028	29
 CHAPTER V – FINANCIAL PLAN	34
Funding and Budgeting Summary	34
Metropolitan Planning (PL) and Statewide Planning & Research (SPR) Funds	35
STBG Funds	35
Highway User Revenue Funds (HURF)	36
National Highway Performance Program (NHPP)	36
Other Funding Sources	36
Highway Safety Improvement Funds (HSIP)	37
Estimate FY 2022-2045 YMPO Capital Revenue and Costs	37
 CHAPTER V – Performance Measures	38
Performance Measures - Significance of Performance-Based Planning	38
Performance Based Planning	38
Goals, Objectives, Performance Measures, and Targets	39
L RTP Planning Framework	39

Calendar Year 2023 - YMPO Executive Board

Members of the YMPO Executive Board are appointed by their member agencies, usually in January of each year, for a one-year time frame. Usually, Board officers (Chair, Vice-Chair and Secretary/Treasurer) of each committee are elected during the February meeting and take up their posts immediately, as soon as the respective agenda item is passed.

Gary Knight.....Chairman
Councilmember, City of Yuma

Cecilia McCollough.....Vice-Chairwoman
Vice-Mayor, Town of Wellton

Maria Cruz.....Secretary/Treasurer
Councilmember, City of San Luis

Martin Porchas.....Member
Supervisor, District 1, Yuma County Board of Supervisors

Bruce Fenske.....Member
Southwest District Administrator, Arizona Department of Transportation

Lynne Pancrazi.....Member
Supervisor, District 5, Yuma County Board of Supervisors

Art Morales.....Member
Councilmember, City of Yuma

Michael Shelton.....Member
Councilmember, City of Yuma

Wynnie Ortega.....Member
Councilmember, Indian Cocopah Tribe

Miguel Villalpando.....Member
Councilmember, City of Somerton

Technical Advisory Committee (TAC) members (see next page) are sometimes confirmed during their December meeting.

Calendar Year 2023 - YMPO Technical Advisory Committee

Eulogio Vera Chairman
City of San Luis, Public Works Director

Joseph Grant Member
Town of Wellton, Public Works Director

Saul Albor (Charles Gutierrez) Member
City of Somerton, Community Development Director

Mark Hoffman Member
ADOT, Senior Transportation Planner

Kelly Fricke Member
Yuma County, Interim Public Works Director

Frank Sanchez Member
Yuma County, County Engineer

Jennifer Albers (Erika Peterson) Member
City of Yuma, Principal Planner

Susan Cowey Member
City of Yuma, CIP Administrator

Dave Wostenberg Member
City of Yuma, City Engineer

Allen Heck Member
Cocopah Indian Tribe, Planning Director

The following members are ex-officio:

Shelly Kreger YCIPTA

Beth Landrum CalTrans

Romare Truly FHWA

Ariana Valle FTA

John Kelly EPA

YMPO Staff

Crystal Figueroa Executive Director
Blenda Dale Accountant II/Executive Assistant
Robert Aguilar, Jr. Mobility Manager
Norma Chavez Administrative Assistant/Bookkeeper
Paul D. Ward, P.E. Principal Engineer
Jeff Heinrichs Information Technology Manager
Robert Aguilar Traffic Data Supervisor

YMPO Traffic Counter Staff

Marco Navarro Traffic Technician
Christian Vega Traffic Technician
Michael Pullen Traffic Technician
Joe Aleman Traffic Technician
Jason Rosner Traffic Technician
John Patch Traffic Technician
Loren Kollman Traffic Technician

Declaration:

The Yuma region's cooperative, comprehensive, and continuing transportation planning program is conducted through the support of the City of Yuma, Yuma County, the cities of San Luis and Somerton, the Town of Wellton, the Cocopah Indian Tribe, the Arizona Department of Transportation (ADOT), and the Arizona Department of Environmental Quality (ADEQ). Further cooperation has been provided by the U.S. Department of Transportation (USDOT); the Federal Highway Administration (FHWA); Federal Transit Administration (FTA); the U.S. Environmental Protection Agency (EPA); the California Department of Transportation (Caltrans), Imperial County, California, and the Quechan Indian Tribe.

Yuma Metropolitan Planning Organization

230 W. Morrison Street
Yuma, Arizona 85364
www.ympo.org

Phone: (928) 783-8911
Fax: (928) 328-1674



Local Governments and Citizens Working Together

YUMA METROPOLITAN PLANNING ORGANIZATION RESOLUTION NO. 155

A RESOLUTION OF THE YUMA METROPOLITAN PLANNING ORGANIZATION (YMPO) EXECUTIVE BOARD, APPROVING THE FY 2024 – 2028 YMPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP).

- WHEREAS:** The Yuma Metropolitan Planning Organization (YMPO) has the responsibility for conducting the area-wide continuing, comprehensive, and cooperative transportation system planning process and shall develop a long-range transportation plan and a (short-range) transportation improvement program for the region on a current basis pursuant to Section 134 of Title 23, US Code, and the Urban Mass Transportation Act of 1970, as amended by the *Moving Ahead for Progress in the 21st Century Act* (MAP-21) and further upheld by Fixing America's Surface Transportation Act (FAST); and
- WHEREAS:** The YMPO's Transportation Improvement Program (TIP) is a central program management tool for structuring metropolitan transportation programs and reflects the integrated nature of the regional transportation system; and
- WHEREAS:** The YMPO reviews the roadway, transit, and bicycle/pedestrian improvement programs prepared by the member agencies for correlation as one regional TIP, and advises the jurisdictions concerned of any conflicts, and prepares, as a coordinated composite of local programs, a regional TIP for the Yuma region; and
- WHEREAS:** The YMPO's Executive Board and Technical Advisory Committee, consisting of local and State officials, are involved in a process to periodically coordinate the preparation of a regional TIP; and
- WHEREAS:** The joint Federal Highway Administration (FHWA) - Federal Transit Administration (FTA) Metropolitan Transportation Planning regulations, call for production of a TIP including an Annual (or Biennial) Element; and
- WHEREAS:** The projects in this FY 2024-2028 YMPO TIP, including its 2024 Annual Element, are consistent with the FY 2022-2045 YMPO Regional Transportation Plan, and the Transportation Policy Framework of goals, objectives, and policies; and

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

WHEREAS: The YMPO adopted, and FHWA/FTA approved, in cooperation with the Environmental Protection Agency, the 2022 YMPO Air Quality Conformity Analysis and shows conformity with the FY 2022-2045 YMPO LRTP, the FY 2024-2028 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 Fixing America's Surface Transportation Act (FAST); and the 1990 Clean Air Act Amendments; and the Infrastructure Investment and Jobs Act (IIJA).

NOW, THEREFORE, BE IT RESOLVED that the Yuma Metropolitan Planning Organization does HEREBY APPROVE the FY 2024-2028 YMPO Transportation Improvement Program with its 2024 Annual Element, composed of project input from the Cities of Yuma, San Luis, and Somerton, Yuma County, the Town of Wellton, the Cocopah Indian Tribe, and the Arizona Department of Transportation.

ADOPTED AND SIGNED this 29th day of June 2023.

Gary Knight, Chairman, Executive Board
Yuma Metropolitan Planning Organization
Councilmember, City of Yuma

ATTEST:

Crystal Figueroa, Executive Director
Yuma Metropolitan Planning Organization

Chapter 1

Introduction

Draft Document

GENERAL

This Transportation Improvement Program (TIP) represents the culmination of the project selection process for federally funded projects for the YMPO region. 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 (FFY) ending September 30.

The TIP is a multi-year, multi-agency listing of all transportation improvements for the Yuma County portion of the YMPO area covering a period of five years: 2024 through 2028. Included are projects on State routes which have approved for funding by the Arizona State Transportation Board (AZSTB), projects that are on Yuma area State Highways that are proposed for funding, projects proposed for funding under the Federal STBG Program, Off-System Bridge (OSB) Program, Highway Safety Improvement Program, Carbon reduction Program (CRP), Tribal Projects, projects funded by the Federal Transit Administration, projects funded under the Highway Users Revenue Fund Exchange (HURFX) mechanism, any regionally significant roadway projects, and non-federal local projects programmed by 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 FY 2022-2045 YMPO Long-Range Transportation Plan (LRTP), which was adopted by the YMPO Executive Board on July 29, 2021. The LRTP was produced in accordance with jointly issued FHWA/FTA "Metropolitan Planning" regulations, to create a fully coordinated, countywide, transportation improvement program, and the document includes all proposed significant transportation improvements in the study area.

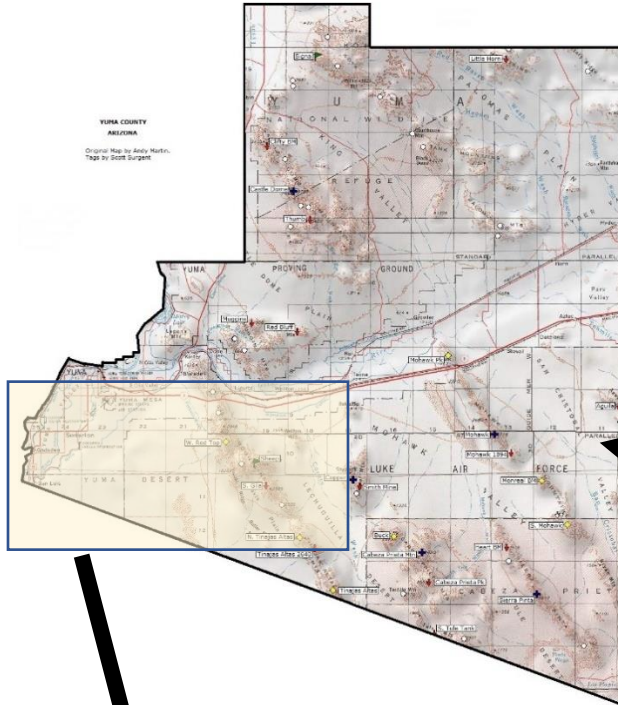
GEOGRAPHIC AREA.

Figure 1, on page 12, illustrates boundaries for the YMPO region. Also shown are locations of the participating jurisdictions: the cities of Yuma, San Luis and Somerton, 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 MPO within the ADOT Southwest District.

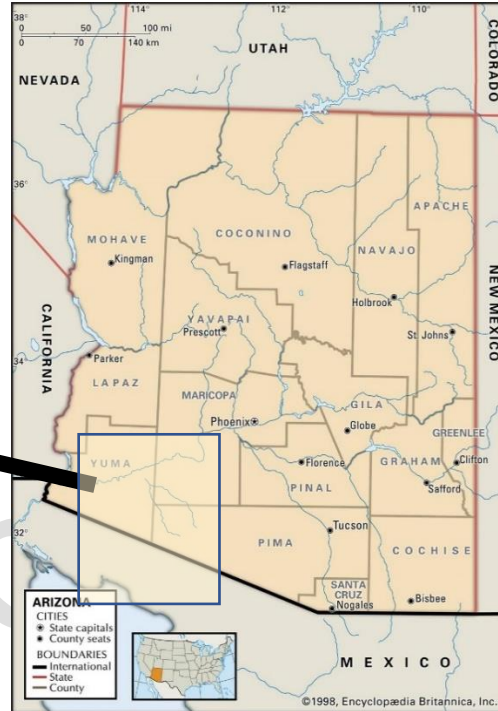
Figure 2, on page 13, shows the proximity of northern Mexico to the YMPO area. The city of San Luis Rio Colorado, Sonora, Mexico is immediately south of Yuma County and San Luis, Arizona. The YMPO will continue cross-border transportation planning to maximize mobility, economic, and lifestyle improvements 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.

Figure 1: The Yuma Metropolitan Area, showing (1) where it is located in relation to Yuma County and (2) where Yuma County is located in the State of Arizona.

(1) Yuma County, showing the Metro Area in Yuma County



(2) State of Arizona, showing Yuma County in the State of Arizona



The Yuma Metropolitan Area, showing the Cities and Towns

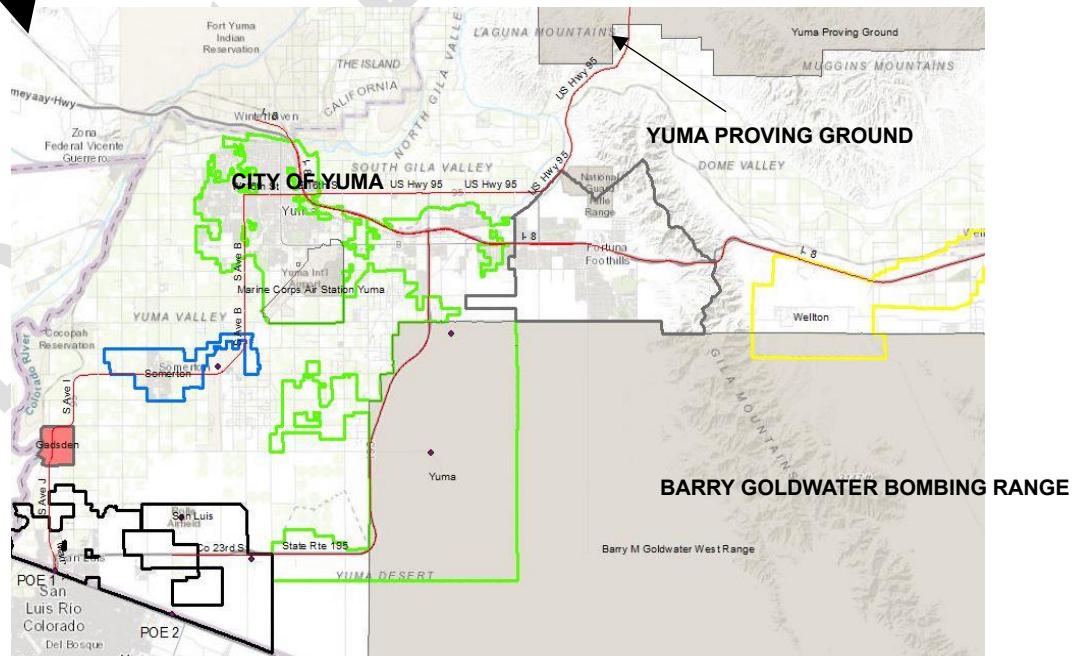


Figure 2: Shows the proximity of northern Mexico to the YMPO area:



STATUTORY REQUIREMENTS.

Under federal guidelines, the TIP is a sequential, multi-year program of transportation projects which is consistent with, and implements the goals and objectives of, the FY 2022-2045 YMPO LRTP. The TIP is 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 is revised at least bi-annually and is formally approved by the MPO's governing body. 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 FY 2022-2045 YMPO LRTP 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.

Federal guidelines require that the TIP be approved by the YMPO Executive Board and the Governor of Arizona. In Arizona, the Governor has designated the responsibility for approving Metropolitan TIPs to the ADOT Multimodal Planning Division Director.

Following such approvals, the TIP is to be included in the Arizona State Transportation Improvement Program (STIP) prepared by ADOT. However, portions of the YMPO area lie in a PM-10 and an Ozone Nonattainment area, and before the Governor's designee can approve the TIP, the FHWA and the FTA must make a conformity finding between the LRTP, the TIP, and the Yuma region's PM-10 and Ozone State Implementation Plan for Air Quality (SIP). The YMPO's Air Quality Conformity Report covering the FY 2024-2028 YMPO TIP and the SIP is only jointly approved by the FHWA and FTA once EPA, ADOT, FHWA, FTA, and YMPO approve the Air Conformity Analysis.

The YMPO TIP is a product of the regional transportation planning process, which is carried on cooperatively by 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, on page 15, illustrates the process of development of the region's FY 2022-2045 YMPO LRTP, from which is developed the regional TIP and its Annual Element.

PUBLIC INVOLVEMENT

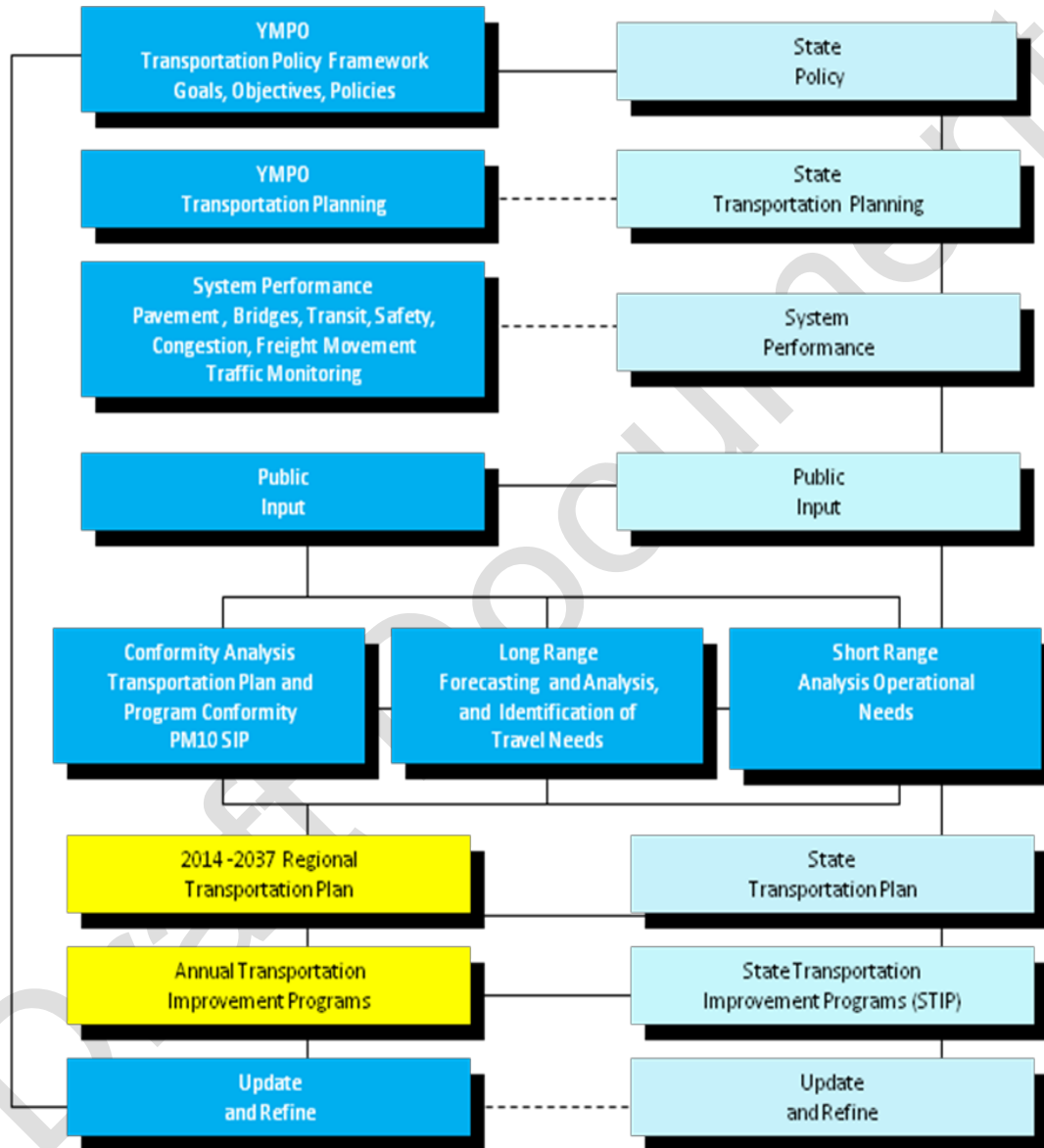
Federal legislation requires a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and is supportive of early and continuing involvement of the public in all aspects of the transportation planning process. Public involvement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

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

1. Involvement Opportunities - Provides opportunities for the public to be involved in all phases of the planning process.
2. Communication - Establish mechanisms for maintaining communications between the public and local officials such as processes like mailings, legal ads, displays, and newsletters.
3. Information - Assure that technical information is available and in simplified, understandable form.

4. Response to Public Input - A description of the methods used to respond to comments from the public.
5. Advisory Committees - The use of the committees and the means of providing a cross- section of affected citizens on the advisory committees.

Figure 3: YMPO Transportation Planning and Air Quality Conformity Process



LOCATIONS OF THE PUBLIC NOTIFICATION PROCESS.

YMPO displays public involvement for comments at the YMPO, 230 West Morrison Street, Yuma, Arizona 85364; on the YMPO Website, <https://ympo.org>; and in the Yuma County Main Library, at 2951 South 21st Drive, Yuma, Arizona 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 4 - Regionally Significant Routes

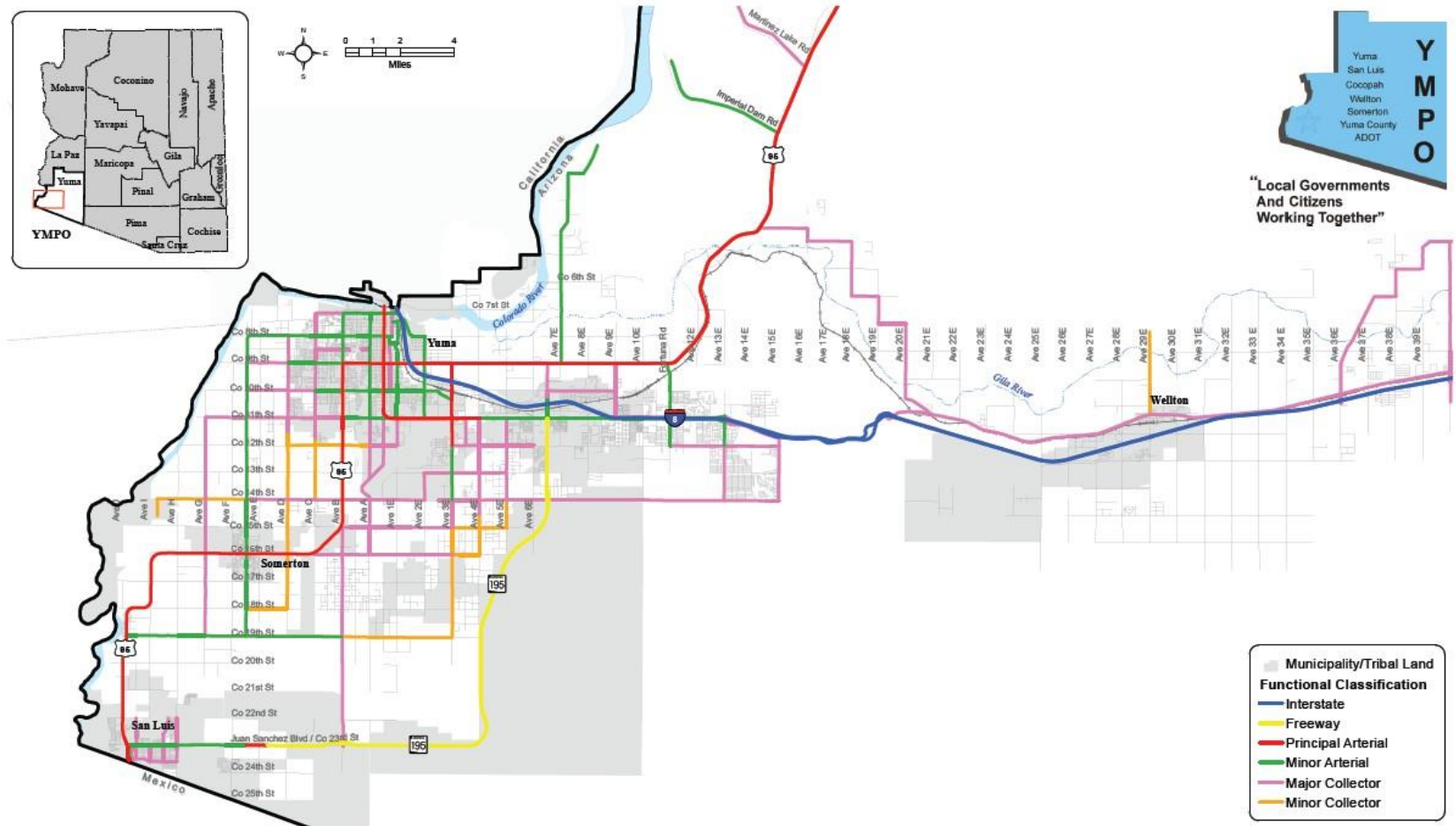
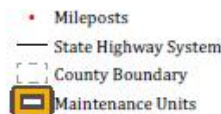


Figure 5.1 – Current Regional Roadway Network Functional Classifications
(Source: ADOT, YMPO)

The map displays the proposed route for the Yuma Bypass, highlighted in yellow. The route starts near Quartzsite, travels south through Tonopah, and then curves around the city of Yuma to the south, passing near Somerton and San Luis. Key locations labeled include Quartzsite, Parker, Tonopah, Gila Bend, Yuma, Somerton, San Luis, and Wallton. Major highways shown include I-8, I-15, SR-95, SR-72, and SR-10. An inset map in the top right corner shows the location of the study area within the state of Arizona. A scale bar at the bottom right indicates distances from 0 to 40 miles.



Note:
The State of Arizona makes no claim concerning the accuracy of this map nor assumes any liability resulting from the use of the information herein.

Prepared by:
Arizona Department of Transportation
Multimodal Planning Division
Transportation Analysis GIS Section
602.712.7250 September 2000

Arizona Department of Transportation (ADOT) Projects							
TIP No.	Project Name/Location	Project Description	Func/Class	Fund Type	Fed \$ or HURFX \$	Local \$	Total \$
FY 2024 Projects							
DOT-23-04D	US-95: Imperial Dam Rd to Aberdeen Rd	Widen Road - Design	FFC-3R	AZ Leg	\$4,250,000	\$0	\$4,250,000
DOT-23-05D	US-95: Wellton-Mohawk Canal to Imperial Dam Rd	Widen Road - Design	FFC-3R	AZ Leg	\$8,000,000	\$0	\$8,000,000
DOT-23-03C	US 95: MP 44.1 to 54	Rehabilitate Pavement - Construct	FFC-3R	NHPP	\$13,153,223	\$795,052	\$13,948,275
DOT-24-02	Yuma Port of Entry	Barrier Protection	N/A	STBG (ADOT)	\$886,420	\$53,580	\$940,000
		FY 2024 ADOT Totals			\$26,289,643	\$848,632	\$27,138,275

Chapter III

Local Projects

Member Projects are listed as follows:

- City of Yuma
- Yuma County
- City of San Luis
- City of Somerton
- Town of Wellton
- Cocopah Indian Tribe (see note, below)
- YMPO

(Note: the Cocopah Indian Tribe have not identified any projects that need to be programmed in the TIP)

FY 2024-28 YMPO Final Transportation Improvement Program

City of Yuma Projects							
TIP No.	Project Name/Location	Project Description	Func/Class	Fund Type	Fed \$ or HURFX \$	Local \$	Total \$
FY 2024 Projects							
YU-23-11X	'A' Canal: Ave 7E at 40th Street (3/4 mile)	New Roadway - Construct (HURF Swap)	FFC-6U	HURFX	\$900,000	\$1,211,184	\$2,111,184
YU-22-11	Hotel Del Sol	Rehabilitate Hotel Del Sol	N/A	RAISE	\$10,614,225	\$3,538,075	\$14,152,300
YU-24-01D	Three City of Yuma Locations	Pedestrian Hybrid Beacons - Design	N/A	HSIP (100%)	\$493,725	\$0	\$493,725
YU-23-08C	Three Citywide Turn Signal Locations	Flashing Yellow Arrow Signals - Construct	N/A	HSIP (100%)	\$330,750	\$0	\$330,750
FY 2025 Projects							
YU-23-10X	40th St: Ave 6 3/4 E to Ave 7 1/2 E (3/4 mile)	New Roadway - Construct (HURF Swap)	FFC-6U	HURFX	\$900,000	\$28,788	\$928,788
YU-23-09C	Five City of Yuma Arterial Streets	Upgrade Pavement Markings - Construct	N/A	HSIP (100%)	\$568,890	\$0	\$568,890
YU-23-07C	Five Citywide Locations	Five Pedestrian Hybrid Beacon - Construct	N/A	HSIP (100%)	\$1,742,344	\$0	\$1,742,344
YU-24-01C	Three City of Yuma Locations	Pedestrian Hybrid Beacons - Construct	N/A	HSIP (100%)	\$1,166,513	\$0	\$1,166,513
YU-24-01R	Three City of Yuma Locations	Pedestrian Hybrid Beacons - Acquire ROW	N/A	Local	\$0	\$100,000	\$100,000

FY 2024-28 YMPO Final Transportation Improvement Program

Yuma County Projects							
TIP No.	Project Name/Location	Project Description	Func/Class	Fund Type	Fed \$ or HURFX \$	Local \$	Total \$
FY 2024 Projects							
YC-24-11D1	Ave 3E Bridge over 'A' Canal	Bridge Replacement - Design (1 of 2)	FFC-5U	Local	\$0	\$100,000	\$100,000
YC-24-01D	Ave B: Co. 18th St to SR-195	Widen Shoulder & Install Rumble Strips - Design	FFC-5U	HSIP	\$438,825	\$26,525	\$465,350
YC-22-09D1	Ave E Extension: Co. 23rd to Co. 16th	New Roadway - Design (AZ Smart funds)	FFC-3U	AZ Smart	\$0	\$610,000	\$610,000
YC-22-09D2	Ave E Extension: Co. 23rd to Co. 16th	New Roadway - Design (Local funds)	FFC-3U	Local	\$0	\$240,000	\$240,000
YC-24-02D	Ave G: Co. 11th St to Co. 16th St	Shoulder Widening and Rumble Strips - Design	FFC-5U	HSIP	\$438,825	\$26,525	\$465,350
YC-24-03D	Co. 14th St at Ave C	Traffic Signal - Design	FFC-5U	HSIP (100%)	\$283,750	\$0	\$283,750
YC-24-04D	Co. 14th St at Ave G	Traffic Signal and Left-Turn Lanes - Design	FFC-5U	HSIP (100%)	\$306,450	\$0	\$306,450
YC-24-05D	US-95 at Ave C	Traffic Signal - Design	FFC-3U	HSIP (100%)	\$283,750	\$0	\$283,750
FY 2025 Projects							
YC-24-11D2	Ave 3E Bridge over 'A' Canal	Bridge Replacement - Design (2 of 2)	FFC-5U	Local	\$0	\$200,000	\$200,000
YC-24-11X1	Ave 3E Bridge over 'A' Canal (0.2 mile)	Bridge Replacement - Construct (HURF Swap, 1 of 2)	FFC-5U	HURFX	\$900,000	\$181,254	\$2,206,377
YC-22-09R	Ave E Extension: Co. 23rd to Co. 16th	New Roadway - Acquire ROW	FFC-3U	Local	\$0	\$400,000	\$400,000
YC-23-03C	Co. 11th St at Ave G	Curve Realignment - Construct	FFC-5U	HSIP (HRRR)	\$1,256,678	\$75,960	\$1,332,638
YC-23-04C1	Co. 14th St at Ave 4E	Traffic Signal and Turn Lanes - Construct (1 of 2)	FFC-5U	HSIP	\$965,396	\$58,354	\$1,023,750
YC-23-04C2	Co. 14th St at Ave 4E	Traffic Signal and Turn Lanes - Construct (2 of 2)	FFC-5U	HSIP (100%)	\$393,750	\$0	\$393,750
YC-23-02C	Co. 19th St at Ave G	Centerline Rumble Strips - Construct	FFC-4U	HSIP (100%)	\$267,750	\$0	\$267,750

FY 2024-28 YMPO Final Transportation Improvement Program

Yuma County Projects							
TIP No.	Project Name/Location	Project Description	Func/Class	Fund Type	Fed \$ or HURFX \$	Local \$	Total \$
YC-23-05C	Thirteen Roadway Segments	Upgrade Pavement Markings - Construct	N/A	HSIP (HRRR)	\$1,700,449	\$0	\$1,700,449
YC-24-05C	US-95 at Ave C	Traffic Signal - Construct	FFC-3U	HSIP (100%)	\$716,756	\$0	\$716,756
FY 2026 Projects							
YC-24-11X2	Ave 3E Bridge over 'A' Canal (0.2 mile)	Bridge Replacement - Construct (HURF Swap, 2 of 2)	FFC-5U	HURFX	\$225,123	\$0	\$225,123
YC-24-01C1	Ave B: Co. 18th St to SR-195	Widen Shoulder & Install Rumble Strips - Construct (1 of 2)	FFC-5U	HSIP (100%)	\$580,471	\$0	\$580,471
YC-24-01C2	Ave B: Co. 18th St to SR-195	Widen Shoulder & Install Rumble Strips - Construct (2 of 2)	FFC-5U	HSIP	\$3,229,311	\$195,197	\$3,424,508
YC-22-09C1	Ave E Extension: Co. 23rd to Co. 16th	New Roadway - Construct Utilities (1 of 2)	FFC-3U	Local	\$0	\$700,000	\$700,000
YC-24-02C1	Ave G: Co. 11th St to Co. 16th St	Widen Shoulder and Install Rumble Strips - Construct	FFC-5U	HSIP (100%)	\$147,500	\$0	\$147,500
YC-24-02C2	Ave G: Co. 11th St to Co. 16th St	Widen Shoulder and Install Rumble Strips - Construct	FFC-5U	HSIP	\$3,791,902	\$229,203	\$4,021,105
YC-24-03C	Co. 14th St at Ave C	Traffic Signal - Construction	FFC-5U	HSIP (100%)	\$733,889	\$0	\$733,889
YC-24-04C	Co. 14th St at Ave G	Traffic Signal and Left-Turn Lanes - Construct (1 of 2)	FFC-5U	HSIP (100%)	\$663,927	\$0	\$663,927
YC-24-04C	Co. 14th St at Ave G	Traffic Signal and Left-Turn Lanes - Construct (2 of 2)	FFC-5U	HSIP	\$471,245	\$28,485	\$499,730
FY 2027 Projects							
YC-22-09C2	Ave E Extension: Co. 23rd to Co. 16th	New Roadway - Construct Utilities (2 of 2)	FFC-3U	Local	\$0	\$500,000	\$500,000

FY 2024-28 YMPO Final Transportation Improvement Program

City of San Luis									
TIP No.	FY	Agency	Project Name/Location	Project Description	Func/ Class	Fund Type	Fed \$ or HURFX \$	Local \$	Total \$
FY 2024 Projects									
SL-23-06C1	2024	San Luis	10th Ave at Los Alamos St	Curve Realignment - Construct	FFC-6U	HSIP (100%)	\$2,625	\$0	\$2,625
SL-23-06C2	2024	San Luis	10th Ave at Los Alamos St	Curve Realignment - Construct	FFC-6U	HSIP	\$1,310,638	\$79,222	\$1,389,860
SL-24-01D1	2024	San Luis	Cesar Chavez (Juan Sanchez) Blvd: US-95 to Ave E 1/2 (4.7 miles)	Widen Roadway (2 to 4 lanes) - Design (1 of 2) By ADOT	FFC-3U	Fed Earmark	\$1,200,000	\$127,534	\$1,327,534
SL-24-01D1	2024	San Luis	Cesar Chavez (Juan Sanchez) Blvd: US-95 to Ave E 1/2 (4.7 miles)	Widen Roadway (2 to 4 lanes) - Design (2 of 2) By ADOT	FFC-3U	AZ Smart	\$0	\$2,787,435	\$2,787,435
SL-24-01D	2024	San Luis	US-95: Co. 20 1/2 St to Co. 22nd St	Raised Median - Design	FFC-3R	HSIP	\$449,528	\$27,172	\$476,700
FY 2025 Projects									
SL-24-01C	2025	San Luis	Cesar Chavez (Juan Sanchez) Blvd: US-95 to Ave E 1/2 (4.7 miles)	Widen Roadway (2 to 4 lanes) - Construct By ADOT	FFC-3U	AZ Leg	\$33,000,000	\$0	\$33,000,000
FY 2026 Projects									
SL-24-01C	2026	San Luis	US-95: Co. 20 1/2 St to Co. 22nd St	Raised Median - Construct	FFC-3U	HSIP	\$1,683,019	\$101,731	\$1,784,750

City of Somerton Projects

TIP No.	Project Name/Location	Project Description	Func/Class	Fund Type	Fed \$ or HURFX \$	Local \$	Total \$
FY 2024 Projects							
SO-24-01D	Co. 15th St at Ave D	Crest Curve Correction - Design	FFC-5U	HSIP	\$428,122	\$25,878	\$454,000
FY 2025 Projects							
SO-24-01C	Co. 15th St at Ave D	Crest Curve Correction - Construct	FFC-5U	HSIP	\$1,587,045	\$95,930	\$1,682,975

FY 2024-28 YMPO Final Transportation Improvement Program

Town of Wellton Projects							
TIP No.	Project Name/Location	Project Description	Func/Class	Fund Type	Fed \$ or HURFX \$	Local \$	Total \$
FY 2025 Projects							
WE-25-02D	Williams St: Oakland Ave to Los Angeles Ave	Roadway Improvements - Design	FFC-6R	Local	\$0	\$84,916	\$84,916
FY 2026 Projects							
WE-25-02X	Williams St: Oakland Ave to Los Angeles Ave (1/2 mile)	Roadway Improvements - Construct (HURF Swap)	FFC-6R	HURFX	\$505,052	\$42,948	\$548,000

FY 2024-28 YMPO Final Transportation Improvement Program

YMPO Projects								
TIP No.	FY	Project Name/Location	Project Description	Func/Class	Fund Type	Federal \$	Local \$	Total \$
MPO-24-01	2024	LTAP	Technical Assistance Program	N/A	STBG	\$5,000	\$0	\$5,000
			FY 2024 YMPO Totals			\$5,000	\$0	\$5,000
MPO-25-01	2025	LTAP	Technical Assistance Program	N/A	STBG	\$5,000	\$0	\$5,000
			FY 2025 YMPO Totals			\$5,000	\$0	\$5,000
MPO-26-01	2026	LTAP	Technical Assistance Program	N/A	STBG	\$5,000	\$0	\$5,000
			FY 2026 YMPO Totals			\$5,000	\$0	\$5,000
MPO-27-01	2027	LTAP	Technical Assistance Program	N/A	STBG	\$5,000	\$0	\$5,000
			FY 2027 YMPO Totals			\$5,000	\$0	\$5,000
MPO-28-01	2028	LTAP	Technical Assistance Program	N/A	STBG	\$5,000	\$0	\$5,000
			FY 2028 YMPO Totals			\$5,000	\$0	\$5,000

Chapter IV

Transit Projects

The next two pages contain all of the Transit projects that are programmed to be carried out in the YMPO region during fiscal years 2024 through 2026. Additional projects for fiscal years 2027 and 2028 will be amended into the TIP, when they are notified.

FY 2024-28 YMPO Final Transportation Improvement Program

FY 2024-28 YMPO TRANSIT PROJECTS

ID #	SPONSOR	PROJECT	TYPE WORK	FED AID	APPORTIONMENT	FED	LOCAL	TOTAL
FEDERAL FISCAL YEAR 2024								
YMPO-24-02	YCIPTA	YCIPTA Maintenance Facility Lease	Capital	5307	FY 2020/21	\$26,346	\$6,587	\$32,933
YMPO-24-03	YCIPTA	YCIPTA Transit Operations	Operations	5307	FY 2020/21	\$880,613	\$880,613	\$1,761,226
YMPO-24-04	YCIPTA	YCIPTA Preventive Maintenance	Capital	5307	FY 2020/21	\$333,374	\$83,344	\$416,718
YMPO-24-05	YCIPTA	YCIPTA Employee Training	Capital	5307	FY 2018/19	\$3,896	\$974	\$4,870
YMPO-24-06	YCIPTA	YCIPTA ADA Operations	Capital	5307	FY 2018/19	\$80,149	\$20,037	\$100,186
YMPO-24-07	YCIPTA	YCIPTA 3rd Party Contractual	Capital	5307	FY 2020/21	\$143,960	\$35,990	\$179,950
YMPO-24-08	ADOT	YCIPTA Rural Administration	Administration	5311	FY 2021/22	\$368,890	\$92,222	\$461,112
YMPO-24-09	ADOT	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FY 2021/22	\$456,940	\$330,888	\$787,828
YMPO-24-10	ADOT	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FY 2021/22	\$374,878	\$271,464	\$646,342
YMPO-24-11	ADOT	YCIPTA Rural Maintenance and Capital	Capital	5311	FY 2021/22	\$138,915	\$34,729	\$173,644
YMPO-24-12	YCIPTA	YCIPTA Various Capital Purchases	Capital	STBG-Flex	FY 2019/20/21/22/23	\$575,270	\$34,772	\$610,042
YMPO-24-13	ADOT	Achieve - Minivan no ramp	Vehicle Capital	5310	FY 2022/23	\$71,666	\$17,916	\$89,582
YMPO-24-14	ADOT	Achieve -Minivan no ramp replacement	Vehicle Capital	5310	FY 2022/23	\$71,666	\$17,916	\$89,582
YMPO-24-15	ADOT	Arizona Board of Regents - Senior Companion Door Through Door & M	Operations	5310	FY 2022/23	\$18,316	\$18,316	\$36,632
YMPO-24-16	ADOT	Crossroads Mission -Operating funds	Operations	5310	FY 2022/23	\$11,250	\$11,250	\$22,500
YMPO-24-17	ADOT	Crossroads Mission - Minivan No Ramp Expansion	Vehicle Capital	5310	FY 2022/23	\$71,666	\$17,916	\$89,582
YMPO-24-18	ADOT	HOPE Inc. - YMPO Preventive Maintenance 2023-2024	Capital	5310	FY 2022/23	\$10,800	\$2,700	\$13,500
YMPO-24-19	ADOT	HOPE Inc. - YMPO Operating 2023-2024	Operations	5310	FY 2022/23	\$76,341	\$76,341	\$152,682
YMPO-24-20	ADOT	HOPE Inc. - YMPO Vehicles Request 2023-2024	Vehicle Capital	5310	FY 2022/23	\$71,666	\$17,916	\$89,582
YMPO-24-21	ADOT	RISE - Yuma and Foothills Fleet Preventive Maintenance	Capital	5310	FY 2022/23	\$50,000	\$12,500	\$62,500
YMPO-24-22	ADOT	Saguaro - Preventive Maintenance -1st year	Capital	5310	FY 2022/23	\$57,579	\$14,395	\$71,974
YMPO-24-23	ADOT	Saguaro - Beyond ADA Paratransit Operating Fund - 1st year	Operations	5310	FY 2022/23	\$100,000	\$100,000	\$200,000
YMPO-24-24	ADOT	YMPO - Regional Mobility Manager	Mobility Management	5310	FY 2022/23	\$71,000	\$17,750	\$88,750

FY 2024-28 YMPO Final Transportation Improvement Program

FY 2024-28 YMPO TRANSIT PROJECTS

ID #	SPONSOR	PROJECT	TYPE WORK	FED AID	APPORTIONMENT	FED	LOCAL	TOTAL
FEDERAL FISCAL YEAR 2025								
YMPO-25-02	YCIPTA	YCIPTA Maintenance Facility Lease	Capital	5307	FY 2020/21	\$26,346	\$6,587	\$32,933
YMPO-25-03	YCIPTA	YCIPTA Transit Operations	Operations	5307	FY 2020/21	\$880,613	\$880,613	\$1,761,226
YMPO-25-04	YCIPTA	YCIPTA Preventive Maintenance	Capital	5307	FY 2020/21	\$333,374	\$83,344	\$416,718
YMPO-25-05	YCIPTA	YCIPTA Employee Training	Capital	5307	FY 2018/19	\$3,896	\$974	\$4,870
YMPO-25-06	YCIPTA	YCIPTA ADA Operations	Capital	5307	FY 2018/19	\$80,149	\$20,037	\$100,186
YMPO-25-07	YCIPTA	YCIPTA 3rd Party Contractual	Capital	5307	FY 2020/21	\$143,960	\$35,990	\$179,950
YMPO-25-08	ADOT	YCIPTA Rural Administration	Administration	5311	FY 2021/22	\$368,890	\$92,222	\$461,112
YMPO-25-09	ADOT	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FY 2021/22	\$456,940	\$330,888	\$787,828
YMPO-25-10	ADOT	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FY 2021/22	\$374,878	\$271,464	\$646,342
YMPO-25-11	ADOT	YCIPTA Rural Maintenance and Capital	Capital	5311	FY 2021/22	\$138,915	\$34,729	\$173,644
YMPO-25-12	YCIPTA	YCIPTA Various Capital Purchases	Capital	STBG-Flex	FY 2023/24	\$168,060	\$10,158	\$178,218
YMPO-25-13	ADOT	CRSSA Operating Door Through Door & More (YMPO - Year 2)	CRSSA Operations	5310	FY 2023/24	\$6,579	\$0	\$6,579
YMPO-25-14	ADOT	Operating Door Through Door & More (YMPO - Year 2)	Operations	5310	FY 2023/24	\$18,300	\$18,300	\$36,600
YMPO-25-15	ADOT	YMPO Preventive Maintenance 2022-2023	Capital	5310	FY 2023/24	\$5,600	\$1,400	\$7,000
YMPO-25-16	ADOT	CRSSA YMPO Operating 2022-2023	CRSSA Operations	5310	FY 2023/24	\$8,151	\$0	\$8,151
YMPO-25-17	ADOT	YMPO Operating 2022-2023	Operations	5310	FY 2023/24	\$22,673	\$22,673	\$45,346
YMPO-25-18	ADOT	YMPO Mini-van w/ramp Expansion	Vehicle Capital	5310	FY 2023/24	\$62,645	\$11,055	\$73,700
YMPO-25-19	ADOT	YMPO Mini-van no ramp Expansion	Vehicle Capital	5310	FY 2023/24	\$31,535	\$5,565	\$37,100
YMPO-25-20	ADOT	Maxivan No Lift Replacement VIN 4943	Vehicle Capital	5310	FY 2023/24	\$34,800	\$8,700	\$43,500
YMPO-25-21	ADOT	CRSSA Beyond ADA paratransit operating YR2	CRSSA Operations	5310	FY 2023/24	\$47,596	\$0	\$47,596
YMPO-25-22	ADOT	Mobility Management Year 2	Mobility Management	5310	FY 2023/24	\$20,000	\$5,000	\$25,000
YMPO-25-23	ADOT	Beyond ADA paratransit operating YR2	Operations	5310	FY 2023/24	\$132,404	\$132,404	\$264,808
YMPO-25-24	ADOT	Minivan With Ramp - Year 2	Vehicle Capital	5310	FY 2023/24	\$62,645	\$11,055	\$73,700
YMPO-25-25	ADOT	Minivan With Ramp - Year 2	Vehicle Capital	5310	FY 2023/24	\$62,645	\$11,055	\$73,700
YMPO-25-26	ADOT	Regional Mobility Manager	Mobility Management	5310	FY 2023/24	\$75,000	\$18,750	\$93,750

FY 2024-28 YMPO Final Transportation Improvement Program

FY 2024-28 YMPO TRANSIT PROJECTS

ID #	SPONSOR	PROJECT	TYPE WORK	FED AID	APPORTIONMENT	FED	LOCAL	TOTAL
FEDERAL FISCAL YEAR 2026								
YMPO-26-02	YCIPTA	YCIPTA Maintenance Facility Lease	Capital	5307	FY 2024/25	\$26,346	\$6,587	\$32,933
YMPO-26-03	YCIPTA	YCIPTA Transit Operations	Operations	5307	FY 2024/25	\$880,613	\$880,613	\$1,761,226
YMPO-26-04	YCIPTA	YCIPTA Preventive Maintenance	Capital	5307	FY 2024/25	\$333,374	\$83,344	\$416,718
YMPO-26-05	YCIPTA	YCIPTA Employee Training	Capital	5307	FY 2024/25	\$3,896	\$974	\$4,870
YMPO-26-06	YCIPTA	YCIPTA ADA Operations	Capital	5307	FY 2024/25	\$80,149	\$20,037	\$100,186
YMPO-26-07	YCIPTA	YCIPTA 3rd Party Contractual	Capital	5307	FY 2024/25	\$143,960	\$35,990	\$179,950
YMPO-26-08	ADOT	YCIPTA Rural Administration	Administration	5311	FY 2024/25	\$368,890	\$92,222	\$461,112
YMPO-26-09	ADOT	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FY 2024/25	\$456,940	\$330,888	\$787,828
YMPO-26-10	ADOT	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FY 2024/25	\$374,878	\$271,464	\$646,342
YMPO-26-11	ADOT	YCIPTA Rural Maintenance and Capital	Capital	5311	FY 2024/25	\$138,915	\$34,729	\$173,644
YMPO-26-13	YCIPTA	YCIPTA Various Capital Purchases	Capital	STBG-Flex	FY 2024/25	\$168,060	\$10,158	\$178,218

FY 2024-28 YMPO Final Transportation Improvement Program

FY 2024-28 YMPO TRANSIT PROJECTS

ID #	SPONSOR	PROJECT	TYPE WORK	FED AID	APPORTIONMENT	FED	LOCAL	TOTAL
FEDERAL FISCAL YEAR 2027								
YMPO-27-01	YCIPTA	YCIPTA Maintenance Facility Lease	Capital	5307	FY 2025/26	\$27,664	\$6,916	\$34,580
YMPO-27-02	YCIPTA	YCIPTA Transit Operations	Operations	5307	FY 2025/26	\$924,644	\$924,644	\$1,849,287
YMPO-27-03	YCIPTA	YCIPTA Preventive Maintenance	Capital	5307	FY 2025/26	\$350,043	\$87,511	\$437,554
YMPO-27-04	YCIPTA	YCIPTA Employee Training	Capital	5307	FY 2025/26	\$4,091	\$1,023	\$5,114
YMPO-27-05	YCIPTA	YCIPTA ADA Operations	Capital	5307	FY 2025/26	\$84,156	\$21,039	\$105,195
YMPO-27-06	YCIPTA	YCIPTA 3rd Party Contractual	Capital	5307	FY 2025/26	\$151,158	\$37,790	\$188,948
YMPO-27-07	YCIPTA	YCIPTA Maintenance Facility Lease	Capital	5307	FY 2025/26	\$27,664	\$6,916	\$34,580
YMPO-27-08	YCIPTA	YCIPTA Transit Operations	Operations	5307	FY 2025/26	\$924,644	\$924,644	\$1,849,287
YMPO-27-09	YCIPTA	YCIPTA Preventive Maintenance	Capital	5307	FY 2025/26	\$350,043	\$87,511	\$437,554
YMPO-27-10	YCIPTA	YCIPTA Employee Training	Capital	5307	FY 2025/26	\$4,091	\$1,023	\$5,114
YMPO-27-11	YCIPTA	YCIPTA ADA Operations	Capital	5307	FY 2025/26	\$84,156	\$21,039	\$105,195
YMPO-27-12	YCIPTA	YCIPTA 3rd Party Contractual	Capital	5307	FY 2025/26	\$151,158	\$37,790	\$188,948
YMPO-27-13	ADOT	YCIPTA Rural Administration	Administration	5311	FY 2025/26	\$387,334	\$96,834	\$484,168
YMPO-27-14	ADOT	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FY 2025/26	\$479,787	\$347,432	\$827,219
YMPO-27-15	ADOT	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FY 2025/26	\$393,622	\$285,037	\$678,659
YMPO-27-16	ADOT	YCIPTA Rural Maintenance and Capital	Capital	5311	FY 2025/26	\$145,861	\$36,465	\$182,326
YMPO-27-17	YCIPTA	YCIPTA Various Capital Purchases	Capital	STBG-Flex	FY 2025/26	\$176,463	\$10,666	\$187,129

FY 2024-28 YMPO Final Transportation Improvement Program

FY 2024-28 YMPO TRANSIT PROJECTS

ID #	SPONSOR	PROJECT	TYPE WORK	FED AID	APPORTIONMENT	FED	LOCAL	TOTAL
FEDERAL FISCAL YEAR 2028								
YMPO-28-01	YCIPTA	YCIPTA Maintenance Facility Lease	Capital	5307	FY 2026/27	\$29,047	\$7,262	\$36,309
YMPO-28-02	YCIPTA	YCIPTA Transit Operations	Operations	5307	FY 2026/27	\$970,876	\$970,876	\$1,941,752
YMPO-28-03	YCIPTA	YCIPTA Preventive Maintenance	Capital	5307	FY 2026/27	\$367,545	\$91,886	\$459,432
YMPO-28-04	YCIPTA	YCIPTA Employee Training	Capital	5307	FY 2026/27	\$4,295	\$1,074	\$5,369
YMPO-28-05	YCIPTA	YCIPTA ADA Operations	Capital	5307	FY 2026/27	\$88,364	\$22,091	\$110,455
YMPO-28-06	YCIPTA	YCIPTA 3rd Party Contractual	Capital	5307	FY 2026/27	\$158,716	\$39,679	\$198,395
YMPO-28-07	YCIPTA	YCIPTA Maintenance Facility Lease	Capital	5307	FY 2026/27	\$29,047	\$7,262	\$36,309
YMPO-28-08	YCIPTA	YCIPTA Transit Operations	Operations	5307	FY 2026/27	\$970,876	\$970,876	\$1,941,752
YMPO-28-09	YCIPTA	YCIPTA Preventive Maintenance	Capital	5307	FY 2026/27	\$367,545	\$91,886	\$459,432
YMPO-28-10	YCIPTA	YCIPTA Employee Training	Capital	5307	FY 2026/27	\$4,295	\$1,074	\$5,369
YMPO-28-11	YCIPTA	YCIPTA ADA Operations	Capital	5307	FY 2026/27	\$88,364	\$22,091	\$110,455
YMPO-28-12	YCIPTA	YCIPTA 3rd Party Contractual	Capital	5307	FY 2026/27	\$158,716	\$39,679	\$198,395
YMPO-28-13	ADOT	YCIPTA Rural Administration	Administration	5311	FY 2026/27	\$406,701	\$101,675	\$508,376
YMPO-28-14	ADOT	YCIPTA Rural Operations	Intercity	5311/ 5311(f)	FY 2026/27	\$503,777	\$364,804	\$868,580
YMPO-28-15	ADOT	YCIPTA Rural Operations	Operations	5311/ 5311(f)	FY 2026/27	\$413,304	\$299,289	\$712,592
YMPO-28-16	ADOT	YCIPTA Rural Maintenance and Capital	Capital	5311	FY 2026/27	\$153,154	\$38,289	\$191,443
YMPO-28-17	YCIPTA	YCIPTA Various Capital Purchases	Capital	STBG-Flex	FY 2026/27	\$185,286	\$11,200	\$196,485

Chapter V

Financial Plan

FUNDING AND BUDGET SUMMARY

YMPO, as well as every 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. The federal funds that we receive are based on multi-year estimates contained in Authorizing legislation, the most recent of which is the Infrastructure Investment and Jobs Act of 2021 (IIJA), also known as the Bipartisan Infrastructure Law (BIL). The yearly estimates in the BIL are reinforced each year through the annual appropriations process and, based on the difference between the original funding estimates and the annual appropriation, an Obligation Authority (OA) rate is calculated. This OA rate usually reduces the spending power of the original BIL estimates.

YMPO receives five (5) core funding sources that can be used for programming within the TIP. The MPO also has various funding opportunities that can evolve. Below are details of the types of main funding sources YMPO receives and also competitive opportunities.

CORE Funding Sources.

- Metropolitan Planning Funds (PL).
- Statewide Planning and Research Funds (SPR).
- Surface Transportation Block Grant Funds (STBG).
- Highway User Revenue Funds (HURF).
- Carbon Reduction Program Funds (CRP).

Competitive Funding Source.

- Highway Safety Improvement Program (HSIP).
- Off-System Bridge Funds (OSB).
- Highway User Revenue Funds Exchange (HURFX).
- U.S. DOT Discretionary Grant Opportunities.

Other Funding Source

- National Highway Performance Program (NHPP).

Metropolitan Planning Funds (PL) and Statewide Planning and Research Funds (SPR). The Arizona Department of Transportation (ADOT) is the designated recipient of Federal-Aid Highway funds used for planning and research purposes. ADOT receives SPR funds 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 regions, usually outlined as Unified Planning Work Programs (UPWPs). These multi-year contracts utilize 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 are 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.

STBG Program Funds.

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

Surface Transportation Block Grant (STBG) Funds (Obligation Authority)			
Fiscal Year	New Funds	Programmed Funds	Funds Available
FY 2023	(carried over to FY 2024)		\$1,100,224
FY 2024	\$1,034,003	\$1,005,000	\$1,182,224
FY 2025	\$1,027,077	\$2,120,375	\$0
FY 2026	\$988,115	\$753,937	\$234,178
FY 2027	\$988,115	\$34,003	\$1,188,290
FY 2028	\$988,115	\$34,003	\$2,142,402

The OA rate varies based on the annual appropriations bills but averages just under 95% of the apportionments laid out in the BIL, although this rate will decline to just over 91%

from 2026 onwards. Although projects are programmed more than the actual OA rate, available STBG dollars are loaned, returned, and borrowed, so amounts can fluctuate each year. At the start of FY 2024 we will have a returned balance of \$1,100,224 that was loaned to ADOT near the end of FY 2023.

Highway Users Revenue Fund (HURF).

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

The HURF Exchange Program (HURFX) is made available by ADOT and involves the 'swapping' of STBG funds available to the YMPO region. In exchange for the STBG funds, ADOT provides HURF, from their own resources, at a rate of 90% of the STBG funds originally programmed for the project concerned. As a result, each project becomes a non-federally funded project and does not have to follow all of the federal rules, which makes the cost of developing and constructing each project less expensive. Recent changes have been made to projects described as being HURFX projects and details are provided in a separate section in the Financial Summary, as follows:

HURF Exchange Program Projects				
Fiscal Year	Agency	Project	STBG Funds	HURFX Funds
FY 2024	Yuma	Ave 'A' Canal at 40th St	\$1,000,000	\$900,000
FY 2025	Yuma	40th St: 6 3/4 to Ave 7 1/2 E	\$1,000,000	\$900,000
FY 2025	Yuma Co.	Ave 3E over 'A' Canal (1 of 2)	\$1,000,000	\$900,000
FY 2026	Yuma Co.	Ave 3E over 'A' Canal (2 of 2)	\$250,137	\$225,123
FY 2026	Wellton	Roadway Improvements	\$561,169	\$505,052
FY 2027		No HURF Exchanges yet	\$1,188,290	
FY 2028		No HURF Exchanges yet	\$953,112	

National Highway Performance Program (NHPP).

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

Other Federal Funding

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

Highway Safety Improvement Program (HSIP).

Federal regulations require all states to have a Strategic Highway Safety Plan that provides a comprehensive framework for reducing fatalities and serious injuries on public roadways. The Arizona 2020 Strategic Highway Safety Plan (SHSP) was developed, in consultation with a broad array of transportation safety stakeholders through the state representing the each of the 4E'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 Federal and State requirements to reduce fatalities and serious injuries. The regional safety plan includes all member agency limits and includes the two Department of Defense locations. The plan, similar to the State's plan, uses the 4-E's of safety and compliments the Arizona 2014 Strategic Highway Safety Plan. From 2019 onwards, all HSIP funding will be programmed based on applications to the State for a pooled effort to reduce fatalities and serious injury projects on all roadways of the state. This has been achieved based on 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 FY 2022-2045 LRTP's revenue projections and local jurisdictions' Capital Improvement Programs. Within the financial plan summary, the discussion documents 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 FY 2022-2045 LRTP 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 FY 2022-45 YMPO Capital Revenue and Costs		
Member Agency	Revenue	Cost
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 San Luis	\$4,800,000	\$4,800,000
City of Somerton	\$2,600,000	\$2,600,000
Town of Wellton	\$450,000	\$450,000
Cocopah	\$300,000	\$300,000
Total	\$77,250,000	\$77,250,000

Source: FY 2022-2045 YMPO Long-Range Transportation Plan

FISCAL CONSTRAINT

The contents of this Chapter describe the TIP programming processes and how projects are identified for regional funding and priorities while also ensuring fiscal constraint.

Chapter VI

Performance Measures

Performance Measures – Nationwide Significance of Performance-Based Planning

The FY 2022-2045 LRTP provides a policy framework for the investment of anticipated federal, state, and local funds based on the anticipated needs and regional goals, and objectives. This framework closely follows the National Performance Goals established by FHWA. YMPO is determining performance measures to monitor trends and track progress towards the desired outcomes defined in the LRTP performance areas: Safety, Infrastructure Conditions, Congestion Reduction, System Reliability, Freight Movement & Economic Vitality, and Environmental Sustainability. Each of these goal areas consists of objectives, performance measures, and targets. YMPO's concerted efforts with performance measures also includes Bicycle and Pedestrian Mobility, Transit Mobility, Border Crossings, Tourism and Development, and Aviation.

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

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

Performance-Based Planning

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

1. Developing Goals and objectives – Goals are broad statements that describe what will be achieved. Objectives are specific and measurable statements to achieve the goals. Goals and objectives were determined in collaboration with the RTP TAC.

2. Identifying performance measures – Performance measures are metrics used to assess progress towards meeting an objective.
3. Establishing targets – Targets are measures of performance.
4. Allocation resources – This step involves determining the specific approaches that will be pursued to achieve the targets.
5. Measuring and reporting results – This step involves measuring progress on a regular basis.



Goals, Objectives, Performance Measures, and Targets

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

1. Safety – Reduce traffic fatalities and serious injuries on all public roads.
2. Infrastructure Condition – Maintain the National Highway System (NHS).
3. Congestion Reduction – Reduce congestion on the NHS.
4. System Reliability – Improve efficiency of the surface transportation system.

5. Freight Movement and Economic Vitality – Improve the national freight network, strengthen rural access to national/international markets, and support economic markets, and support economic development.
6. Environmental Sustainability – Enhance performance of the transportation system while protecting and enhancing the natural environment.
7. Bicycle and Pedestrian Mobility – Improve and expand the region-wide bicycle and pedestrian infrastructure, access, and intermodal connectivity.
8. Transit Mobility – Improve and expand region-wide transit service and options, particularly vulnerable population groups.
9. Border Crossings – Enhance cross-border travel experience in the region for all modes.
10. Tourism and Development – Support regional tourism and economic development.
11. Aviation – Support and enhance air traffic operations in the region

YUMA MPO LONG-RANGE TRANSPORTATION PLAN - PLANNING FRAMEWORK

The next few pages show the planning framework that was part of the FY 2022-2045 YMPO Long-Range Transportation Plan, and how the Performance Measures have been implemented.

2. PLANNING FRAMEWORK

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

YMPO LRTP Goals

The future of the transportation system in the Yuma MPO region will be driven by the goals, objectives, and performance measures developed by the LRTP. Since these goals, objectives, and performance measures set the foundation for the entire planning effort, it is important that they reflect the direction of the community. The YMPO Board of Directors previously elected to adopt and support ADOT's transportation planning goals and performance targets; however, additional regional goals areas and targets have also been identified as priority transportation areas for the region. Figure 2.1 outlines the goal statements that will set a roadmap for the region while also meeting federal requirements.

Figure 2.1. YMPO Adopted ADOT Transportation Goals and Additional YMPO Regional Priority Transportation Goals



Objectives, Performance Measures, and Targets

The YMPO 2022–2045 LRTP was developed to be consistent with the requirements of the Fixing America’s Surface Transportation (FAST) Act, which was signed into law on December 4, 2015. The FAST Act maintained a performance-driven, outcome-based approach to transportation planning first introduced with the Moving Ahead for Progress in the 21st Century (MAP-21) Act, which was signed into law in 2012. Performance-based planning methods help to translate a long-range vision into a set of goals, priorities, and performance criteria that can be used to guide investment decisions.

Performance measures are quantifiable outcomes that help track progress toward accomplishing goals. Performance targets are intended to be realistic and achievable outcomes given the funding constraints of the region. FHWA requires states (ADOT) to establish the goals/percentages for the categories defined by FHWA, as outlined in MAP-21 and the FAST Act. YMPO also has elected to support ADOT’s performance targets along with their goals. Table 2.1 outlines the objectives, performance measures, and performance targets for the YMPO LRTP.

Table 2.1. Objectives, Performance Measures, and Targets

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

Table 2.1. Objectives, Performance Measures, and Targets (Continued)

Objective	Performance Measure	Performance Target
ADOT Goal: System Reliability		
Improve travel time reliability	Percent of person-miles on interstate with reliable travel times	86% (2 year) and 85.8% (4 year) target of person-miles on interstate have reliable travel times
	Percent of person-miles on non-interstate NHS with reliable travel times	74.9% of person-miles on non-interstate NHS have reliable travel times
ADOT Goal: Freight Movement & Economic Vitality		
Maintain or improve truck travel time reliability	Improve interstate truck travel time reliability index	Interstate truck travel time reliability index of 1.35 (2 year) and 1.23 (4 year)
ADOT Goal: Environmental Sustainability		
Improve regional air quality	Reduce volatile organic compounds (VOC) emissions	Move toward attainment standard for VOC
	Reduce nitrogen oxide (NOx)	Move toward attainment standard for NOx
	Reduce PM10	Move toward attainment standard for PM10
Regional Priority Goal: Congestion Reduction		
Reduce annual hours of delay	Annual hours of vehicle delay	Reduce annual hours of vehicle delay
Reduce roadway segment miles with unacceptable LOS (LOS E or LOS F)	Miles of roadway segments that perform at LOS E or LOS F during peak periods	Reduce roadway miles with unacceptable LOS (LOS E or F)
Reduce intersections with unacceptable LOS (LOS E or LOS F)	Number of intersections that perform at LOS E or LOS F during peak periods	Reduce number of intersections with unacceptable LOS (LOS E or F)
Regional Priority Goal: Bicycle and Pedestrian Mobility		
Increase percentage of roads with bicycle lanes or paved striped shoulders	Miles of bike facilities	Increase mileage of bike facilities
Increase percentage of roads with safe sidewalk facilities	Miles of pedestrian facilities (sidewalks, trail paths, shared-use paths, etc)	Increase mileage of pedestrian facilities



Table 2.1. Objectives, Performance Measures, and Targets (Continued)

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



Table 2.1. Objectives, Performance Measures, and Targets (Continued)

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

System Performance Report

The best laid plans often have unexpected outcomes. Therefore, plans need to be regularly evaluated to monitor progress and, if necessary, make adjustments to ensure undesired outcomes do not develop. To ensure that YMPO 2045 LRTP is successful in achieving the goals and objectives previously identified, Table 2.2 outlines the baseline performance of the region's transportation system and current status regarding each of the performance targets shown in Table 2.1. All datasets contain the latest-available data as of December 2020. The safety statistics are based on five-year rolling averages per the Arizona Crash Information System (ACIS) database; the five-year averages of the years 2014-2018 and 2015-2019 were compared to determine progress toward the safety goals.



Table 2.2. YMPO Performance Target Status

Performance Measure	Performance Target	Current YMPO Status	Meets Target?
Safety			
Number of fatalities	1% or less increase in fatalities	2.9% decrease	✓
Fatality rate	0% or less increase in fatality rate	6.9% decrease	✓
Serious injuries	4% or more decrease in suspected serious injuries	7.3% increase	✗
Serious injury rate	6% or more decrease in suspected serious injury rate	3.6% increase	✗
Non-motorized fatalities / suspected serious injuries	2% or less increase in non-motorized fatalities / suspected serious injuries	1.5% decrease	✓
Infrastructure Condition			
Percent of Interstate pavements in good condition	4-year target of 44% or more of interstate pavements in good condition	71.8% in Good condition	✓
Percent of Interstate pavements in poor condition	4-year target of 2% or less of interstate pavements in poor condition	3.05% in Poor condition	✗
Percent of Non-Interstate NHS pavements in good condition	2- and 4-year target of 28% or more of non-interstate NHS pavements in good condition	65.3% in Good condition	✓
Percent of non-interstate NHS pavements in poor condition	2- and 4-year target of 6% or less of non-interstate NHS pavements in poor condition	4.8% in Poor condition	✓
Percent of NHS bridges classified in good condition based on deck area	2- and 4-year target of 52% or more of NHS bridges in good condition	46% in Good condition	✗
Percent of NHS Bridges classified in poor condition based on deck area	2- and 4-year target of 4% or less of NHS bridges in poor condition	0% in Poor condition	✓
System Reliability			
Percent of person-miles on interstate with reliable travel times	86% (2 year) and 85.8% (4 year) target of person-miles on interstate have reliable travel times	100%	✓
Percent of person-miles on non-interstate NHS with reliable travel times	74.9% of person-miles on non-interstate NHS have reliable travel times	95.8	✓
Freight Movement & Economic Vitality			
Improve interstate truck travel time reliability index	Interstate truck travel time reliability index of 1.35 (2 year) and 1.23 (4 year)	1.14	✓
Environmental Sustainability			
Reduce volatile organic compounds (VOC) emissions	Move toward attainment standard for VOC	PM10, VOC, and NOx emissions based on 2022-2045 YMPO LRTP and 2022-2026 YMPO TIP are below established thresholds.	N/A
Reduce nitrogen oxide (NOx)	Move toward attainment standard for NOx		N/A
Reduce PM10	Move toward attainment standard for PM10		N/A