

TECHNICAL ADVISORY COMMITTEE SPECIAL MEETING AGENDA

Local Governments and Citizens Working Together

TECHNICAL ADVISORY COMMITTEE (TAC)

June 22, 2023

Time: 9:00 a.m.

In-Person/Virtual

230 West Morrison Street

Yuma, Arizona 85364

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YMPO TAC MEMBERS

Chair	Eulogio Vera, Public Works Director, City of San Luis.
Vice Chair	Vacant.
Member	Joseph Grant, Public Works Director, Town of Wellton.
Member	Mark Hoffman, Senior Planner, ADOT.
Member	Frank Sanchez, County Engineer, Yuma County.
Member	Dave Wostenberg, City Engineer, City of Yuma.
Member	Susan Cowey, CIP Administrator, City of Yuma.
Member	Kelly Fricke, Interim Public Works Director, Yuma County.
Member	Erika Peterson, Associate Planner, City of Yuma.
Member	Alan Heck, Planning Director, Cocopah Indian Tribe.
Member	Charles Gutierrez, Public Works Director, City of Somerton.

YMPO TAC EX-OFFICIOS

Caltrans	Beth Landrum.
EPA	John Kelly.
FHWA	Romare Truely.
FTA	Ariana Valle.
YCIPTA	Shelly Kreger.

1. Call to Order and Declaration of Votes.

The meeting will be called to order and the City of Yuma will declare the number of their votes.

2. Title VI of the Civil Rights ACT of 1964.

A brief message will be read out reminding members of our Title VI obligations. YMPO has, on the TAC Website, Survey Cards for the public to complete. Please send these to Paul Ward, YMPO Principal Engineer, at ward@ympo.org.

This item is on the agenda for information only and Mr. Jesus Aguilar (JR), YMPO Mobility Manager, will read the YMPO Title VI Statement.

3. Call to the Public

This item is to provide an opportunity for comments by the public. Individuals wishing to address the committee need not request permission in advance and are limited to three (3) minutes.

4. FY 2024-28 YMPO Transportation Improvement Program (TIP).

This item was on the agenda during the previous meeting, on June 8, 2023, for possible action to recommend to the YMPO Executive Board for approval at their June 29, 2023. The final copy of the TIP document was not available in sufficient time for TAC members to adequately review the document and, as a result, members deferred action until a Special meeting could be called on June 22, 2023. Any changes to the TIP projects that were included during the tables that were referred to during the previous meeting will be discussed.

This item is on the agenda for information, discussion, and/or possible action to recommend the FY 2024-28 YMPO TIP be forwarded to the YMPO Executive Board for approval. A draft copy of the TIP is included as part of an information summary that is included with this agenda packet, as Item 4.

5. The Transportation Alternatives (TA) Program

During the last TAC meeting, members requested additional information regarding the TA Program, as soon as it became available. Further information in the form of a Program Guidebook has been released, and is attached as part of this agenda.

This item is on the agenda for information, discussion, and/or possible comment only, at this stage. A copy of the Program Guidebook is included with this agenda packet.

6. Adjournment.

Notice: In accordance with the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act of 1973, YMPO does not discriminate on the basis of disability, in the admission of, or access to, or treatment or employment in, its programs, activities, or services. For information regarding rights and provisions of the ADA or Section 504, or to request reasonable accommodations for participation in YMPO programs, activities, or services, contact Crystal Figueroa or Paul Ward at 928-783-8911.

YMPO TAC INFORMATION SUMMARY for Agenda Item 4.
FY 2024-28 YMPO Transportation Improvement Program -
Final Review and Possible Recommendation for Approval

DATE: June 1, 2023

SUBJECT: FY 2024-28 YMPO Transportation Improvement Program (TIP) - Final Review and Possible Recommendation for Approval.

SUMMARY:

YMPO utilizes a two-year cycle for developing the region's TIP and has chosen to use a five-year time frame. This TIP has been developed based on guidance provided by Federal, State, and regional authorities, and with substantial input from YMPO member agencies. Future changes to this TIP may be made using the TIP Amendment process and will occur when new projects are identified, or changes to existing projects are needed. The written portion of the TIP document has not changed much, except for the revised numbers and types of federal funds anticipated.

There is no formal need for a Public Meeting on the TIP, as the public involvement portion of the YMPO TAC and Executive Board meetings fulfills that requirement. If the TAC recommends approval of the TIP, it will be presented to the YMPO Executive Board at their meeting on June 29, 2023, for possible approval and a Resolution of support. Following this, the TIP will be sent to the Governor for her approval (or her designee's) and eventual inclusion into the State TIP, which is then reviewed by the various Federal authorities. Tables containing the TIP projects are being sent to each member agency for final review and comment with this information summary and a final copy of the TIP document will be published on the YMPO website and sent by email to members early next week.

PUBLIC INPUT:


There has been limited public input on this subject, to date.

ACTION NEEDED:

This item is on the agenda for information, discussion, and possible recommendation to the Executive Board for approval of the FY 2024-28 YMPO TIP.

CONTACT PERSON:

Paul D. Ward, P.E., YMPO Principal Engineer.



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

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

	FY 2024-2028 YMPO Transportation Improvement Program (TIP)	
This document is scheduled to be approved by the YMPO Executive Board on 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 basis of actual or perceived 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.

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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

Alan 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.

Executive Board Resolution approving the TIP – Page 1 of 2

Draft Document

Executive Board Resolution approving the TIP – Page 2 of 2

Draft Document

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.

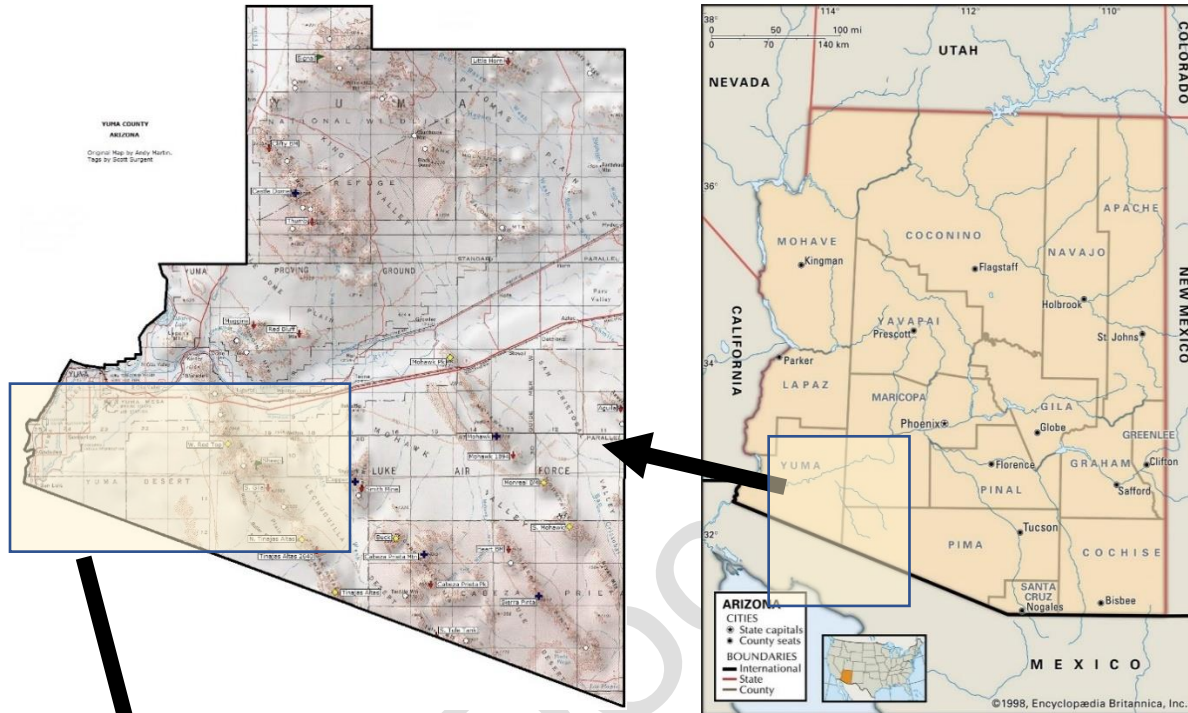
Figure 1, on page 11, illustrates boundaries for the YMPO region. Also shown are locations of the participating jurisdictions: the cities of Yuma, San Luis and Somerton, the Town of Wellton, the Cocopah Indian Tribe, Yuma County, and the Winterhaven, California, urbanized area. Since YMPO's boundaries extend into California, it is considered a bi-state MPO within the ADOT Southwest District.

Figure 2, on page 12, 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

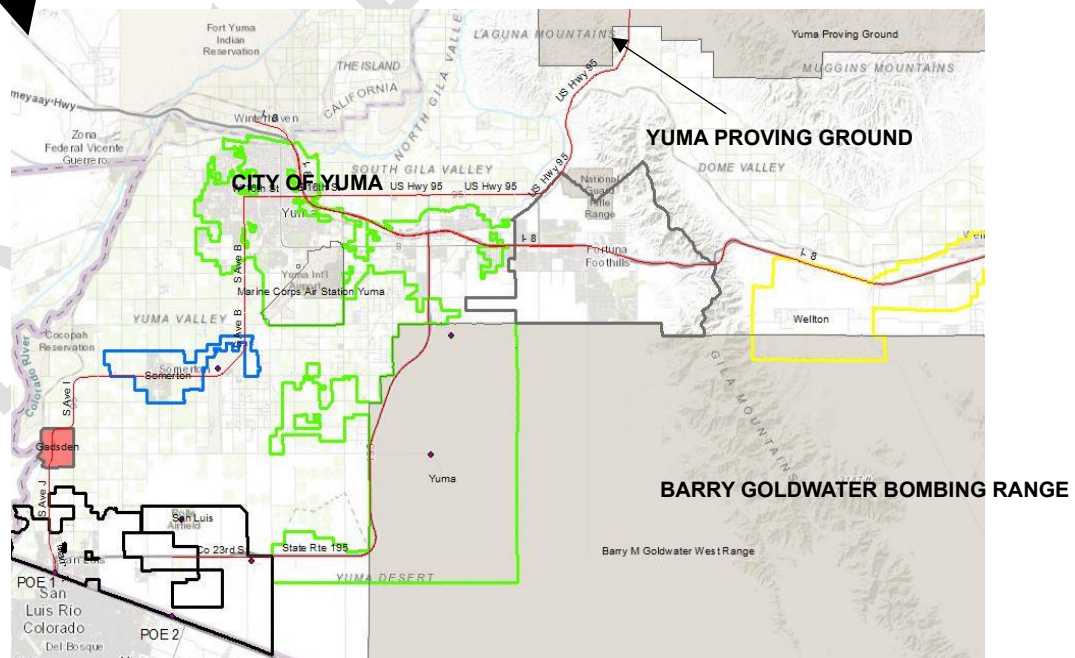


Figure 2 shows the proximity of northern Mexico to the YMPO area:



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 13, 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

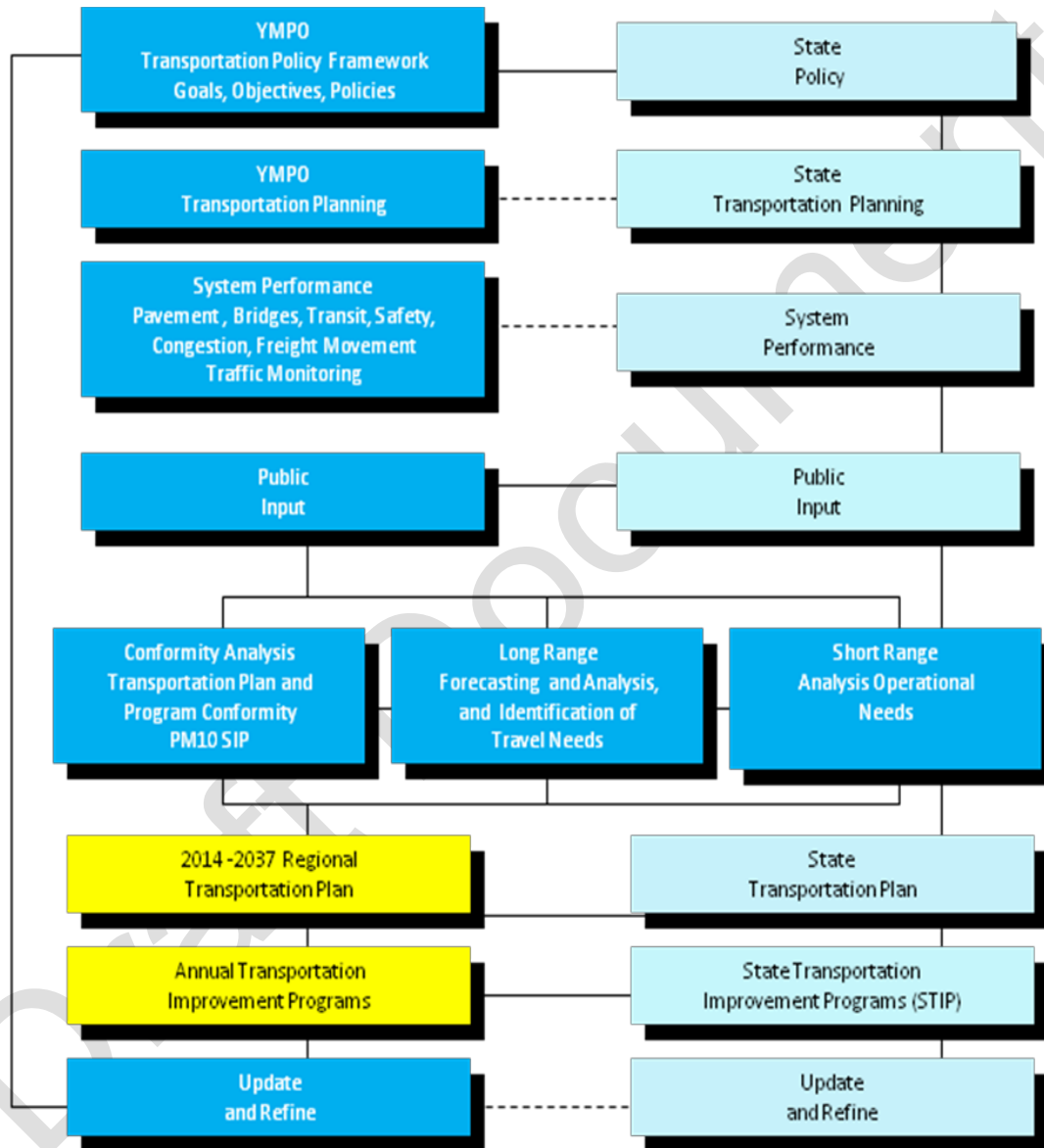
Federal legislation requires a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and is supportive of early and continuing involvement of the public in all aspects of the transportation planning process. Public involvement 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

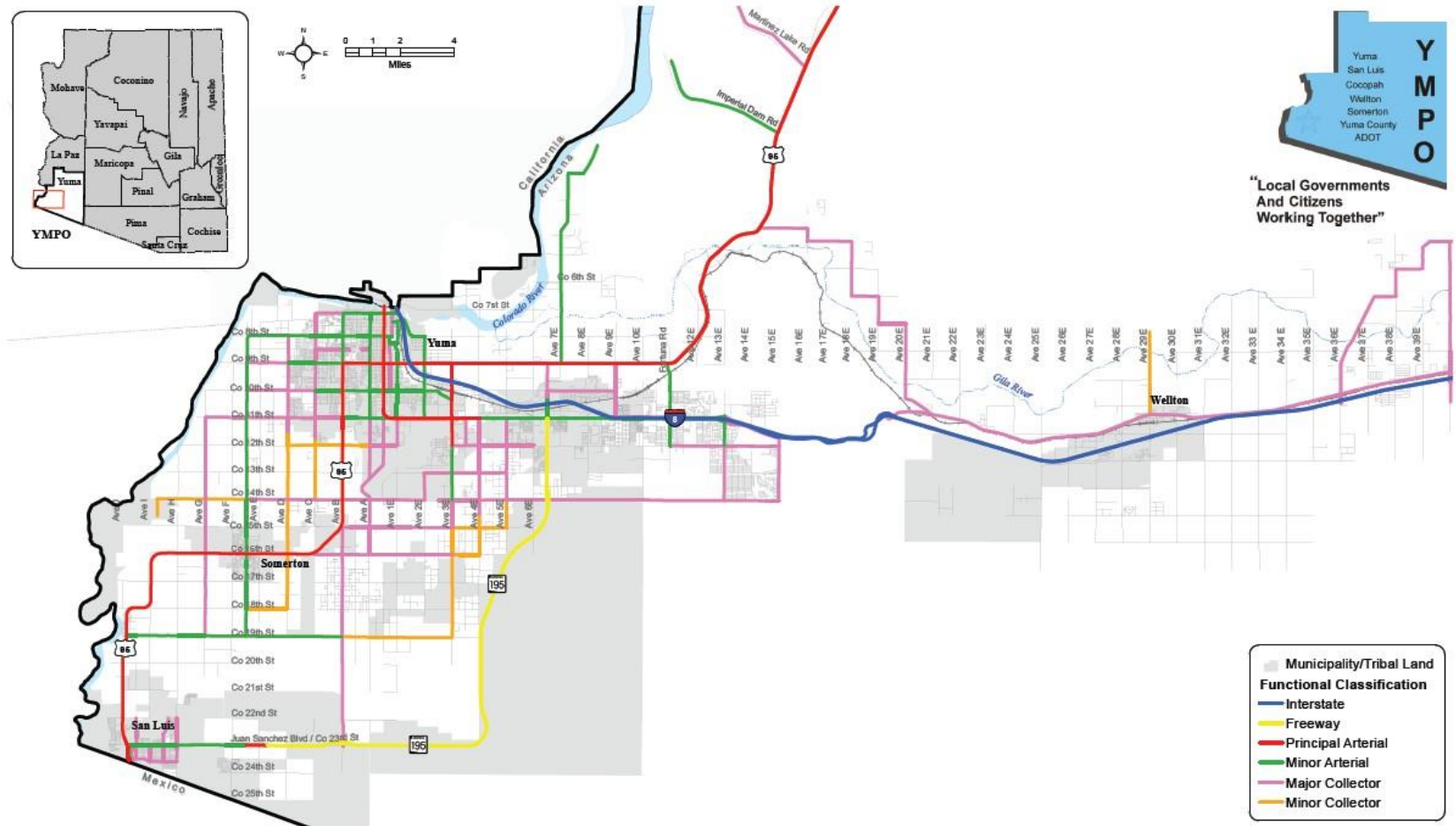
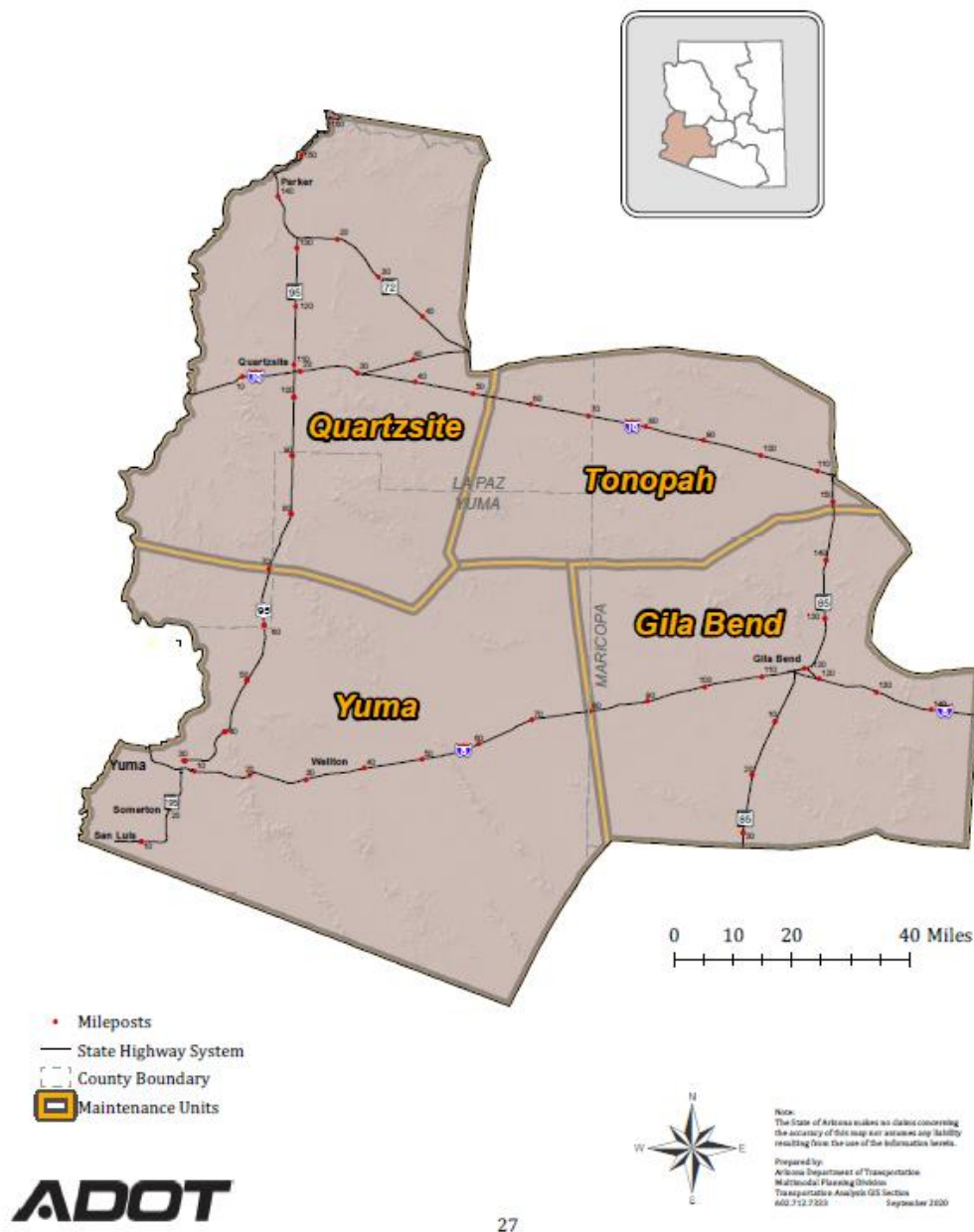


Figure 5.1 – Current Regional Roadway Network Functional Classifications
(Source: ADOT, YMPO)

Chapter II

ADOT Projects (Southwest District)

The ADOT Southwest District covers the western portion of Maricopa County, including all of Interstate 8 and all of Interstate 10 west of State Route 85, a large portion of La Paz County, including all of Interstate 10 in that county, and the whole of Yuma County.



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

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City of San Luis Projects							
TIP No.	Project Name/Location	Project Description	Func/Class	Fund Type	Fed \$ or HURFX \$	Local \$	Total \$
FY 2024 Projects							
SL-23-06C1	10th Ave at Los Alamos St	Curve Realignment - Construct	FFC-6U	HSIP (100%)	\$2,625	\$0	\$2,625
SL-23-06C2	10th Ave at Los Alamos St	Curve Realignment - Construct	FFC-6U	HSIP	\$1,310,638	\$79,222	\$1,389,860
SL-24-01D1	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)	FFC-3U	Fed Earmark	\$1,200,000	\$127,534	\$1,327,534
SL-24-01D1	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)	FFC-3U	AZ Smart	\$0	\$6,500,000	\$6,500,000
SL-24-01D	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	Cesar Chavez (Juan Sanchez) Blvd: US-95 to Ave E 1/2 (4.7 miles)	Widen Roadway (2 to 4 lanes) - Construct	FFC-3U	AZ Leg	\$33,000,000	\$0	\$33,000,000
FY 2026 Projects							
SL-24-01C	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

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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.

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ID #	AGENCY	PROJECT	FED AID	APPORTIONMENT	FED	LOCAL	TOTAL	FED ALI
FY 2024 PROJECTS								
YMPO-24-02	YCIPTA	YCIPTA Maintenance Facility Lease	5307	FFY 2020/2021	\$26,346	\$6,587	\$32,933	11.46.03
YMPO-24-03	YCIPTA	YCIPTA Transit Operations	5307	FFY 2020/2021	\$880,613	\$880,613	\$1,761,226	30.09.01
YMPO-24-04	YCIPTA	YCIPTA Preventative Maintenance	5307	FFY 2020/2021	\$333,374	\$83,344	\$416,718	11.7A.00
YMPO-24-05	YCIPTA	YCIPTA Employee Training	5307	FFY 2018/2019	\$3,896	\$974	\$4,870	11.7D.02
YMPO-24-06	YCIPTA	YCIPTA ADA Operations	5307	FFY 2018/2019	\$80,149	\$20,037	\$100,186	11.7C.00
YMPO-24-07	YCIPTA	YCIPTA 3rd Party Contractual	5307	FFY 2020/2021	\$143,960	\$35,990	\$179,950	11.7D.11
YMPO-24-08	ADOT	YCIPTA Rural Administration	5311	FFY 2021/22	\$368,890	\$92,222	\$461,112	30.09.01
YMPO-24-09	ADOT	YCIPTA Rural Operations	5311/ 5311(f)	FFY 2021/22	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-24-10	ADOT	YCIPTA Rural Operations	5311/ 5311(f)	FFY 2021/22	\$374,878	\$271,464	\$646,342	30.09.01
YMPO-24-11	ADOT	YCIPTA Rural Maintenance and Capital	5311	FFY 2021/22	\$138,915	\$34,729	\$173,644	30.09.01
YMPO-24-13	YCIPTA	STP-Flex	STP-Flex	FFY 2021	\$168,060	\$10,158	\$178,218	
		Totals for FY 2024 Projects:			\$2,976,022	\$1,767,005	\$4,743,027	
FY 2025 PROJECTS								
YMPO-25-02	YCIPTA	YCIPTA Maintenance Facility Lease	5307	FFY 2020/2021	\$26,346	\$6,587	\$32,933	11.46.03
YMPO-25-03	YCIPTA	YCIPTA Transit Operations	5307	FFY 2020/2021	\$880,613	\$880,613	\$1,761,226	30.09.01
YMPO-25-04	YCIPTA	YCIPTA Preventative Maintenance	5307	FFY 2020/2021	\$333,374	\$83,344	\$416,718	11.7A.00
YMPO-25-05	YCIPTA	YCIPTA Employee Training	5307	FFY 2018/2019	\$3,896	\$974	\$4,870	11.7D.02
YMPO-25-06	YCIPTA	YCIPTA ADA Operations	5307	FFY 2018/2019	\$80,149	\$20,037	\$100,186	11.7C.00
YMPO-25-07	YCIPTA	YCIPTA 3rd Party Contractual	5307	FFY 2020/2021	\$143,960	\$35,990	\$179,950	11.7D.11

FY 2024-28 YMPO Final Transportation Improvement Program

ID #	AGENCY	PROJECT	FED AID	APPORTIONMENT	FED	LOCAL	TOTAL	FED ALI
YMPO-25-08	ADOT	YCIPTA Rural Administration	5311	FFY 2021/22	\$368,890	\$92,222	\$461,112	30.09.01
YMPO-25-09	ADOT	YCIPTA Rural Operations	5311/ 5311(f)	FFY 2021/22	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-25-10	ADOT	YCIPTA Rural Operations	5311/ 5311(f)	FFY 2021/22	\$374,878	\$271,464	\$646,342	30.09.01
YMPO-25-11	ADOT	YCIPTA Rural Maintenance and Capital	5311	FFY 2021/22	\$138,915	\$34,729	\$173,644	30.09.01
YMPO-25-13	YCIPTA	STP-Flex	STP-Flex	FFY 2021	\$168,060	\$10,158	\$178,218	
		Totals for FY 2025 Projects:			\$2,976,022	\$1,767,005	\$4,743,027	
FY 2026 PROJECTS								
YMPO-26-02	YCIPTA	YCIPTA Maintenance Facility Lease	5307	FFY 2020/2021	\$26,346	\$6,587	\$32,933	11.46.03
YMPO-26-03	YCIPTA	YCIPTA Transit Operations	5307	FFY 2020/2021	\$880,613	\$880,613	\$1,761,226	30.09.01
YMPO-26-04	YCIPTA	YCIPTA Preventative Maintenance	5307	FFY 2020/2021	\$333,374	\$83,344	\$416,718	11.7A.00
YMPO-26-05	YCIPTA	YCIPTA Employee Training	5307	FFY 2018/2019	\$3,896	\$974	\$4,870	11.7D.02
YMPO-26-06	YCIPTA	YCIPTA ADA Operations	5307	FFY 2018/2019	\$80,149	\$20,037	\$100,186	11.7C.00
YMPO-26-07	YCIPTA	YCIPTA 3rd Party Contractual	5307	FFY 2020/2021	\$143,960	\$35,990	\$179,950	11.7D.11
YMPO-26-08	ADOT	YCIPTA Rural Administration	5311	FFY 2021/22	\$368,890	\$92,222	\$461,112	30.09.01
YMPO-26-09	ADOT	YCIPTA Rural Operations	5311/ 5311(f)	FFY 2021/22	\$456,940	\$330,888	\$787,828	30.09.01
YMPO-26-10	ADOT	YCIPTA Rural Operations	5311/ 5311(f)	FFY 2021/22	\$374,878	\$271,464	\$646,342	30.09.01
YMPO-26-11	ADOT	YCIPTA Rural Maintenance and Capital	5311	FFY 2021/22	\$138,915	\$34,729	\$173,644	30.09.01
YMPO-26-13	YCIPTA	STP-Flex	STP-Flex	FFY 2021	\$168,060	\$10,158	\$178,218	
		Totals for FY 2026 Projects:			\$2,976,022	\$1,767,005	\$4,743,027	

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 four (4) 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).
- Carbon Reduction Program Funds (CRP).

Competitive Funding Source.

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

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, like the State's plan, uses the 4-E's of safety and compliments the Arizona 2014 Strategic Highway Safety Plan. From 2019, 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

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION
FOR THE FY 2024-28 YMPO 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 61 01), 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	
Crystal Figueroa		Paul Patane, P.E.	
Executive Director	Date	MPD Director	Date



ADOT

FINAL DRAFT

**Transportation
Alternatives
Program
Guidebook**

April 2023

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Definitions and Acronyms

Bipartisan Infrastructure Legislation (BIL) – Current Surface Transportation Authorization Act, provides the basis for FHWA programs and activities through September 30, 2026. It is also referred to as the Infrastructure Investment and Jobs Act (IIJA).

Council of Governments (COG) – A COG is a regional body with voluntary membership that provides a forum for regional transportation planning, collaboration, and decision making in regions comprising several counties with a total contiguously urbanized population of less than 50,000. COGs work with ADOT and other partners to facilitate cross-agency regional transportation discussions and develop transportation plans and programs for their regions as outlined in the JPA and the Work Program (WP). Arizona has four COGs. COGs are the primary communications channel between ADOT and the rural local governments. Greater Arizona's COGs are listed below:

- [Central Arizona Governments \(CAG\)](#)
- [Northern Arizona Council of Governments \(NACOG\)](#)
- [Southeastern Arizona Governments Organization \(SEAGO\)](#)
- [Western Arizona Council of Governments \(WACOG\)](#)

Eligible Costs – costs directly associated with the planning, design, and construction of the project, including necessary safety items. Other items unavoidably required for the primary purpose of the project, which is to improve the efficiency and safety of travel, may be considered part of the eligible costs. These items may include utility relocation, sidewalks, ADA ramps and safety features.

Eligible Entities – Entities eligible for the TA Program include local governments, regional transportation authorities, transit agencies, natural resource agencies, public land agencies, school districts, schools, local education agencies, tribal governments, and non-profit organizations who partner with an eligible public entity who sponsors the project on the behalf of the non-profit organization.

Federal Highway Administration (FHWA) – A division of the US Department of Transportation specializing in highway transportation.

Greater Arizona – ADOT defines Greater Arizona as areas of the State that are outside of the Maricopa Association of Governments and Pima Association of Governments MPO planning boundary areas.

Infrastructure Investment and Jobs Act (IIJA) – Federal Legislation that regulates the TA Program. It is also referred to as the Bipartisan Infrastructure Law (BIL).

Intergovernmental agreement (IGA) – IGAs are legally binding documents between the state and government agencies that define the obligations of all parties involved in a project; they must be executed before federal funding authorization is obtained.

Joint Project Agreement (JPA) – Agreements between the state and nongovernment agencies are JPAs.

Maintenance – scheduled or unscheduled work that is performed to preserve existing infrastructure, in reaction to an event (such as an accident) or season (such as potholes), or work requiring regular recurring attention, such as fence repair, culvert cleanouts, and other ongoing work.

Metropolitan Planning Organization (MPO) – An MPO is a governmental entity required in urban areas with a population of 50,000 persons or more. The MPO is charged with providing a comprehensive regional transportation planning process for the designated planning area. MPOs work with ADOT and other partner agencies to develop federal- and state-required transportation plans and programs for their regions. An MPO ensures federal spending on transportation occurs through a comprehensive, continuous, and cooperative (3-C) planning process. Greater Arizona's MPOs are listed below:

- [Central Yavapai Metropolitan Planning Organization \(CYMPO\)](#)
- [Flagstaff Metropolitan Planning Organization \(FMPO\)](#)
- [Lake Havasu Metropolitan Planning Organization \(LHMPO\)](#)
- [Sun Corridor Metropolitan Planning Organization \(SCMPO\)](#)
- [Sierra Vista Metropolitan Planning Organization \(SVMPO\)](#)
- [Yuma Metropolitan Planning Organization \(YMPO\)](#)
- [Bullhead City Metropolitan Planning Organization \(Pending\)](#)

Project Sponsor – the Arizona local public agency, MPO, tribe, or non-profit (via an eligible public partner) with which ADOT will enter an IGA for the TA Program project.

Recreational Trails Program (RTP) – RTP is a FHWA program that funds the development and maintenance of recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses (e.g., hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles).

Safe Routes to School (SRTS) – SRTS programs aim to make it safer for students to walk and bike to school, and encourage active transportation where safety is not a barrier.

Surface Transportation Block Grant (STBG) Program – a category of funding under the federal aid highway program. Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Statewide Transportation Improvement Plan (STIP) – a federal, fiscally constrained, required document that provides the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) a listing of all projects that are candidates for federal-aid or regionally significant projects that are using federal-aid.

Transportation Improvement Plan (TIP) – a federal, fiscally constrained, required document (49 U.S.C. § 5303 (j)) for all metropolitan planning organizations (MPOs), and statutorily required for COGs. The TIP, also known as a short-range plan, lists all transportation projects in an MPO's metropolitan planning area and COG region that seek federal transportation funding within at least a four-year horizon.

Transportation Alternatives Program (TA Program) - The Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects.

Document Purpose

This document is a resource for stakeholders and entities that are interested in applying for the Arizona Department of Transportation (ADOT) Transportation Alternatives Program (TA Program) funding. This document provides background information on the TA Program and explains ADOT's TA Program from start to finish.

Program Overview

What is the Transportation Alternatives Program?

Under the Bipartisan Infrastructure Law (BIL)'s Surface Transportation Block Grant (STBG) Program, the Transportation Alternatives (TA) Set-Aside provides funding for projects that help States build a variety of generally smaller-scale alternative transportation projects that achieve safer, connected, and equitable on-and off-road networks for all users.

[Click here for FHWA's TA Program Guidance](#)

What types of projects are eligible for TA Program funding?



Pedestrian and
bicycle facilities



Safe routes to school
projects



Construction of
turnouts, overlooks,
and viewing areas



Environmental
mitigation related to
stormwater and
habitat connectivity



Recreational trails



Vulnerable road user
safety assessments



Historic preservation
and vegetation
management

See Appendix A
for an additional
list of eligible
project types.

What types of activities are eligible for TA Program funding?



Planning



Design



Construction



Educational
Programming

TA Program funding may be used for planning(scoping), design, construction, and some types of educational programming. ADOT is committed to supporting the ability for communities to apply for TA Program funding. Making TA Program funding available for planning projects can help turn ideas into projects. After completing the planning phase of a project, Project Sponsors are encouraged to apply for design funding to help advance the project towards construction.

What makes a project eligible for TA Program funding?

1. It must be an eligible project and contain only eligible expenses in accordance with the [TA Set-Aside Implementation Guidance as Revised by the BIL \(see page 21\)](#).
2. Located outside of the Maricopa Association of Governments (MAG) and Pima Association of Governments (PAG) MPO planning boundary areas. MAG and PAG administer their own competitive programs.
3. Meet minimum screening requirements to ensure the project's scope, schedule and budget are reasonably sufficient to warrant further evaluation. All eligible entities must submit a letter of support from a Council of Governments (COG)/Metropolitan Planning Organization (MPO) as part of the screening requirement.
4. Include the required local match in accordance with the federal sliding scale rule for Arizona. According to FHWA Notice 4540.12, most local government projects in Arizona are eligible for funding at 94.3 percent maximum federal share and 5.7 percent minimum local match, with some exceptions.
5. Include ADOT administrative fees which are an eligible project cost.
6. Have no need for a right-of-way acquisition phase or have right-of-way acquisitions complete prior to applying to the TA program. This does not include temporary construction easements or other construction related access needs to construct the project.

Who is eligible for TA Program funding?

Under the BIL (23 U.S.C. 133 (h) (4) (A)), entities eligible for the TA Program include:

- Local government agencies,
- Regional transportation authorities,
- Transit agencies,
- Natural resource or public land agencies (federal, state, or local),
- School districts, local education agencies, or schools,
- Tribal governments,
- MPOs that serve an urbanized area with a population of 200,000 or fewer,
- Nonprofit entities are eligible but must partner with an eligible public entity who will sponsor the project on the behalf of the non-profit organization,

- Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of this subsection, and
- A State, at the request of an eligible entity.

Who Selects TA Program Projects?

There are several groups that are involved in the project selection process. ADOT staff review the screening applications to ensure that the projects meet minimum federal requirements and are able to successfully progress through the federal-aid process. Projects that pass the screening phase will advance to the evaluation phase. Evaluation applications are reviewed by TA Program Technical Advisory Committee (TAC), which is comprised of representatives from ADOT, Greater Arizona's MPOs and Council of Governments, the Inter Tribal Council of Arizona, and a statewide non-profit representative (not necessarily exhaustive and subject to change). The TAC provides judgment-based scoring input that helps to generate a prioritized project list. This prioritized list is compared with the available TA Program funding. Projects above the funding cutoff threshold become the TA Program's recommended projects and are sent to the State Transportation Board for final approval.

What is the TA Program process?

Figure 1 provides a high-level overview of the TA Program process and timeline. This timeline reflects the first TA Program cycle and may not be representative of future cycles. Additional details for each process action item are provided in the proceeding sections.

Figure 1. TA Program Process & Timeline

TA Program Call for Projects Announcement & Webinar

ADOT will announce the call for TA Program projects by updating the ADOT TA Program webpage including a recorded instructional presentation. ADOT will also host a live webinar, providing an opportunity for questions.



MPO/COG & Project Sponsor Coordination Period

Project Sponsors will need to coordinate with their MPO or COG to obtain a letter of support which is a requirement to submit a screening application. Coordination between MPOs and COGs is not limited and can begin at any time prior to the call for projects.



Screening Application Submittal Period

The project screening application portal will open on the day that the TA Program call for projects is announced. The sooner Projects Sponsors submit a screening application, the more potential time they will have to complete the evaluation application, should they



ADOT Screening Application Review Period



The ADOT TA Program Manager and representatives from the ADOT LPA Section will review the screening applications on a rolling basis. ADOT will announce the results to Project Sponsors who will be invited to submit evaluation applications, also on a rolling

Evaluation Application Submittal Period



Project Sponsors whose project(s) advance from the screening review will be invited to submit evaluation applications. These applications will provide project information necessary to for the Technical Advisory Committee to review and provide judgement-base crossing input.

Technical Advisory Committee (TAC) Review Period



The TAC will review the evaluation applications and provide judgement-based scoring input covering several criteria categories. An equity-based score will be produced automatically based on the project location.

Final TA Program Project List Generated



The final TA Program project list will be based on the ranked project scores and the available amount of funding. Project Sponsors will be notified of the results.

State Transportation Board Approval Period



The projects on the list will be recommended for approval through the State Transportation Board approval process.

Project Initiation Process, JPA, TIP, and IGA Execution Period

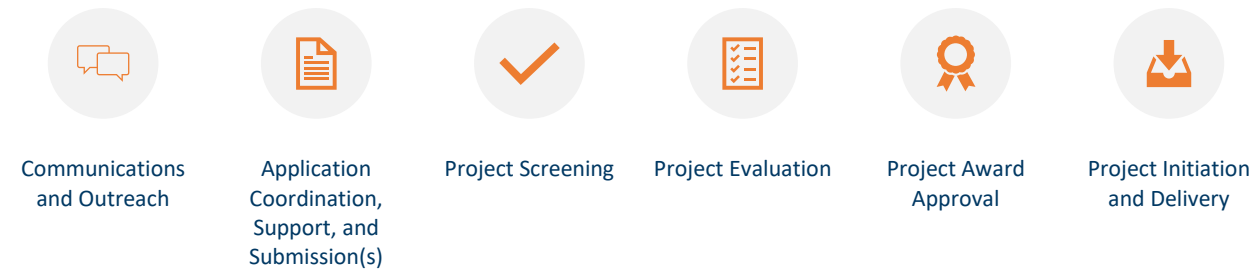


The Project Sponsor will use this time to execute JPAs/ IGAs with ADOT and TIP amendments or administrative modifications with their MPO or COG. Agreements between the state and nongovernment agencies are JPAs. Agreements between the state and local government agencies are IGAs.

Call for Projects

ADOT is committed to a transparent TA Program process, ensuring that stakeholders understand what they need to do and when they need to do it is critical to achieving transparency. It will also be important for prospective Project Sponsors to understand the application process and how projects are assessed.

The following sections detail the TA Program project selection process and highlights available resources:



Communications and Outreach Communications

The TA Program involves working with a large, statewide group of stakeholders. Keeping these stakeholders informed is critical to building a transparent TA Program process. During the call for projects, ADOT will conduct the following external communication actions to help position prospective Project Sponsors for success:

- Prepare a list of TA Program stakeholder contacts who should receive e-mail notifications and correspondence.
- The Call for Projects launch will include but is not limited to:
 - Publishing the updated ADOT TA Program webpage with a pre-recorded instructional presentation,
 - Announcing and conducting at least one informational webinar,
 - Sending out a press release, posting on ADOT social media platforms, and notifying stakeholders and potential project sponsors via e-mail, and
 - Once the call for projects has been announced, ADOT will need assistance with spreading awareness through all available channels. MPOs and COGs can help by sharing and posting social media content to their own platforms regarding the call for projects.
- Host a webinar explaining the TA Program and TA Program process allowing for a question-and-answer session.

- Communicate that Project Sponsors will need to coordinate with their MPO or COG to obtain a required letter of support. Project Sponsors will not be able to submit a screening application without this letter of support.
- Include the application links on its webpage and include it in notifications to MPOs, COGs, and its stakeholder outreach contact list.
- Notify project sponsors of the results of the screening review. Project Sponsors whose project(s) advance will be allowed to submit evaluation applications.
- Send the evaluation applications to the TAC who will review and provide judgement-based scoring input.
- Communicate the results of the evaluation review and submit a recommended project list based on available funding to the State Transportation Board approval process.
- Communicate the results of the approval process and notify Project Sponsors that they can begin project initiation.



Application Coordination, Support, and Submissions

TA Program Project Coordination

Local Project Sponsors will need to coordinate with their respective MPOs and COGs to review potential projects for TA Program submittal. MPOs and COGs will be knowledgeable of ADOT's screening and evaluation criteria and can help determine whether a project is qualified and developed enough to be worth submitting to a competitive process. If a project is not yet ready for submission, the MPO/COG can provide advice on action steps to further develop the project so that it may be more competitive during the next TA Program cycle. **An MPO/COG letter of support is required to submit a screening application.**

Project Development Support

ADOT does not have the capacity to provide special project development support resources. However, the TA Program can provide funding to a project planning phase to help ensure communities with fewer resources are able to start new projects. ADOT Project Development Administration (PDA) fees are also an eligible expense to further reduce the number and type of hurdles that potential Project Sponsors may encounter.

Application Submission

Application Process

The application process consists of one application that has two phases. After coordinating with the respective MPO or COG, the Project Sponsor will first submit a project screening application. The screening application is relatively short (detailed in the **Project Screening Application** section) and is designed to ensure project readiness from ADOT's perspective. This also reduces the likelihood of Project Sponsors spending too many resources on a lengthy application should their project not meet the minimum requirements of the screening review.

If the Project Sponsor is notified that their project has advanced past the screening process, they will be invited to submit a project evaluation application. This application will require that the Project Sponsor submit further information (detailed in the **Project Evaluation Application** section) so that the project can be evaluated, scored, and ranked with all other submitted projects.

TAC members will provide judgment-based feedback based on the information submitted in the evaluation application. Therefore, to have the best chance of scoring well, the Project Sponsor should submit the best quality information that they can.

Submitting Project Sponsor

The Project Sponsor will submit both the project screening and the project evaluation applications. In the case of an eligible Project Sponsor being required to partner with a public agency or local government, the public agency or local government would submit both the project screening and the project evaluation application.

Submission Format

Applicants will submit both the project screening application and the project evaluation application via an online application portal available on ADOT's TA Program webpage.



Project Screening

Project Screening Application

Project Sponsors will be asked for the following information on the TA Program Project Screening Application. The complete Project Screening Application can be viewed in **Appendix A – Project Screening Application**.

Project Sponsor Information

Project Sponsors will be asked to identify their eligible entity type, (MPO, COG, County, Locality, Transit Agency, Natural Resource or Public Land Agency, School District/Local Education Agency/School, Tribal Government, or Other), and applicable planning area (Central Arizona COG, Central Yavapai MPO, Lake Havasu MPO, MetroPlan, Northern Arizona COG, Sierra Vista MPO, Southeastern Arizona Governments Organization, Sun Corridor MPO, Western Arizona COG, or Yuma MPO).

If the Project Sponsor is not an MPO or COG, the Project Sponsor must include a letter of support from the MPO or COG within the project area. The MPO and COG will be knowledgeable of the project screening and evaluation criteria used to assess projects. While not a guarantee, the MPO or COG review can help ensure that project applications meet the minimum screening criteria and have a good chance of being awarded.

Applicant Information

Project sponsors will need to identify a contact person at their organization and provide their job title, phone number, and email address.

General Project Details

Project sponsors will be asked to provide the project title, project scope description, purpose and need explanation, and project location. Project sponsors will also be asked to identify the project type(s), **see Appendix A** for a list of typical eligible project types.

Project Schedule

Develop and upload a realistic project schedule that contains the milestones or major activities of the project. It is essential that the project schedule be realistic and reasonable. Major challenges in the project schedule may jeopardize funding. **See Appendix C** for the suggested list of milestones for potential items to include in your submitted schedule. The screening application will link to this information, and it is dependent upon the project type (i.e. there are different suggested milestones for a planning project compared to a construction project). Provide realistic dates for each applicable milestone.

Project Cost

Project Sponsors will need to enter the TA Funding Request (USD) and their Local Match (USD), both of which will be used to calculate the total project cost. Project Sponsors will also need to identify the organizations that will be providing the local match (if applicable). According to FHWA Notice 4540.12, most local government projects in Arizona are eligible for funding at 94.3 percent maximum federal share and 5.7 percent minimum local match, with some exceptions.

Lastly, project sponsors must upload a Project Budget. Project sponsors are encouraged to use ADOT's [Cost Estimate Tool](#) for guidance.

Project Screening Review

ADOT staff will review the screening application and the program's screening criteria **see Appendix C**. This review ensures that the project will be ready for implementation and meets federal funding timeline constraints.



Project Evaluation

Project Evaluation Application

The Project Sponsor will need to provide the following information in the project evaluation application. To save time, applicable information previously entered through the screening application will automatically transition to the evaluation application. The complete Project Evaluation Application can be viewed in

Appendix B – Project Evaluation Application.**Community Support**

Letters of support from the MPO, COG, or tribal representatives from within the proposed project's area are required. Support letters from local government officials, community groups, other regional organizations, and/or state agencies are encouraged and will be accepted as part of the application package. Evidence of public involvement, such as informational brochures, public meeting minutes, or newspaper articles are not required, but support the application. Please combine all supporting documents into ONE PDF and upload.

Equity

Select all census tracts that intersect with the project location drawn in this application. The application will then automatically identify the county, median income, and percent below the state median income (if applicable). It will also identify if the project's census tract(s) are in an area that is disadvantaged in terms of climate change, health, housing, legacy pollution, transportation, water/wastewater, workforce development, and energy.

Project Evaluation Review

Projects that advance to the evaluation phase will be reviewed and scored by the TAC. The purpose of this review is to reflect the intent of ADOT's TA Program based on the stakeholder outreach conducted during the TA Program development phase. Each project will be assessed based on the evaluation criteria selected as part of the TA Program development project, but that can change over time.

The project evaluation steps are as follows:

1. The TAC reviews project evaluation applications, provides judgement-based input, and determines the project selection criteria weights. Projects are scored automatically for the equity criteria.
2. The scores provided by the TAC are normalized and combined with other automated normalized scores.
3. Each project receives an overall score based on the weighted average of all criteria.
4. A ranked project list is generated from this project-scoring process, compared with available TA program funding, and the results are communicated to the TAC and then the Project Sponsors. The projects above the funding threshold become the TAC's recommended projects.
5. The final TA Program recommended project list is sent to the Arizona State Transportation Board for approval.
6. Awarded projects are announced.
7. The Project Sponsor will begin the project initiation process, execute a JPA/IGA with ADOT and ensure TIP amendments are complete.

In addition to evaluating candidate projects, the TAC may also provide recommendations for ongoing improvements to the TA Program from one funding cycle to the next.



Project Award Approval

Once projects have been approved by the State Transportation Board, ADOT will provide an e-mailed letter notification to Project Sponsors



Project Initiation and Delivery

Once a project is selected for TA Program funding and after being programmed in its respective TIP, Project Sponsors will need to follow the ADOT Project Delivery Process for federal-aid programs as outlined in the [ADOT LPA Manual](#). All TA Program projects will be administered by ADOT but in close coordination with the Project Sponsor. The ADOT Project Manager and the Project Sponsor will need to collaborate to carry out project delivery action steps which are highlighted below.

Planning and Programming

Once a project has been selected for TA Program funds as defined previously in this document, a Project Sponsor must work with their COG/MPO to program the project into a fiscally constrained program year on the Regional TIP to be included in the STIP.

Once the Regional TIP has been amended and submitted through ADOT and FHWA for approval, the Project Sponsor should work with the ADOT LPA Section to initiate the project and start the ADOT Development process.

Project Initiation

Planning & Programming

Planning and programming projects will be administered through ADOT's Multimodal Planning Division (MPD). Project Sponsors will work with ADOT Regional Planners and Tribal Planning Coordinators to initiate their planning or programming projects.

Design & Construction

Before project work can begin, the Project Sponsor will prepare and submit a Project Initiation request to the ADOT LPA Section to request an ADOT Project and Federal ID numbers.

Supporting documents include:

- Project scoping form
- Project cost estimate
- Project/draw schedule
- A copy of the TIP reflecting the programming

Project Initiation request forms and supporting documentation forms can be found on the [ADOT LPA Resource Materials Webpage](#). Much of this information was already produced by the Project Sponsor for the purposes of applying to the TA Program.

Joint Project Agreements (JPA) and Intergovernmental Agreements (IGA)

All Project Sponsors will have an executed JPA or IGA with ADOT. The ADOT (LPA Section) prepares JPAs/IGAs for all ADOT-administered LPA projects. IGAs are legally binding documents that define the obligations of all parties involved in a project; they must be executed before federal funding authorization is obtained. The IGA outlines LPA and ADOT roles and responsibilities, project financing based on the cost estimate developed during programming and scoping, and the estimated costs for ADOT to administer the project. An IGA should be initiated once the Project Sponsor's project is listed in a TIP and in the STIP and after the project has been adequately scoped.

Matching Funds

The matching funds required for a local government project will be the amount shown on the project estimate recapitulation sheet provided by Contracts and Specifications Section in the project PS&E bid package plus a surcharge amount (for change order use).

In-Kind Match

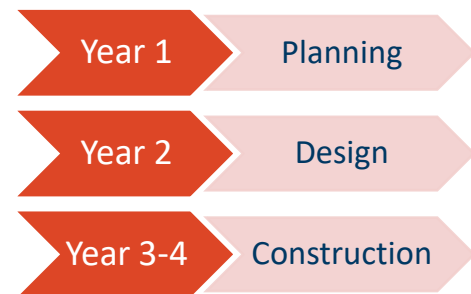
In-kind matches are allowed for all project sponsors upon ADOT approval. The project sponsor will need to provide documentation of how the in-kind will be calculated, submit an in-kind worksheet with their invoice, and keep records of those contributing the in-kind hours.

Project Bid Advertisement and Award for Construction Projects

Projects will be advertised for bid when Environmental Clearance and Utility Clearances are approved, the PS&E package is approved, and matching funds have been provided. The project is advertised, bid open, bids reviewed and certified and the project awarded by the State Transportation Board. This process requires a minimum of 2 months.

Project Duration

The total duration of a TA Program project, including all phases, is a maximum of four years. The typical breakdown of the phases is one year for planning, one year for development/design, and two years for construction, however the timeline on any given TA Program project may vary. Project Sponsors will need to submit an accurate project phase schedule through the screening application process. This timeline may be refined once an ADOT project manager has been assigned to the project.



Appendix

Appendix A – Project Screening Application

The Project Screening Application consists of 5 sections: project sponsor, applicant information, general project details, project schedule, and project cost.

Project Sponsor

Organization Sponsoring the Project: *Enter organization name*

Sponsor Eligibility: *Select from the dropdown menu*

- MPO
- COG
- County
- Locality
- Transit Agency
- Natural Resource
- School District, Local Education Agency, or School
- Tribal Government
- Other

Planning Area: *Select from the dropdown menu*

- Central Arizona COG
- Central Yavapai MPO
- Lake Havasu MPO
- MetroPlan
- Northern Arizona COG
- Sierra Vista MPO
- SouthEastern Arizona Governments Organization
- Sun Corridor MPO
- Western Arizona COG
- Yuma MPO

Letter of Support: *If the project sponsor is not a Council of Government or Metropolitan Planning Organization, the preliminary application must include a letter of support from the Council of Government or Metropolitan Planning Organization within the project area.*

Applicant Information

Provide information for the primary contact person. This person should be familiar with the project details and able to answer questions and provide additional information for the project upon request.

- Contact Person
- Organization
- Job Title
- Phone Number

- Email Address

General Project Details

Project Title: *Choose a brief title descriptive of the project activities and location*

Project Description: *Applications must provide enough detail in the project description for ADOT reviewers to quickly establish eligibility and easily understand the project scope*

Project Type: *Select those that apply from below*

- Archaeological activities relating to impacts from implementation of a transportation project
- Boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways
- Construction of turnouts, overlooks, and viewing areas
- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure-related projects and systems that will provide safe routes for non-drivers
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- Education Programs (transportation related)
- Electric bicycle infrastructure
- Environmental mitigation for stormwater management (related to highway construction or runoff), wildlife mortality, or habitat connectivity
- Historic preservation and rehabilitation of historic transportation facilities
- Inventory, control, or removal of outdoor advertising
- Planning Studies (Scoping)
- Recreational trail projects (including maintenance and restoration)
- Safe routes to school projects
 - Infrastructure
 - Non-infrastructure
- Safety Assessments
- Shared micro-mobility systems (not operational costs)
- Transit projects
- Vegetation management
- Other (describe below)

Project Location: *If applicable, draw the proposed project location on the map (the application contains an Esri mapping tool for this question).*

Project Schedule

Develop and upload a realistic project schedule that contains the milestones or major activities of the project. It is essential that the project schedule be realistic and reasonable. Major challenges in the project schedule may jeopardize funding. See the suggested list of milestones for potential

items to include in your submitted schedule. Provide realistic dates for each applicable milestone using the month-day-year format.

Project Cost

TA Funding Request (USD): *Enter numbers only*

Local Match (USD): *Enter numbers only*

Total Project Cost: *Automatically calculated*

Organization(s) Providing Local Match

Upload Project Budget: *Please upload a realistic project budget. You may refer to [the Cost Estimate Tool](#) as a guidance.*

Appendix B – Project Evaluation Application

The Project Evaluation Application consists of five sections: project information review, scope, schedule, community support, and equity.

Project Information Review

Select Project Title: *A dropdown menu is populated with projects that have passed the project screening review. Once the project title is selected, the following fields will be automatically filled based on the information entered in the project screening application.*

- Sponsor
- Project Description
- Total Project Cost
- Project Type

Project Location: *Draw line with project location (the application contains an Esri mapping tool for this question).*

Scope

Does this project involve construction? *Yes/No*

(If Yes) What is the main type of facility to construct?

- Bicycle Facilities
- Pedestrian Facilities
- Transit Facilities
- Other

Depending on the project type, the following scope questions will appear:

Project Type	Scope Questions
Archaeological activities relating to impacts from the implementation of a transportation project	<ul style="list-style-type: none"> • What is the archaeological integrity of the site? • Is the structure listed on the National (or State) Register of Historic Places? • How did activities at this location affect surface transportation and vice versa? • What, specifically, will be researched or documented? • Will a professional historian or archaeologist be involved with the project? • How will the traveling public be informed about the archaeological significance of the site?
Boulevards and other roadways largely in the right-of-way of former Interstate System	<ul style="list-style-type: none"> • What will be the connections or destinations at either end of the facility? • What will be the predicted demand for the facility? (Modeling data is not required) • What will be the length and width of the facility? If the project will have varying widths, please specify.

	<ul style="list-style-type: none"> • What type of surface is proposed for the facility?
Construction of turnouts, overlooks, and viewing areas.	<ul style="list-style-type: none"> • Describe how the design and site plans are compatible with the natural, historical, or cultural qualities of the area. • How will the traveling public be informed about the project?
Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure.	<ul style="list-style-type: none"> • What will be the connections or destinations at either end of the facility? • What will be the predicted demand for the facility? (Modeling data is not required) • What will be the length and width of the facility? If the project will have varying widths, please specify. • What type of surface is proposed for the facility? • Describe any proposed structures. • Will there be limited operational hours? • How will the traveling public be informed about the facility?
Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users	<ul style="list-style-type: none"> • Has the rail corridor been authorized for abandonment? Are abandonment proceedings pending? • What easements or deed restrictions are in effect? • Describe any boardwalk, bridge, or other existing or proposed structures that will be part of this project. • What will be the trail connections at either end of the facility? • What will be the length and width of the facility? • What type of surface is proposed for the facility? • How will the traveling public be informed about the project?
Develop an active transportation plan	<ul style="list-style-type: none"> • What existing plans or efforts will the plan align with and/or further enhance? • Will a Technical Advisory Committee be established for the plan and who are likely committee members? • How will a diverse range of stakeholders across the planning area be encouraged to engage with and shape the plan? • What are the expected outcomes of the plan?
Electric bicycle Infrastructure	<ul style="list-style-type: none"> • What destinations and connections will the infrastructure serve? • What will be the predicted demand for the facility? (Modeling data is not required) • Describe the proposed structures. • What will be the operational hours? • How will the traveling public be informed about the facilities?
Environmental mitigation for stormwater management (related to highway construction or runoff)	<ul style="list-style-type: none"> • What is the source of water pollution? • What pollutants are in the water? • Is there any planned construction for this highway or roadway corridor?

	<ul style="list-style-type: none"> • What construction activities will be required for the mitigation project? • What vegetation management strategies will be used? • Define how the water quality will benefit after the project construction is completed
Environmental mitigation for wildlife mortality, or habitat connectivity	<ul style="list-style-type: none"> • Is there documentation of wildlife mortality caused by vehicle incidents?
Historic preservation and rehabilitation of historic transportation facilities	<ul style="list-style-type: none"> • Is the structure listed on the National (or State) Register of Historic Places? • What is the current condition of the facility or structure? • Describe the historical significance of the structure to surface transportation. • Is there a preservation easement in place? Who holds it? • What will be the future use of the facility? • Were any engineers, architects, or contractors experienced in historic rehabilitation consulted during project design? • How will the traveling public be informed about the project?
Infrastructure-related projects and systems that will provide safe routes for non-drivers	<ul style="list-style-type: none"> • What will be the connections or destinations at either end of the facility? • What will be the predicted demand for the facility? (modeling data is not required) • What will be the length and width of the facility? If the project will have varying widths, please specify. • What type of surface is proposed for the facility? • Describe any proposed structures. • Will there be limited operational hours? • How will the traveling public be informed about the facility?
Inventory, control, or removal of outdoor advertising	<ul style="list-style-type: none"> • Where are the billboards or other advertising located? • Who owns the billboards or other advertising? • Who owns the property where the billboards are located? • Are the billboards or other advertising signs considered illegal or in conflict with local ordinances or mandates? • Are controls in place to prohibit new signs from being erected after the removal of existing signs?
Recreational trail educational programs	<ul style="list-style-type: none"> • Who will administer the activities or programs? • What groups of people will be reached? What are their safety needs? • How will the activities or program be marketed? • How long with the program last?

	<ul style="list-style-type: none"> • Will this project enhance, supplement, or coordinate with any existing programs or events? • What evaluation methods will help determine if the project activities are successful?
Recreational trail projects (including maintenance and restoration)	<ul style="list-style-type: none"> • What will be the connections or destinations at either end of the facility? • What will be the predicted demand for the facility? (Modeling data is not required) • What will be the length and width of the facility? If the project will have varying widths, please specify. • What type of surface is proposed for the facility? • Describe any proposed structures. • Will there be limited operational hours? • How will the traveling public be informed about the facility?
Safe routes to school infrastructure project	<ul style="list-style-type: none"> • What will be the connections or destinations at either end of the facility? • What will be the predicted demand for the facility? (Modeling data is not required) • What will be the length and width of the facility? If the project will have varying widths, please specify. • What type of surface is proposed for the facility? • Describe any proposed structures. • Will there be limited operational hours? • How will the traveling public be informed about the facility?
Safe routes to school non-infrastructure project	<ul style="list-style-type: none"> • Who will administer the activities or programs? • What groups of people will be reached? What are their safety needs? • How will the activities or program be marketed? • How long with the program last? • Will this project enhance, supplement, or coordinate with any existing programs or events? • What evaluation methods will help determine if the project activities are successful?
Shared micro mobility systems (not operational costs)	<ul style="list-style-type: none"> • What destinations and connections will the infrastructure serve? • What will be the predicted demand for the facility? (Modeling data is not required) • Describe the proposed structures. • What will be the operational hours? • How will the traveling public be informed about the facilities?
Transit projects	<p>What destinations and connections will the infrastructure serve?</p> <p>What will be the predicted demand for the facility? (Modeling data is not required)</p>

	<p>Describe the proposed structures. What will be the operational hours? How will the traveling public be informed about the facilities?</p>
Vegetation management	<ul style="list-style-type: none"> • How will the project address or improve safety? • What best practices will the project use for vegetation management?
Vulnerable road user safety assessment	<ul style="list-style-type: none"> • Will the assessment take place pre-construction, during construction, or on an existing road or path? • What are the most pressing current or potential safety issues encountered by vulnerable road users at the location? Describe which users are most affected (i.e., children, transit users, bicyclists, agricultural traffic, etc.) • Who will be on the assessment team? What are their areas of expertise (design, traffic, maintenance, construction, enforcement personnel, first responders, human factors, etc.)? • How many field reviews will occur and what conditions will be reviewed (i.e., night, day, rain)
Other	<ul style="list-style-type: none"> • Describe the scope of the project with as much detail as possible

Design *(This section will appear if construction marked as yes in the Scope section)*

For projects applying for TAP funds for construction, project sponsors must identify the project status of all aspects of projects that would involve any construction, rehabilitation, and mitigation.

PS&E percent complete, if applicable *(Enter numbers only)*

Proposed PS&E % complete by the end of the project *(Enter numbers only)*

If relevant, the sponsor must include one full set of the most recent design plans with the application package. *(Attach file)*

Right-Of-Way *(This section will appear if construction marked as yes in the Scope section)*

Right-of-way acquisition is not an eligible TA program activity or expense.

If a right-of-way acquisition was previously completed, please provide documentation that the acquisition or easement agreement process is complete.

Schedule

Upload Project Schedule: *Develop and upload a realistic project schedule that contains the milestones or major activities of the project. It is essential that the project schedule be realistic and reasonable. Major challenges in the project schedule may jeopardize funding. See the suggested list of milestones for potential items to include in your submitted schedule. Provide realistic dates for each applicable milestone using the month-day-year format.*

Community Support

Letters of Support: *Letters of support from Metropolitan Planning Organization, Council of Government, or tribal representatives from within the proposed project's area are required. Support letters from local government officials, community groups, other regional organizations, and/or state agencies are encouraged and will be accepted as part of the application package. Evidence of public involvement, such as informational brochures, public meeting minutes, or newspaper articles are not required, but support the application. Please combine all supporting documents into ONE PDF and upload below.*

Equity

Select Census Tract: *Select from the dropdown. Census tracts shown are those that intersect with the project location drawn in this application. If more than one census tract is shown, select + to enter another tract and review their Equity information. The following fields are automatically calculated based on the selected census tracts using the ACS and the Climate Economic and Justice Screening Tool.*

- County
- Median Income
- Percent below state median income
- Disadvantaged Census Tracts
- Climate Change Indicator
- Health Indicator
- Housing Indicator
- Legacy Pollution Indicator
- Transportation Indicator
- Water and Wastewater Indicator
- Workforce Development Indicator
- Energy Indicator

Appendix C – List of Suggested Project Milestones

Suggested Milestones for Design and/or Construction Projects	Suggested Milestones for Planning Projects
TAP funding award letter	TAP funding award letter
Project kickoff meeting	Project kickoff meeting
Intergovernmental Agreement (IGA) or Joint Project Agreement (JPA)	IGA or JPA
50% PS&E	Request obligation of federal funds
Environmental or NEPA documentation	Development of training or publication
Scour analysis (for structures within 100-year floodplain)	Implementation, research, publication, or training
95% PS&E	Project closeout
Obtain permits	
Request to advertise and 100% PS&E	
Advertise for construction	
Bid opening	
Concurrence in award package submission to ADOT	
Notice to Proceed for construction	
Expected duration of construction	
Project closeout	
Ribbon cutting	