

## EXECUTIVE BOARD REGULAR MEETING AGENDA **\*REVISED\***

*Local Governments and Citizens Working Together*

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### EXECUTIVE BOARD

#### Regular Meeting

Thursday, March 28, 2024  
3:30 P.M.

The Meeting will be held In-Person and/or using  
GoToMeeting by Video and/or Teleconference from  
the Main Conference Room at the YMPO Offices at  
230 West Morrison Street, Yuma, Arizona 85364

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### YMPO EXECUTIVE BOARD

Chair	Cecilia McCollough, Vice-Mayor, Town of Wellton
Vice-Chair	Maria Cecilia Cruz, Councilmember, City of San Luis
Secretary/Treasurer	Wynnie Ortega, Councilmember, Cocopah Indian Tribe
Member	Gary Knight, Councilmember, City of Yuma
Member	Lynne Pancrazi, Board of Supervisors, Yuma County
Member	Martin Porchas, Board of Supervisors, Yuma County
Member	Bruce Fenske, Southwest District Administrator, ADOT
Member	Michael Shelton, Councilmember, City of Yuma
Member	Art Morales, Councilmember, City of Yuma
Member	Luis Galindo, Vice-Mayor, City of Somerton

In the event the GoTo Meeting platform has a service outage the meeting will be held using the following dial-in conferencing information: Dial-In telephone number: (605) 313-5852, Access Code: 5852215#

1. Call to Order and the Pledge of Allegiance

The meeting will be called to order and members will be asked to recite the Pledge of Allegiance.

2. Roll Call Attendance and Declaration of Votes

Blenda Dale, YMPO Accountant II/Executive Assistant, will call the attendance roll, and if any members of the City of Yuma are not in attendance, those members that are in attendance will have the opportunity to declare the number of votes that each member will exercise, including any proxy votes.

3. Title VI Declaration and Call to the Public

Jesus Aguilar, Jr., YMPO Mobility Manager, will read a brief message reminding members of our Title VI obligations. In addition, this item provides an opportunity for comments by the public on subjects *not* on the agenda. Individuals wishing to address the Board need not request permission in advance and are limited to three (3) minutes. Any members of the Public attending by teleconference are requested to contact YMPO staff with any questions they may have prior to the meeting.

4. Consent Agenda

- A. Approval of the February 29, 2024, Board Meeting Minutes
- B. YMPO Income/Expenditure Report for February 2024

A copy of the draft minutes of the Regular Board meeting from February 29, 2024, will accompany this agenda. Members will have the opportunity to review, report any changes, and/or approve minutes. The February financial report is also expected to accompany this agenda and will be available for comment at this meeting.

**This item is on the agenda for information, discussion, and possible action to approve the Consent Agenda. Copies of the draft minutes for February 29, 2024, and the financial report for February 2024 are attached as Items A and B respectively.**

5. FY 2026-2050 Long-Range Transportation Plan (LRTP) Update

The Consultant Kittleson & Associates will introduce the FY 2026-2050 Long-Range Transportation Plan and project process. Board members will have the opportunity to ask any questions or provide input.

**This item is on the agenda for information, discussion only. YMPO Executive Director Crystal Figueroa will present this item.**

6. FY 2022-2045 YMPO Long-Range Transportation Plan (LRTP) – Amendment #1 and Air Quality Conformity Status Update

The FY 2022-2045 YMPO LRTP was originally approved on July 29, 2021. Over the past seven months, YMPO Staff and member agencies worked with consultant Kittleson & Associates to accommodate project changes and complete Amendment #1 and Air Quality Conformity to meet state and federal standards.

The Amendment proposed revisions to three transportation projects identified in the original LRTP. The 30-day public review period ended on March 18, and YMPO received no comments. The FY 2022-2045 LRTP Amendment #1 and Air Quality Conformity Reports are presented to the Board for possible approval. YMPO will formally request transportation conformity determination from the Federal Highway Administration (FHWA) on the reports given.

**This item is on the agenda for information, discussion, and possible action to approve the FY 2022-2045 YMPO LRTP Amendment #1 and Air Quality Conformity Update. YMPO Senior Transportation Planner Fernando Villegas will present this item, and further details are contained in the information summary included with this agenda packet as Item 6.**

7. FY 2022-26 Transportation Improvement Program (TIP) Amendment #13

The FY 2022-26 YMPO TIP was initially approved on July 29, 2021, and has since been amended twelve times, most recently on February 29, 2024, through the Executive Board. This amendment will include three non-exempt projects in the TIP Table that were on hold until the LRTP Amendment #1 and Air Quality Conformity Analysis are finalized.

The Interagency Council comments related to the LRTP Amendment #1 and Air Quality Conformity Analysis have been addressed, and the documents have recently completed the 30-day public review period on March 18, 2024.

**This item is on the agenda for information, discussion, and possible action to approve the FY2022-26 YMPO TIP Amendment #13 contingent on FHWA transportation conformity determination. Mr. Villegas will present this item; further information is available in an information summary as Item 7.**

8. 2024-2025 CO2 Emission Targets

The Federal Highway Administration (FHWA) released the final greenhouse gas (GHG) rule on November 22, 2023. The final rule requires the State Department of Transportation to set a declining carbon dioxide (CO2) emissions target for the National Highway System (NHS) by February 1, 2024.

ADOT requests a letter within 180 days of this notification indicating whether YMPO supports ADOT's 2024 CO2 target or identifies a CO2 emission target for the YMPO region.

**This item is on the agenda for information discussion and possible action to adopt ADOT's 2024 CO2 emission target. Mr. Villegas will present this item; further information is contained in an information summary as Item 8.**

9. Consider Application for Safe Streets and Roads for All (SS4A) Grant

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over \$3 billion is still available for future funding rounds. The TAC was consulted on YMPO pursuing a possible SS4A grant for a YMPO Regional Safety Action Plan, and feedback was supportive as member agencies aside from the City of Yuma have not actively pursued an SS4A grant.

As previously directed by the Executive Board, YMPO staff sought three cost estimates for preparing an SS4A grant application, to support planning, infrastructural, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and

micromobility users; motorists; and commercial vehicle operators.

**This item is on the agenda for information, discussion, and possible action to (1) authorize YMPO to apply for a Safe Streets and Roads for All Grant and (2) authorize the Executive Director to enter into a contract for an SS4A Grant application for the development of a Regional Safety Action Plan. Ms. Figueroa will present this item; further information is available in an Information Summary as Item 9.**

10. Complete Streets Concept Study

YMPO is working on a scope of work to develop a Complete Streets Concept Study Request for proposal for road improvements and to design cross-sections for roadways in the YMPO region.

Some member agencies have already included the Complete Street Concept as one of the transportation elements of their general/comprehensive plans. This study encompasses the Cities of Yuma, San Luis, and Somerton, Yuma County, the Town of Wellton, and the Cocopah Indian Tribe, which are the YMPO member agencies and include a small portion of the Quechan Reservation.

YMPO member agencies may use the Complete Street Concept Study to update their public works standards and policies.

**This item is on the agenda for information and discussion only. Ms. Figueroa will present this item; further information is available in an Information Summary as Item 10.**

11. FY 2025 Congressional Directed Spending (CDS) Appropriations

The offices of Senator Kelly and Sinema are accepting requests from Arizona stakeholders for items to be included in the fiscal year 2025 appropriation bills. These include requests for a specific project or activity within the state of Arizona called Congressionally Directed Spending requests. This source of funding can help fund transportation projects such as highways. Previously, the Board identified US 95 widening project as a regional priority, and as such, in collaboration with ADOT, YMPO has taken a proactive approach in the opportunity. This item will be discussed with the Board for recommendation to request a CDS earmark of \$2-3M for the construction of US 95.

**This item is on the agenda for information, discussion, and possible action to approve a Congressionally Directed Spending request by YMPO for US 95. Ms. Figueroa will present this item; further information is available in an Information Summary as Item 11.**

12. Summary of Current Events/Board Member Reports/Executive Director's Report & Comments by Other Participants

This agenda item is an opportunity for members and staff to update the Board regarding recent occurrences, as shown below. If written information is available, it will be included in an attached Information Summary.

- A. Staff Reports - Future Meetings
- B. TAC Minutes
- C. Conference Updates (AZTA, AZRTS, and Roads and Streets)
- D. MPO/COG Director/Planner Meetings
- E. Rural Transportation Advocacy Council activities
- F. Projects - Economic Development and Transportation
- G. Status Report on AZ Smart Fund

**This item is on the agenda for information, discussion, and for Board members and other staff reports and comments.**

13. Possible Future Agenda Items

The following items will be heard at a future meeting. Members are encouraged to suggest topics for discussion at a future Board meeting:

- A. Title VI Plan
- B. DCIP Grant
- C. Complete Streets Study

14. Progress Reports

Members are encouraged to suggest topics for discussion at a future Board meeting:

- a. Feb 29 – Grants Training for Local Public Agencies (CF, JH, FV)
- b. Feb 29 – FTA Bus Procurement Best Practices Update (JR)
- c. Feb 29 – Yuma TMPO Kick-Off Meeting (CF)
- d. Feb 29 – YMPO Executive Board Meeting (CF, BD, LL, JH, FV)
- e. Mar 1 – Payroll Law Seminar Fred Pryor Learning (LL)
- f. Mar 5 – How to use QuickBooks Fred Pryor Learning (LL)
- g. Mar 5 – Yuma MPO LRTP Update – PMT Meetings (JH, CF, FV)
- h. Mar 5 – YMPO/YCIPTA Meeting (JR, CF, FV)
- i. Mar 6 – YMPO US-95/YPG DCIP Grant Kick-Off Meeting (JH, CF, FV)
- j. Mar 6 – YMPO and Via Transportation (FV, CF)
- k. Mar 6 - Excel Training – Formulas & Turning Data Into Information (JH)
- l. Mar 7 – Safe Streets and Roads for All (CF, FV)
- m. Mar 7 – YC HR Training – New Hire Workplace Harassment Class (LL)
- n. Mar 8 – Safe Streets and Roads for All Demonstration (CF, FV)
- o. Mar 11 – Staff Meeting (CF, BD, LL, JR, JH, FV, RA)
- p. Mar 11 – Project Management Workshop Fred Pryor (LL)
- q. Mar 11 – YMPO-Regional Mobility Manager Committee (5310) (JR)

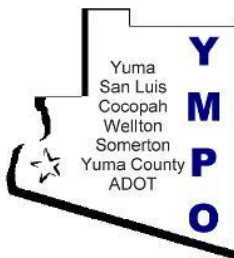
- r. Mar 12 – Excel Training – Formulas & Turning Data into information Pt1 (CF, JH, LL, BD, JR, FV)
- s. Mar 13 – Creating a Culture of Accountability (CF)
- t. Mar 14 – TAC Meeting (CF, LL, BD, JH, FV)
- u. Mar 14 – YMPO Monthly Update (JR)
- v. Mar 14 – YRBC Board Meeting (CF, JH, JR)
- w. Mar 14 – ASRS SVC Verification, Refund, Retirement, and working after retirement training (BD)
- x. Mar 15 – State Transportation Meeting (CF)
- y. Mar 18 – RTAC Advisory Committee Meeting (CF, FV)
- z. Mar 18 – ADOT/YMPO Monthly Coordination Meeting (CF, FV, JH)
- aa. Mar 19 – Yuma PM10 SIP Update Meeting (CF, FV)
- bb. Mar 21 – 9 Deadly Sins of Communication Part 1 (BD)
- cc. Mar 25 – RTAC Board Meeting (CF, FV, JH)
- dd. Mar 26 – YMPO/Saguaro Coordination Meeting (CF, JR)
- ee. Mar 27 – City of San Luis Thriving Communities (CF, FV, JH)
- ff. Mar 28 – Executive Board Meeting (CF, FV, JH, JR, LL, BD)

15. 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. If you have any questions regarding YMPO programs, activities, or services, please contact Crystal Figueroa at 928-783-8911.*

Anticipated Future 2024 Meeting Locations.

All future meetings will continue at the YMPO office at 230 West Morrison Street, Yuma, Arizona 85364. Members may participate in person, OR they may participate electronically by computer, and/or telephone (or both), using the GoToMeeting portal. The next two meetings will occur on Thursday, April 25, 2024, and Thursday, May 30, 2024.



## EXECUTIVE BOARD MEETING MINUTES

*Local Governments and Citizens Working Together*

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### EXECUTIVE BOARD

#### Regular Meeting

Thursday, February 29, 2024  
1:30 P.M.

The Meeting was held In-Person and/or using  
GoToMeeting by Video and/or Teleconference from  
the Main Conference Room at the YMPO Offices at  
230 West Morrison Street, Yuma, Arizona 85364

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1. Call to Order and the Pledge of Allegiance

The Yuma Metropolitan Planning Organization (YMPO) Chair, Councilmember Gary Knight, called the YMPO Executive Board (the Board) meeting to order at 3:30 p.m. and asked the Board to join him in reciting the Pledge of Allegiance.

2. Roll Call Attendance

The YMPO Accountant II/Executive Assistant, Blenda Dale, called the roll as follows:

YMPO Executive Board Members Present:

Chair	Gary Knight, Councilmember, City of Yuma ^
Vice-Chair	Cecilia McCollough, Vice-Mayor, Town of Wellton ^
Secretary/Treasurer	Maria Cruz, Councilmember, City of San Luis ^
Member	Lynne Pancrazi, Board of Supervisors, Yuma County ^
Member	Art Morales, Councilmember, City of Yuma ^
Member	Wynnie Ortega, Councilmember, Cocopah Indian Tribe ^
Member	Bruce Fenske, Southwest District Administrator, ADOT ^
Member	Luis Galindo, Vice-Mayor, City of Somerton ^

^ Attended in person.

~ Participated by teleconference.

Eight out of ten constituent members agencies were present, the quorum requirement was met.

YMPO Executive Board Members Absent

Member	Martin Porchas, Board of Supervisors, Yuma County #
Member	Michael Shelton, Councilmember, City of Yuma #

# Not present but was represented by proxy by another member.

\* Not present, and not represented by proxy by another member.

YMPO Staff Present:

Crystal Figueroa	Executive Director
Blenda Dale	Accountant II/ Executive Assistant
Lourdes Lopez	Bookkeeper/ Administrative Assistant
Jeff Heinrichs	IT Manager/ Associate Planner
Fernando Villegas	Senior Transportation Planner

Declaration of Votes

Councilmember Gary Knight declared he would exercise a proxy vote for Councilmember Shelton for three votes and Councilmember Morales for two, for a total of 5 votes for the City of Yuma. Supervisor Pancrazi exercised the proxy vote for Supervisor Porchas.

3. Title VI Declaration and Call to the Public

YMPO Bookkeeper/Administrative Assistant Lourdes Lopez read Title VI obligations. No members of the public addressed the Board.

4. Welcome to New Members

Chairman Gary Knight welcomed the newest member of the YMPO Executive Board, Vice-Mayor Luis Galindo, City of Somerton to the YMPO Board.

5. Consent Agenda

- A. Approval of the January 25, 2024, Board Meeting Minutes
- B. YMPO Income/Expenditure Report for January 2024

MOTION: Councilmember Arturo Morales motioned to approve the consent agenda as presented. Councilmember Maria Cruz seconded, and the motion was unanimously approved.

6. Election of Executive Board Officers - Calendar Year 2024

Councilmember Knight explained that the YMPO By-Laws provide that elected officers of YMPO shall serve on a rotation basis. Usually, the Vice-Chair assumes the position of Chair, the Secretary/Treasurer assumes the position of Vice-Chair, and the Board elects a new officer to fill the Secretary/Treasurer position.

MOTION: Vice-Mayor McCollough moved to approve her rotation from Vice-Chair to Chair and Secretary /Treasurer Councilmember Cruz to Vice Chair. Councilmember Morales seconded, and the motion was unanimously approved.

MOTION: Supervisor Pancrazi moved to elect Councilmember Wynn Timer as Secretary/Treasurer. Councilmember Cruz seconded and the motion was unanimously approved.



Vice-Mayor McCollough and Councilmember Cruz accepted their respective positions and took over as the Chair and Vice-Chair of the YMPO Executive Board, respectively. Chairman Knight then handed the gavel to the new Chairwoman, Vice-Mayor McCollough.

MOTION: Councilmember Cruz moved to approve the election of Executive Board Officers as discussed. Councilmember Morales seconded, and the motion was unanimously approved.

7. Election of YMPO Subcommittee Members and Identification of Officials for Attending AZSTB and RTAC meetings - Calendar Year 2024

Ms. Figueroa said that the YMPO Executive Board had three possible subcommittees: the annual Audit Committee, YMPO By-Laws; and YMPO Policies and Procedures Committee, and the performance evaluation of the Executive Director committee.

During the January Executive Board meeting, Vice-Mayor Cecilia McCollough and Councilmember Maria Cruz self-nominated for the Audit Committee. The Secretary/Treasurer is automatically appointed to the Audit Committee.

No further nominations were made for the audit committee.

Ms. Figueroa stated that members of the By-Laws and Personnel Policies and Procedures Subcommittee were only selected IF there were any proposed changes to the By-Laws or Personnel Policies and Procedures. There were planned updates needed to the Accounting Procedures, Personnel Policies and Procedures, and the YMPO Procurement Policy.

Councilmembers Maria Cruz, Wynnie Ortega, and Arturo Morales self-nominated for the By-Laws and Personnel Policies and Procedures Committee.

Ms. Figueroa said that the members of the Executive Director Evaluation Subcommittee are selected solely by the Board Chair. At this time Councilmembers Maria Cruz and Supervisor Lynne Pancrazi self-nominated to be on the committee. Vice-Mayor Cecilia McCollough would be the third member by default as the Executive Board Chair.

Ms. Figueroa went on to explain that the two Statewide Boards/Councils: the Arizona State Transportation Board (AZSTB); and the Rural Transportation Advisory Council (RTAC) would also need to be determined. YMPO generally appoints members (and alternates) to attend and represent the region. The AZSTB and RTAC representatives were usually appointed by the YMPO Chair.

Councilmember Knight stated that he is a current board member of the State Transportation Board and RTAC, and as such would remain as the primary representative for the region.

Supervisor Pancrazi nominated Vice-Mayor McCollough as the RTAC alternate. Councilmember Arturo Morales self-nominated as the AZSTB alternate.

MOTION: Councilmember Knight motioned to elect YMPO subcommittee members and officials to attend the AzSTB and RTAC meetings for the calendar year 2024, as discussed. Councilmember Cruz seconded and the motion was unanimously approved.

8. FY 2024-25 YMPO Unified Planning Work Program (UPWP) Amendment #3

Ms. Figueroa said that the FY 2024-25 YMPO UPWP and Annual Budget (UPWP/B) was approved by the Board on May 25, 2023, and has since been amended two times. An amendment was needed to include an additional \$7,676.83 in PL formula apportionment to the FY 2024 budget only. Mr. Figueroa requested funds to be programmed toward the Safety Study Update Plan, increasing the study's total budget from \$118,650 to \$126,326.83.

MOTION: Supervisor Pancrazi motioned to approve the FY 2024-25 UPWP Amendment #3, for FY 2024 only. Councilmember Knight seconded and the motion was unanimously approved.

9. Status of State Legislation on RTAC Priority Project (HB2412) and Arizona SMART Fund Reform (HB2318)

Rural Transportation Advocacy Council Liaison Kevin Adams said that the Legislature was about halfway through its session, where the House completed work on its House Bills, and the Senate completed the work and the votes on Senate Bills. After the changeover week, all House-passed bills went to the Senate House. Once there, the Bills go through the same process of being assigned to a Senate oversight committee for review, followed by Senate hearings before being presented to the entire Senate body for consideration.

Mr. Adam reported on SB1184, which is the continuation of the Department of Transportation. As with all state agencies, ADOT goes through a "sunset" review process where the agency is scheduled to terminate unless extended through legislation. ADOT is currently set to expire after July 1, 2024. He explained that the original authorization was for eight years, as well as the length provided by the House version of the continuation, HB2037. However, the bill's current version proposes extending ADOT for four years and then reducing it to two years with additional restrictions on ADOT for the planning and constructing a passenger rail between Phoenix and Tucson.

The bill prohibited the reduction of highway lane miles on the state highway systems and prohibited ADOT from participating in any Greenhouse Gas or Carbon Reduction programs. Since the state has not increased its transportation revenue in thirty years, Arizona was dependent upon federal funds to maintain its highway construction program. Being that dependent on federal dollars requires compliance with federal laws. The House voted on the Bill and passed it, but it must now go through the Senate. The issue needs to be resolved in this session. The RTAC Board approved a letter to send to the Senate supporting the House bill. The House Speaker identified the issue as a cashflow management issue rather than a deficit issue. Adjustments must be made this year and next to balance the budget. Based on this, it doesn't look good for the Rural Transportation Project Priority List. If there are no funds available to direct funds to this effort, you will not see earmarks for them.

In other news, Mr. Adams said that Arizona has an anticipated deficit, which must be addressed when enacting the state's budget next year. The budget would balance itself out in about three years if there were no new budgetary considerations.

Mr. Adams felt that the amount of advocacy being done to illustrate the unmet needs of rural transportation projects will continue to encourage lawmakers to avoid taking funds away from transportation needs to balance the budget. During the last recession, approximately fifteen years ago, the State used lots of transportation funds to balance the budget.

When the Governor put out the Executive Budget Proposal in January 2024, it identified \$420M in transportation claw backs for projects that were earmarked for funding but had not yet been encumbered. The thought was that if the funding wasn't needed in that particular year, the state would use those funds for items in immediate need of funding. Later, when the transportation projects were ready to move forward, the funds would be replaced at that time. However, there is no guarantee that the next governing body will agree. RTAC has taken the position that if the claw backs are going to complicate or delay project delivery, they are opposed to that.

Mr. Adams continued to report on some stand-alone bills, including a \$135 annual permit fee to use alternative fuel vehicles, which was scheduled for a vote on February 29th. Another bill would extend the ability to use alternative project delivery methods like design/build as the authority to use those methods was set to expire this year, the bill would extend this for another five years.

Mr. Adams reported on the HB2318, a bill sponsored by Yuma Representative Tim Dunn, which would enact RTAC-supported reforms to the Arizona SMART

Fund, which provides assistance to rural areas in pursuing federal competitive grant funding continues to progress approved by the House Appropriations Committee and has now moved on to the Senate.

Supervisor Pancrazi asked if the legislators were talking about having any sweeps and if anyone was speaking about why the state was in this potential deficit situation.

Mr. Adams said he hadn't heard of any sweeps but was aware that The League of Cities was concerned about adjustments in the individual income tax cuts and the increase in the percentage given to municipalities might be reduced. He felt that HURF funding would remain safe.

He agreed that the individual income tax cut was the main issue affecting the budget. Although it was anticipated there would be reduced revenue, it was far greater than anticipated.

Ms. Figueroa added that the US 95 project, which had funds earmarked but not yet encumbered, is one of the projects in jeopardy of potential claw backs. Through the RTAC, a letter has been drafted for Governor Katie Hobbs and copied to Legislators about the impact claw backs would have on this project.

Mr. Adams suggested mentioning to state leadership the impact this would have on the Yuma Proving Grounds.

10. FY 2022-26 Transportation Improvement Program (TIP) Amendment #12

Senior Transportation Planner, Fernando Villegas stated that the FY 2022-26 YMPO TIP was initially approved on July 29, 2021. It had been amended eleven times, most recently on December 14, 2023, by the Executive Board.

Mr. Villegas explained that Yuma County had requested to increase the STBG federal funding for the Avenue 3E bridge over the "A" Canal project in FY2025. The HURF exchange amount would then increase from \$900,000 to \$1,031,194. The increase would be made possible by using the STBG remaining balance in FY2025 of \$41,412, and a loan from the Sierra Vista Metropolitan Planning Organization (MPO) for \$104,359.

ADOT requested the following changes:

- The City of Yuma needed a project identified as a HSIP with 100% federal funding, and no local match required.
- The City of San Luis' project: 10<sup>th</sup> Avenue at Los Alamos curve realignment construction phase be moved from FY 2024 to FY 2025.
- The City of San Luis' project: US 95 County Road 10 ½ to 22<sup>nd</sup> Street Raised Median construction total funding amount was corrected.

- The Yuma County project: Thirteen Roadway Segments getting upgraded pavement markings construction funding amount was corrected as it was off by \$1.

Mr. Villegas concluded that the Technical Advisory Committee (TAC) had met earlier in the month and had recommended approval of the FY 2022-26 YMPO TIP Amendment #12 as presented.

MOTION: Councilmember Cruz moved to approve the FY2022-26 YMPO TIP Amendment #12. Councilmember Morales seconded and the motion was unanimously approved.

11. FY 2022-2045 YMPO Long-Range Transportation Plan (LRTP) – Amendment #1 and Air Quality Conformity Status Update

Mr. Villegas stated that YMPO has been working on this matter for several months. On February 12, 2024, the final revised reports were submitted to the Interagency Council, where comments were reviewed and addressed. YMPO posted the reports online for a 30-day review period and a newspaper ad was published requesting comments from the public.

The Amendment proposes revisions to three transportation projects identified in the original LRTP. He reviewed the timeline of events thus far and said he would bring this back to the Board for possible approval in March.

Ms. Figueroa added that an amendment is required for the LRTP when a project is modified. An Air Conformity Analysis is required whenever a roadway changes its capacity and/or project limits to ensure it does not affect the air quality in the region.

Mr. Villegas said, at that time, there had been no comments via our website or newspaper from the public.

12. 2024-2025 CO2 Emissions Target

Mr. Villegas said the carbon dioxide (CO2) Emissions Targets was a new requirement by the Federal Highway Administration (FHWA) in the released of the final Greenhouse Gas (GHG) rule. He reported that this was similar to the safety performance measures YMPO adopted in December 2023.

The final rule requires ADOT to set a declining CO2 emission target for the National Highway System (NHS). ADOT officially established a state target rate of -0.1% reduction in CO2 emissions. YMPO can either adopt the state's target rates or develop its own. ADOT requires a letter from the YMPO within 180 days indicating whether YMPO supports ADOT's target rate or identifies its own.

He explained YMPO's responsibilities regarding CO2 emissions for the region. The information presented was for information and discussion only and informed the Board that the item would be returned in March with a recommendation by the YMPO TAC.

Mr. Villegas explained that the federal government requested these targets from ADOT, and ADOT requested the region's targets from all the MPOs. The performance target pertains only to the national highway systems. These targets, goals, and objectives need to be included in the region's Long-Range Transportation Plan.

Mr. Bruce Fenske, SW District Administrator, ADOT explained that the state was meeting this performance target. The emissions were valid for licensed vehicles and did not include agricultural equipment.

13. Summary of Current Events/Board Member Reports/Executive Director's Report & Comments by Other Participants

- A. Staff Reports - Future Meetings
- B. TAC Minutes
- C. Conference Updates (AZTA, AZRTS, and Roads and Streets)
- D. MPO/COG Director/Planner Meetings
- E. Rural Transportation Advocacy Council activities
- F. Projects - Economic Development and Transportation
- G. Status Report on AZ Smart Fund

Ms. Figueroa gave an update on the possibility of working with the City of Yuma on a regional Safety Action Plan previously presented during the January 25, 2024, meeting. The city received a Safe Streets for All (SS4A) Grant for this project and recently had a kick-off meeting for the grant; the Federal Highway Administration advised the City of Yuma that they must adhere to the Scope of Work already agreed upon and therefore, collaboration with YMPO to include the rest of the region was no longer possible.

She said that a new grant cycle of the SS4A Grant program was announced the week prior. She advised the Board on the value of applying for the grant to complete a Regional Safety Action Plan. She asked for feedback from the Board in this regard.

She explained that there are two grant types of the SS4A Grant. One is the planning and demonstration grant component for developing a Safety Action Plan which identifies the most significant roadway safety concerns in a community. It also focuses on projects and strategies to address roadway safety issues. Ms. Figueroa that the second grant type is for the implementation of safety projects

and strategies identified in an Action Plan to address a roadway safety problem. She clarified that to apply for the second grant type, you must have a planning document established. She added that entities with a safety plan have an advantage in obtaining federal funding for capital projects.

Ms. Figueroa explained that the City Engineer Dave Wostenberg had notified her yesterday of the occurrences and that there was not enough time to add the item on the agenda for the board's consideration to pursue an SS4A Planning and Demonstration Grant for the rest of the region and that she would need time to research and get consultant cost estimates for the grant writing. She advised that a possible special Board meeting would be necessary for the Board to authorize the Executive Director to execute a grant agreement based on the application deadline.

Councilmember Knight stated that the SS4A Grant could also include pedestrian and bicycle pathways.

Vice-Mayor McCollough said the Town of Wellton was currently working on designing and constructing a multiuse pathway. The SS4A grant might be an option for funding the project.

Ms. Figueroa said that the goal of the Safety Action Plan was to reduce fatal accidents in the region. YMPO pulled safety data provided to ADOT and found that more than 140 fatal accidents had occurred in the region for five years, from 2018 to 2022. She added that during a recent SS4A Grant webinar, representatives said that the probability of receiving grant funding for the development of a Safety Action Plan was high as mostly all applications in prior rounds were funded.

In other grant news, the Rural Transportation Advocacy Council backed a bill for the Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund. If the bill is successful, it would allow MPOs to apply to assist in competing for federal discretionary surface transportation grants.

Councilmember Knight said that there were several entity qualifying levels available to apply for this fund, based on a municipalities or county's population. The bill would also allow the State Transportation Board to move unused funding levels to other levels to ensure the available funds get used. He went on to review the existing balances in the AZ SMART fund.

Ms. Figueroa finalized by stating that the item would be brought back with additional information on grant writing cost estimates for an SS4A planning and demonstration grant application.

14. Possible Future Agenda Items

The following items will be heard at a future meeting. Members are encouraged to suggest topics for discussion at a future Board meeting:

- A. 2022-2045 LRTP Amendment #1, Conformity update
- B. Title VI Plan
- C. DCIP Grant
- D. Complete Streets Study

Ms. Figueroa said as stated.

15. Progress Reports

Members are encouraged to suggest topics for discussion at a future Board meeting:

- a. Jan 25 – RTAP Request/Reimbursement Training (LL, BD, JR, FV)
- b. Jan 25 – YMPO Audit Committee Meeting (LL, CF, JH, BD)
- c. Jan 25 – Executive Board Meeting (CF, BD, JH, JR, LL, BD, FV)
- d. Jan 26 – PASS Training Day (JR)
- e. Jan 29 - RTAC Board Meeting and Legislator Lunch (CF, JH)
- f. Jan 31 – Coaching Through Conflict (CF, BD)
- g. Feb 1 - AZ Transportation Board Meeting/Study Session (CF)
- h. Feb 1 – YC HR Training – Employment Foundations: Standards of Conduct (LL)
- i. Feb 5 – LRTP Internal Staff Kick-Off Meeting (JH, CF, FV)
- j. Feb 5 – YMPO LRTP – Kick-off (JH, CF, FV)
- k. Feb 5 – YMPO RTP Planning Discussion (JH, CF, FV)
- l. Feb 6 – YMPO OT Training Verizon One Talk (LL, JH)
- m. Feb 6 – YMPO LRTP FY 2022-45 Amendment 1 Summary of Changes Requested (CF, FV)
- n. Feb 6 – YMPO Air Quality Meeting Kittleson & Associates (CF, FV)
- o. Feb 7 – YMPO-Saguaro Collaboration (CF)
- p. Feb 8 – TAC Meeting (CF, BD, LL, JH, FV)
- q. Feb 8 – YMPO: Internal Controls and Information Systems Meeting (CF, BD)
- r. Feb 8 – Arizona Mobility Managers Meeting (JR)
- s. Feb 8 – YMPO Monthly Update (FV)
- t. Feb 8 – YRBC Board Meeting (CF, JH, FV)
- u. Feb 9 – COG/MPO Planners Meeting (CF, JH, FV)
- v. Feb 12 - Staff Meeting (CF, LL, JR, JH, FV)
- w. Feb 12 – ADOT/YMPO Monthly Coordination Meeting (CF, JH, FV)
- x. Feb 13 - FY2024 Section 5310 Regional Mobility Management Notice of Funding Availability (NOFA) (CF, BD, LL, JH, JR, FV)
- y. Feb 14 – MPO/COG Directors Meeting (CF)
- z. Feb 14 – 5310 Grant Application (CF, BD)



- aa. Feb 15 – APA PS+CD Lunch + Learn: Holistic Vision Zero: Equitable and Healthy School Safety (FV)
- bb. Feb 15 – Networking for Community Resources -WACOG (JR)
- cc. Feb 16 – AZ State Transportation Meeting (CF)
- dd. Feb 19 – President’s Day Observed
- ee. Feb 20 – RTAC Advisory Committee Meeting (CF, FV)
- ff. Feb 20 – Yuma PM SIP Update Meeting (CF, FV)
- gg. Feb 21 – Webinar: Shifting Gears: Toward a New Way of Thinking about Transportation (FV)
- hh. Feb 21 – APBP February Webinar: Floating Bus Stop Accessibility: What have we Learned (FV)
- ii. Feb 21 – ATSAP TAC Meeting 2 (JH, CF, FV)
- jj. Feb 21 – Orientation New EB Member Vice-Mayor Luis (CF)
- kk. Feb 26 – RTAC Board Meeting (CF, FV)
- ll. Feb 27 – SunLife 2023: Compliance Year-in-Review Webinar (LL)
- mm. Feb 27 – Microsoft Excel: Beyond the Basic Fred Pryor Seminar (LL)
- nn. Feb 29 – Grants Training for Local Public Agencies (CF, JH, FV)
- oo. Feb 29 – FTA Bus Procurement Best Practices Update (JR)
- pp. Feb 29 – Yuma TMP Kick-off Meeting (CF)

Ms. Figueroa said, as listed.

16. Adjournment

Having no further business to discuss, Chairwoman McCollough adjourned the meeting at 4:43 p.m.

*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. If you have any questions regarding YMPO programs, activities, or services, please contact Crystal Figueroa at 928-783-8911.*

Anticipated Future 2024 Meeting Locations.

All future meetings will continue to be held at the YMPO office at 230 West Morrison Street, Yuma, Arizona 85364. Members may participate in person, OR they may participate electronically by computer, and/or telephone (or both), using the GoToMeeting portal. The next two meetings will occur on Thursday, March 28, 2024, and Thursday, April 25, 2024.

Preparation and Approval of Minutes:      Minutes prepared by:

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Blenda Dale, Accountant II/  
Executive Assistant

Minutes reviewed to form by:

Minutes approved in regular session on  
March 28, 2024

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Crystal Figueroa, Executive Director,  
Yuma Metropolitan Planning Organization

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Vice-Mayor Cecilia McCollough,  
Chairwoman, YMPO Executive Board

# Yuma Metropolitan Planning Organization

## Revenue & Expense Budget Performance

February 2024

	Feb 24	Jul '23 - Feb 24	YTD Budget	% of Budget
Ordinary Income/Expense				
Income				
4000 · ADOT Grant				
4006 · CRP	0.00	0.00	102,158.00	0.0%
4001 · PL	0.00	209,817.71	611,839.00	34.29%
4002 · SPR	0.00	83,377.96	335,811.00	24.83%
4004 · STBG	0.00	0.00	44,154.00	0.0%
4005 · 5305d (CPG)	0.00	43,486.00	117,354.00	37.06%
Total 4000 · ADOT Grant	0.00	336,681.67	1,211,316.00	27.8%
4010 · FTA Grant	0.00	0.00	0.00	0.0%
Total 4010 · FTA Grant	0.00	0.00	0.00	0.0%
4050 · ADEQ Grant	0.00	0.00	10,000.00	0.0%
4055 · 5310 Funds				
4053 · CARES Act MM	0.00	0.00	0.00	0.0%
4056 · RTAP	0.00	900.00	900.00	100.0%
4055 · 5310 Funds - Other	19,088.05	35,715.63	92,844.00	38.47%
Total 4055 · 5310 Funds	19,088.05	36,615.63	93,744.00	39.06%
4200 · YMPO UPWP Dues	87,441.85	87,441.85	83,634.00	104.55%
4400 · Interest Income	0.00	13,787.73	13,000.00	106.06%
4600 · Charges for Services				
4904 · Traffic Count Revenue	816.90	18,951.29	14,040.41	134.98%
Total 4600 · Charges for Services	816.90	18,951.29	14,040.41	134.98%
Total Income	107,346.80	493,478.17	1,425,734.41	34.61%
Gross Profit	107,346.80	493,478.17	1,425,734.41	34.61%
Expense				
5110 · Payroll Expenses				
5111 · Fringe Benefits	2,757.28	21,079.28	33,519.78	62.89%
5112 · Part Time Staff-Salaries				
5133 · Part Time Staff-Salaries- Local	2,034.56	8,327.39	10,456.82	79.64%
5112 · Part Time Staff-Salaries - Other	4,843.16	39,104.94	76,033.11	51.43%
Total 5112 · Part Time Staff-Salaries	6,877.72	47,432.33	86,489.93	54.84%
5113 · Full Time Staff-Salaries	29,181.82	228,379.25	362,134.00	63.07%
5115 · Health Insurance-ER Portion	0.00	30,856.50	56,916.00	54.21%
5116 · ASRS	3,660.28	28,586.50	46,303.38	61.74%
5117 · Workman's Comp Insurance	0.00	1,367.00	1,366.88	100.01%
5118 · FUTA Payroll Expense	115.53	431.64	588.00	73.41%
5120 · Life Insurance	182.00	1,274.00	1,928.16	66.07%
Total 5110 · Payroll Expenses	42,774.63	359,406.50	589,246.13	60.99%
5123 · Consulting Services				
5134 · Contractual-Local	0.00	1,151.95	75,192.00	1.53%
5123 · Consulting Services - Other	0.00	21,887.05	471,627.00	4.64%
Total 5123 · Consulting Services	0.00	23,039.00	546,819.00	4.21%
5124 · Staff Training/Education				
5137 · Staff Training/Edu Reimb-Local	0.00	0.00	5,000.00	0.0%
5124 · Staff Training/Education - Other	1,218.96	1,218.96	6,000.00	20.32%
Total 5124 · Staff Training/Education	1,218.96	1,218.96	11,000.00	11.08%
5125 · Audit Services	0.00	15,000.00	23,500.00	63.83%
5126 · Payroll Processing Fees	472.31	3,148.11	4,500.00	69.96%
5128 · Accounting Services	0.00	22,975.50	25,000.00	91.9%
5129 · Public Participation	266.60	266.60	750.00	35.55%
5130 · Reimbursement of Expenses	0.00	-2,560.54	7,000.00	-36.58%
5131 · Data Process, Software, Hardware	504.31	9,232.63	12,000.00	76.94%
5132 · Furniture and Equipment	0.00	0.00	12,000.00	0.0%
5139 · PASS Training	0.00	900.00	900.00	100.0%
5140 · Legal	325.00	2,425.00	7,000.00	34.64%
5150 · IT Support	0.00	0.00	1,500.00	0.0%
5151 · Building Ins, property tax	0.00	4,550.93	7,400.00	61.5%
5152 · Equipment Maintenance	0.00	653.00	900.00	72.56%
5153 · Office Supplies	138.28	1,162.76	3,000.00	38.76%
5154 · Postage	0.00	0.00	300.00	0.0%

# Yuma Metropolitan Planning Organization

## Revenue & Expense Budget Performance

February 2024

	Feb 24	Jul '23 - Feb 24	YTD Budget	% of Budget
5155 - Printing	146.69	499.60	2,000.00	24.98%
5157 - Publications, Subscriptions	0.00	440.90	600.00	73.48%
5158 - Registration Fees	0.00	8,895.00	10,000.00	88.95%
5159 - Special Meetings	0.00	0.00	3,000.00	0.0%
5160 - Telecommunications	893.20	8,211.26	11,500.00	71.4%
5161 - Vehicle Purchase	0.00	0.00	35,000.00	0.0%
5162 - Vehicle Insurance	0.00	2,463.70	4,500.00	54.75%
5163 - Vehicle Maint., Repairs, Parts	0.00	58.94	2,000.00	2.95%
5164 - YMPO Memberships & Dues	750.00	3,270.36	3,000.00	109.01%
5165 - Finance Charges and Interest	0.00	78.00	200.00	39.0%
5166 - Website Maintenance	0.00	477.00	9,641.00	4.95%
5167 - Miscellaneous Consumables	33.11	2,080.64	3,500.00	59.45%
5168 - Employee Recruitment	0.00	80.00	500.00	16.0%
5169 - Miscellaneous-Expense	942.63	2,734.82	7,000.00	39.07%
5171 - Alarm System	0.00	403.35	750.00	53.78%
5173 - Electric Bill	0.00	4,845.82	7,500.00	64.61%
5174 - Grounds Maintenance	250.00	13,110.00	16,500.00	79.46%
5175 - Janitorial	720.00	6,300.00	9,360.00	67.31%
5179 - Office Building Repairs				
5181 - Pest Control	0.00	633.08	600.00	105.51%
5179 - Office Building Repairs - Other	780.00	841.62	20,000.00	4.21%
<b>Total 5179 - Office Building Repairs</b>	<b>780.00</b>	<b>1,474.70</b>	<b>20,600.00</b>	<b>7.16%</b>
5182 - Sewer & Water	155.71	1,417.28	3,500.00	40.49%
5190 - Travel - Local & Outside County	72.73	4,747.44	11,000.00	43.16%
5191 - T530- Traffic Count Fuel	0.00	1,598.62	2,700.00	59.21%
5630 - T530 Traffic Count Equipment				
5631 - T530-Local COY Materials	0.00	0.00	2,340.00	0.0%
5630 - T530 Traffic Count Equipment - Other	637.20	4,970.86	4,500.00	110.46%
<b>Total 5630 - T530 Traffic Count Equipment</b>	<b>637.20</b>	<b>4,970.86</b>	<b>6,840.00</b>	<b>72.67%</b>
<b>Total Expense</b>	<b>51,081.36</b>	<b>509,576.74</b>	<b>1,424,006.13</b>	<b>35.79%</b>
<b>Net Ordinary Income</b>	<b>56,265.44</b>	<b>-16,098.57</b>	<b>1,728.28</b>	<b>-931.48%</b>
<b>Other Income/Expense</b>				
<b>Other Income</b>				
	4,495.64	67,979.27	158,894.00	42.78%
<b>Total Other Income</b>	<b>4,495.64</b>	<b>67,979.27</b>	<b>158,894.00</b>	<b>42.78%</b>
<b>Other Expense</b>				
	4,495.64	67,979.27	158,894.00	42.78%
<b>Total Other Expense</b>	<b>4,495.64</b>	<b>67,979.27</b>	<b>158,894.00</b>	<b>42.78%</b>
<b>Net Other Income</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.0%</b>
<b>Net Income</b>	<b>56,265.44</b>	<b>-16,098.57</b>	<b>1,728.28</b>	<b>-931.48%</b>

10000 - Wells Fargo - YMPO General Account	\$83,693.05
10009 - Wells Fargo - YMPO Payroll Account	\$45,221.71
10100 - Yuma County Treasurer - YMPO Account	\$964,054.39
	<b>\$1,092,969.15</b>

# **YMPO INFORMATION SUMMARY for Agenda Item 6**

## **FY 2022-2045 YMPO LRTP Amendment #1 and Air Quality Conformity**

### **Status Update**

**DATE:** March 28, 2024

**SUBJECT:** FY 2022-2045 YMPO LRTP Amendment #1 and Air Quality Conformity Status Update

#### **SUMMARY:**

The consultant Kittleson and Associates continues to work on the FY 2022-2045 YMPO LRTP Amendment #1 and Air Quality Conformity update.

On December 11, 2023, YMPO requested feedback from the Interagency Consultation on the Long-Range Transportation Plan Amendment #1 and the updated Air Quality Conformity Analysis Report. Comments were received from the Environmental Protection Agency and the Arizona Department of Environmental Quality. YMPO worked closely to address their questions and incorporated comments in the revised set of documents.

After a second review, the final revised reports were submitted to the Interagency Consultation (IAC) on February 12th. The reports were reviewed, and no additional comments were received. The FY 2022-45 LRTP Amendment #1 and Air Quality Conformity Update are included in this packet.

YMPO has posted the reports online for a 30-day review period and a newspaper ad was published requesting comments from the public on Sunday, February 18, 2024. The Amendment proposes revisions to three transportation projects identified in the original LRTP. The Technical Advisory Committee (TAC) recommends approval to the Executive Board.

<b>DATE</b>	<b>ACTIVITY</b>
2/01/2024	YMPO submits LRTP Amendment #1 and Air Quality Conformity Update to EPA for review
2/12/2024 to 2/23/2024	IAC Review & comment period (1 week)
2/18/2024 to 3/18/2024	30-day public review period
3/14/2024	TAC draft review and recommended approval to Executive Board
3/28/2024	Possible Executive Board approval
3/29/2024	Submit final LRTP Amendment #1 and Air Quality Conformity update to ADOT. ADOT to share with FHWA for final approval

**PUBLIC INPUT:** There has been limited public input on this subject.

**ACTION NEEDED:** This item is on the agenda for information, discussion, and possible action to approve the FY2022-2045 YMPO Long Range Transportation Plan Amendment #1 and Air Quality Conformity.

**CONTACT PERSON:** Fernando Villegas, Senior Transportation Planner



**YUMA METROPOLITAN  
PLANNING ORGANIZATION**

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# **2022-2045 LONG-RANGE TRANSPORTATION PLAN UPDATE**

*Yuma Region in Motion*

**FINAL REPORT – AMENDMENT 1**

**February 2024**

# 1. SUMMARY OF CHANGES IN AMENDMENT 1

Since the completion of the Yuma Metropolitan Planning Organization's (YMPO) 2022-2045 Long-Range Transportation Plan (LRTP) in July 2021, some project needs have changed; and YMPO and its member agencies have been successful in securing additional funding to advance some projects. To accommodate these changes, YMPO is amending the 2022-2045 LRTP to include the following revisions to the original LRTP.

**Table 1: Proposed Project Revisions to the LRTP in Amendment #1**

LRTP Project	LRTP Horizon	Comment
<b>Original Project Limits:</b> Avenue E / Avenue D Extension: County 23rd Avenue to County 18th Street  <b>Revised Project Limits:</b> Avenue E / Avenue D Extension: County 23rd Avenue to County 16th Street	<b>Original LRTP Horizon:</b> FY2027-FY2031  <b>Revised LRTP Horizon:</b> FY2022-FY2026	Yuma County sees the need to extend the project limits by 2 miles to County 16 <sup>th</sup> Street and also advance the project construction horizon as the County is actively working to secure funding for the project. This update in the LRTP allows the project to move forward with design and right-of-way acquisition programmed in FY2024/25. County 18 <sup>th</sup> St to County 16 <sup>th</sup> St is already included in the travel demand model, and this extension is primarily a paving and intersection improvements project. It does not add capacity. Paving / intersection enhancement projects are exempt under 40 CFR § 93.126. So, a conformity analysis is not needed for extending this project.
<b>Original Project Limits:</b> 40th Street Widening: Avenue 6 3/4 E to Desert Willow Way  <b>Revised Project Limits:</b> 40th Street Widening/Extension: Avenue 6E to Fortuna Road	<b>Original LRTP Horizon:</b> FY2032-FY2036  <b>Revised LRTP Horizon:</b> FY2022-FY2026	The City of Yuma is currently working on a Design Concept Report and an Environmental Assessment for extending and/or widening 40 <sup>th</sup> Street from Avenue 6E to Fortuna Road. This project would combine three separate projects in the current LRTP. The City also anticipates advancing this project to the FY22-26 horizon.
<b>Original Project Limits:</b> 40th Street Widening: Avenue 8E to Avenue 10E  <b>Revised Project Limits:</b> 40th Street Widening/Extension: Avenue 6E to Fortuna Road	<b>Original LRTP Horizon:</b> FY2032-FY2036  <b>Revised LRTP Horizon:</b> FY2022-FY2026	
<b>Original Project Limits:</b> 40th Street Overpass: SR 195  <b>Revised Project Limits:</b> 40th Street Widening: Avenue 6E to Fortuna Road	<b>Original LRTP Horizon:</b> FY2032-FY2036  <b>Revised LRTP Horizon:</b> FY2022-FY2026	
<b>Original Project Limits:</b> US 95 widening from Wellton Mohawk to Aberdeen  <b>Revised Project Limits:</b> No Change	<b>Original LRTP Horizon:</b> FY2032-FY2036  <b>Revised LRTP Horizon:</b> FY2022-FY2026	YMPO/ADOT secured RAISE grant funding and would like to advance the construction horizon for this project as construction is anticipated in Y2025-26.

These project updates could have an impact on air quality emissions. All project updates are within the Yuma PM10 non-attainment area and as a result, the PM10 analysis was updated. All project updates are outside and far away from the Yuma Ozone non-attainment area. Ozone emissions were NOT updated since all project updates are located outside the Yuma Ozone non-attainment area.

Each change to conformity document is highlighted with an **ORANGE** color shading.



## 2022-2045 YMPO LRTP Pages Amended



Figure 8.3. Roadway Improvement Needs

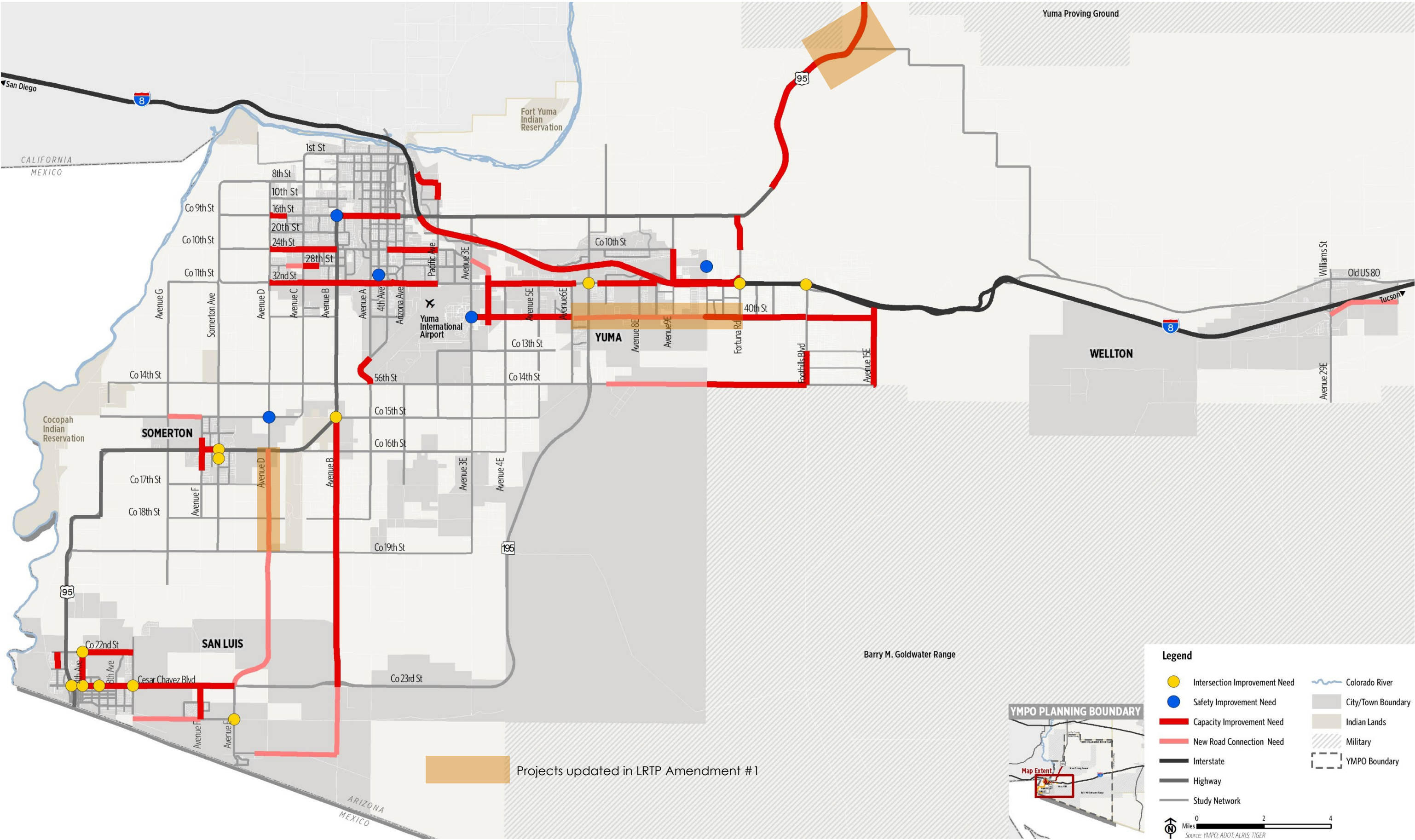
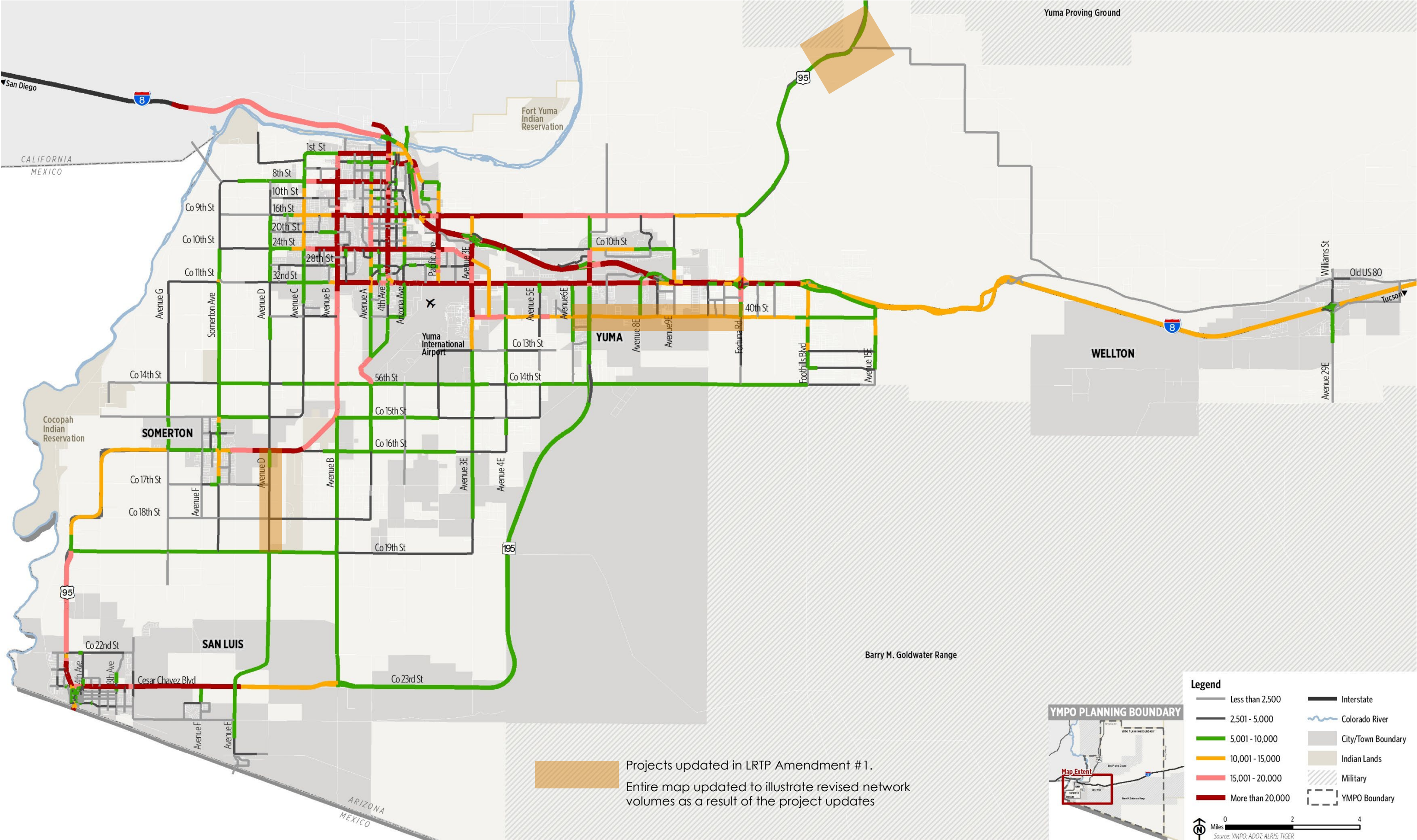




Figure 8.4. Projected 2045 Traffic Volumes with Roadway Improvements





**Figure 8.5. Projected 2045 Level of Congestion with Roadway Improvements**

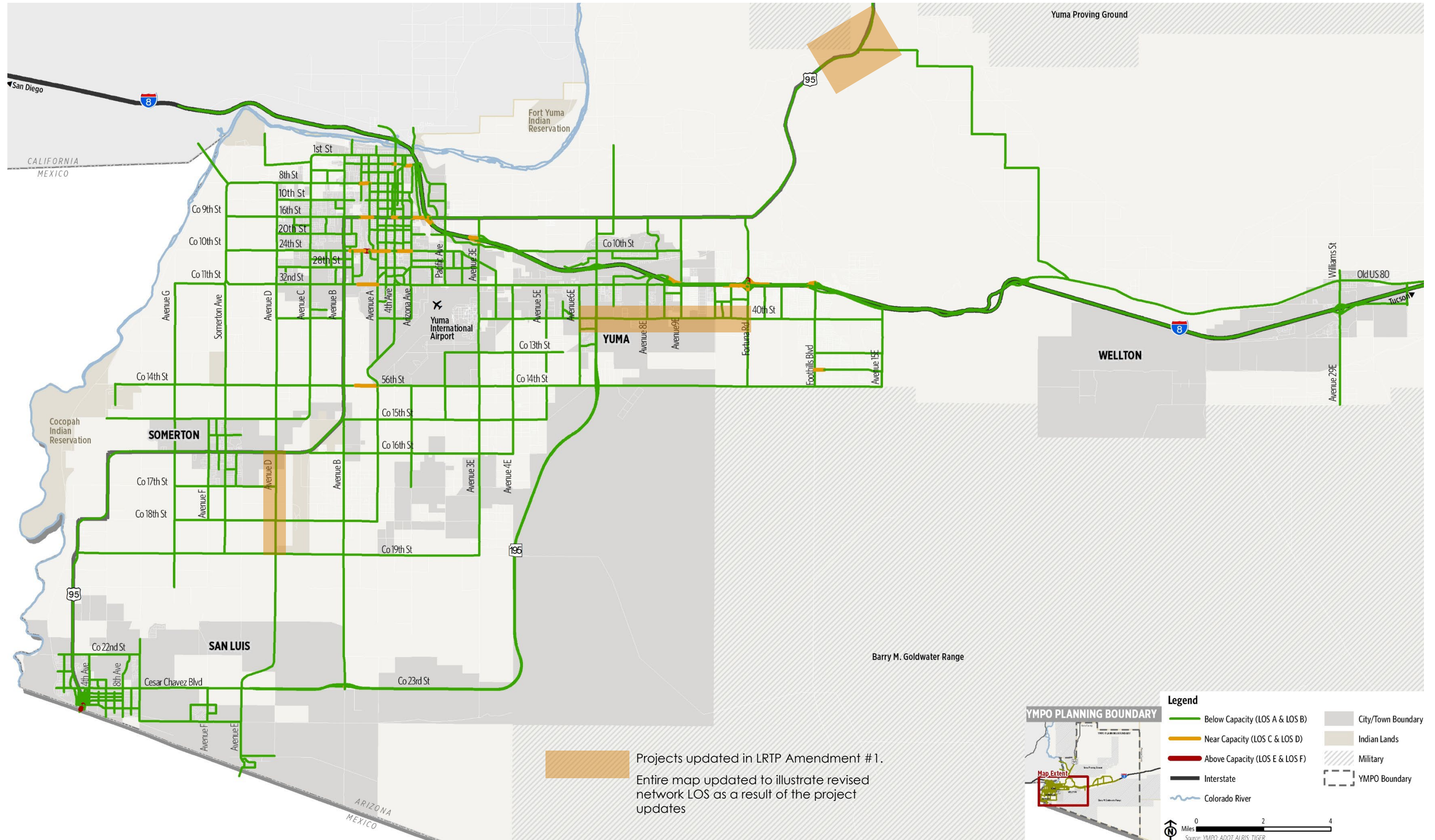




Table 9.7. Capacity and New Roadway Improvements by Implementation Phase

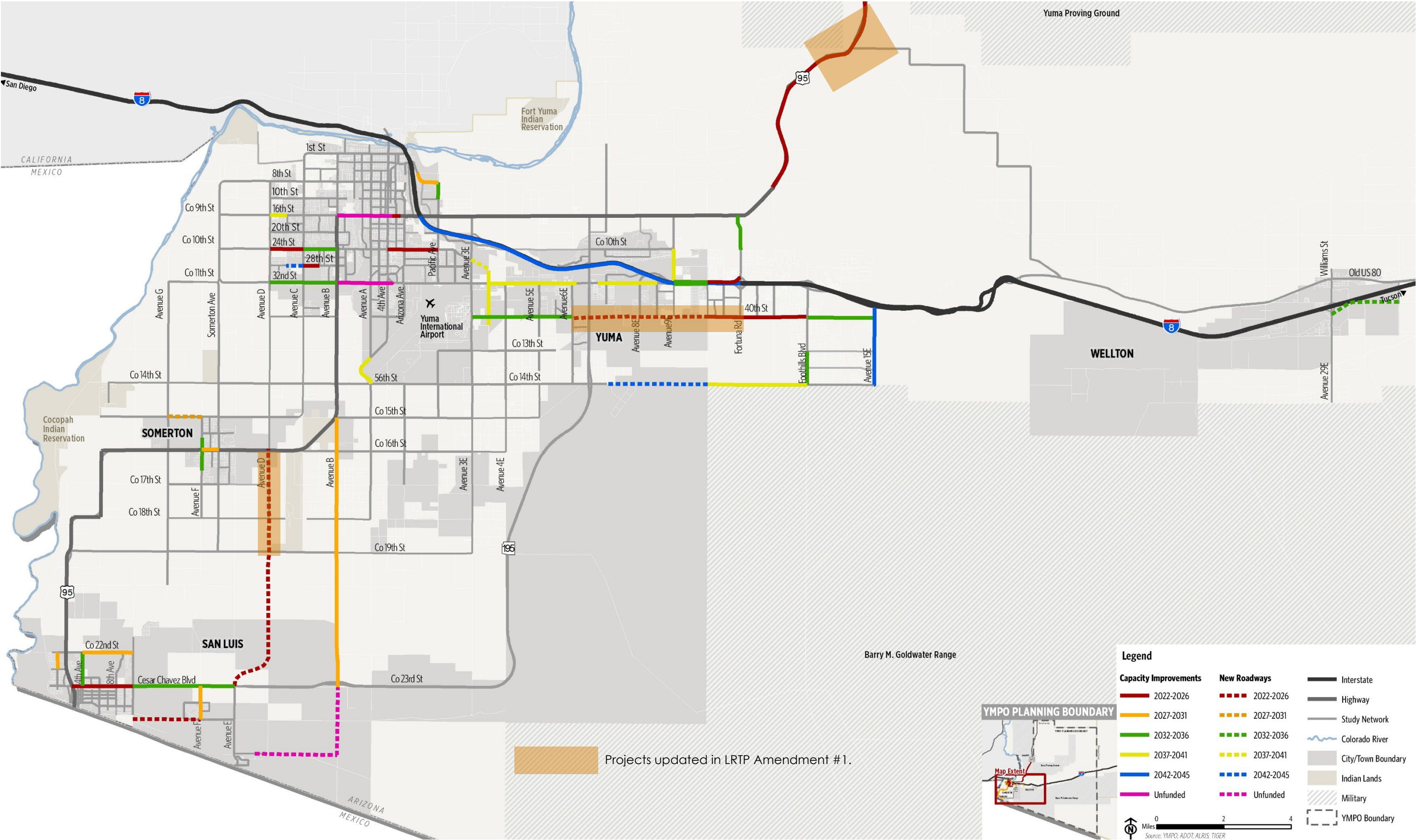
ID	Lead Agency	Project	Length (Mi)	Project Description	2022-2026	2027-2031	2032-2036	2037-2041	2042-2045	Cost	Cost at Year of Expenditure (YOE)
CAP-0	ADOT	US 95 Widening: Rifle Range Road to Wellton-Mohawk Canal	3	Widen roadway from two lanes to four lanes.	X					\$10,601,000	\$10,601,000
CAP-1	City of Yuma	28th Street Widening: Avenue C to 33rd Avenue	1	Widen roadway from two lanes to four lanes.	X					\$3,000,000	\$3,000,000
CAP-3	City of Yuma	24th Street Widening: Avenue C to Avenue D	1	Widen roadway from two lanes to four lanes.	X					\$3,000,000	\$3,000,000
CAP-2	City of Yuma	28th Street Extension: Avenue C to 45th Avenue	0.5	Construct new two-lane roadway.	X					\$1,300,000	\$1,300,000
CAP-5	City of San Luis	County 24th Street Extension: 10th Avenue to Avenue F	2	Construct new two-lane roadway.	X					\$1,345,760	\$1,345,760
CAP-6	City of San Luis	Cesar Chavez Boulevard Widening: Main Street to 10th Avenue	1.8	Widen roadway from two lanes to four lanes.	X					\$5,400,000	\$5,400,000
CAP-7	City of Yuma	16th Street Widening: 3rd Avenue to Maple Avenue	0.2	Widen roadway from four lanes to six lanes.	X					\$5,520,000	\$5,520,000
CAP-8	Yuma County	North Frontage Road Widening: Avenue 10E to Fortuna Road	1	Widen roadway from two lanes to four lanes.	X					\$3,000,000	\$3,000,000
CAP-9	City of Yuma	Airport Area Traffic Circulation Study: 32nd Street, Avenue B, County 14th Street, Avenue 3E	N/A	Develop a traffic circulation plan for the Yuma International Airport area. Address congestion issues on Airport Loop Road; evaluate impacts of potential closure of Airport Loop Road and 4th Avenue extension.	X					\$200,000	\$200,000
CAP-10	City of San Luis	Merrill Avenue Widening: County 22nd Street to County 22 1/2 Street	0.5	Add center turn lane.		X				\$1,650,000	\$2,245,422
CAP-11	City of San Luis	County 22nd Street Widening: 4th Avenue to 10th Avenue	1.5	Widen roadway from two lanes to four lanes.		X				\$4,500,000	\$6,123,878
CAP-12	City of San Luis	Avenue F Widening: Cesar Chavez Boulevard to San Luis Lane	1	Widen to four lanes.		X				\$3,000,000	\$4,082,585
CAP-13	Yuma County	County 12th Street Widening: Fortuna Road to Avenue 12E	1	Widen roadway from two lanes to four lanes.		X				\$3,000,000	\$4,082,585
CAP-14	Town of Somerton	County 15th Street Extension: Avenue G to Avenue F	1	Construct new two-lane roadway.		X				\$2,600,000	\$3,538,241
CAP-15	Town of Somerton	Main Street Reconfiguration: Cesar Chavez Avenue to Somerton Avenue		Reduce four lane road to three lane road. Enhance bike and pedestrian facilities.		X				\$450,000	\$612,388
CAP-16	Yuma County	40th Street Extension: Avenue 8E to Avenue 10E	2	Construct new two-lane roadway.		X				\$9,800,000	\$13,336,446
CAP-16	City of Yuma / Yuma County	40th Street Widening/Extension: Avenue 6E to Fortuna Road	5	Construct new three lane roadway for missing segments. Widen existing segments to 3 lane segments;	X					\$60,000,000	\$60,000,000
CAP-17	Yuma County	Avenue E/Avenue D Extension: County 23rd Street to County 16th Street	5.6	Construct new two-lane roadway. Portion from Co 18th to Co 16th St is repaving, not widening.	X					\$24,000,000	\$24,000,000
CAP-18	Yuma County	Avenue B Safety Improvements: County 15th Street to SR 195	7	Implement safety improvements along the corridor including pavement rehabilitation, pave/grade shoulders, wider pavement markings, and intersection improvements.		X				\$472,500	\$643,007
CAP-19	Yuma County	8th Street Widening: 6th Street to Pacific Avenue	0.8	Widen roadway from two lanes to four lanes.		X				\$4,160,000	\$5,661,185
CAP-20	City of Yuma	32nd Street Widening: 1,500 Feet West of Avenue 7E to Avenue 8 1/2 E	1.8	Widen roadway from four lanes to six lanes.			X			\$5,400,000	\$9,157,760
CAP-21	City of Yuma	32nd Street Widening: Avenue 3E to Quarter Mile East of Avenue 6E	3.25	Widen roadway from four lanes to six lanes.			X			\$9,600,000	\$16,280,462
CAP-22	City of Yuma	40th Street Widening: Avenue 3E to Avenue 4E	1	Widen roadway from two/three lanes to four lanes.			X			\$1,500,000	\$2,543,822
CAP-23	City of Yuma	North Frontage Road Widening: Avenue 9E to Avenue 10E	1	Widen roadway from two lanes to four lanes.			X			\$3,000,000	\$5,087,644
CAP-24	City of Yuma	Pacific Avenue Widening: 8th Street to 12 Street	0.5	Widen roadway from two lanes to four lanes.			X			\$1,500,000	\$2,543,822
CAP-25	City of Yuma	South Frontage Road Widening: Avenue 9E to Avenue 10E	1	Widen roadway from two lanes to four lanes.			X			\$3,000,000	\$5,087,644
CAP-26	ADOT	US 95 Widening: Wellton-Mohawk Canal to Aberdeen Road	9.5	Widen roadway from two lanes to four lanes.	X					\$57,032,493	\$57,032,493

Table 9.7. Capacity and New Roadway Improvements by Implementation Phase (Continued)

ID	Lead Agency	Project	Length (Mi)	Project Description	2022-2026	2027-2031	2032-2036	2037-2041	2042-2045	Cost	Cost at Year of Expenditure (YOE)
CAP-27	City of San Luis	4th Avenue Widening: Cesar Chavez Boulevard to County 22nd Street	1	Widen roadway from two lanes to four lanes.			X			\$3,000,000	\$5,087,644
CAP-28	Yuma County	Fortuna Road Widening: US 95 to 28th Street	1.5	Widen roadway from two lanes to four lanes.			X			\$4,500,000	\$7,631,466
CAP-29	Town of Wellton	County 11th Street Extension: Avenue 29E to Avenue 31E	2	Construct new two-lane roadway.			X			\$5,200,000	\$8,818,583
CAP-30	Yuma County	40th Street Widening: Avenue 6 3/4 E to Desert Willow Way	1	Construct new two-lane roadway.			X			\$4,900,000	\$8,309,819
CAP-31	Yuma County	40th Street Widening: Avenue 4E to Avenue 6E	2	Widen roadway from two lanes to four lanes.			X			\$7,000,000	\$11,871,170
CAP-32	Yuma County	County 12th Street Widening: Foothills Boulevard to Avenue 15E	2	Widen roadway from two lanes to four lanes.			X			\$6,000,000	\$10,175,289
CAP-33	Yuma County	Foothills Boulevard Widening: County 13th Street to County 14th Street	1	Widen roadway from two lanes to four lanes.			X			\$3,000,000	\$5,087,644
CAP-34	City of San Luis	Cesar Chavez Boulevard Widening: 10th Avenue to Avenue E	3	Widen roadway from two lanes to four lanes.			X			\$9,000,000	\$15,262,933
CAP-35	City of Yuma	32nd Street Widening: Avenue B to Avenue D	2	Widen roadway from two lanes to four lanes.			X			\$6,000,000	\$10,175,289
CAP-36	Town of Somerton	Cesar Chavez Avenue Widening: County 15-1/2 Street to County 16-1/2 Street	0.5	Widen roadway from two lanes to four lanes.			X			\$1,500,000	\$2,543,822
CAP-37	City of Yuma	Avenue 3-1/2 E to 24th Street Connection: 24th Street/Avenue 3E intersection to Avenue 3-1/2 E End Terminus	0.75	Construct new two-lane roadway.				X		\$3,675,000	\$7,766,660
CAP-38	City of Yuma	Avenue 3-1/2 E Widening: 32nd Street to 44th Street	1.5	Widen roadway from two lanes to four lanes.				X		\$4,500,000	\$9,510,196
CAP-39	City of Yuma	Avenue 9E Widening: North Frontage Road to 24th Street	1	Widen roadway from two lanes to four lanes.				X		\$3,000,000	\$6,340,130
CAP-40	City of Yuma	16th Street Widening: Avenue D to 45th Avenue	0.5	Widen roadway from two lanes to four lanes.				X		\$1,500,000	\$3,170,065
CAP-41	Yuma County	County 14th Street Extension: Avenue 10E to Avenue 13E	3	Construct new two-lane roadway.				X		\$7,800,000	\$16,484,339
CAP-42	City of Yuma	24th Street Widening: Avenue C to Avenue B	1	Widen roadway from two lanes to four lanes. Improve Ave B/24th Street intersection to include turn lanes and traffic signal upgrades.					X	\$3,450,000	\$9,086,099
CAP-43	ADOT	I 8 Widening: 16th Street to Fortuna Road	10	Widen I 8 from two lanes to three lanes each direction.					X	\$97,000,000	\$255,464,245
CAP-44	City of Yuma	County 14th Street Extension: Avenue 7E to Avenue 10E	3	Construct new two-lane roadway.					X	\$7,800,000	\$20,542,486
CAP-45	Yuma County	Avenue 15E Widening: South Frontage Road to County 14th Street	2.3	Widen roadway from two lanes to four lanes.					X	\$6,900,000	\$18,172,199
CAP-46	City of Yuma	40th Street Overpass: SR 195	0.1	Construct overpass.					X	\$15,000,000	\$39,504,780
CAP-47	City of Yuma	56th Street and SR 195 Service Traffic Interchange: SR 195	0.1	Construct service traffic interchange.					X	\$18,000,000	\$47,405,736
										\$393,654,260	\$712,685,695
Unfunded Needs											
CAP-48	City of San Luis	Avenue B Extension: SR 195 to County 25th Street Alignment	2	Construct new two-lane roadway.						\$5,200,000	\$13,694,990
CAP-49	City of San Luis	County 25th Street Extension: Avenue E to Avenue B Alignment	2.5	Construct new two-lane roadway.						\$6,500,000	\$17,118,738
CAP-50	City of Yuma	16th Street Widening: Avenue B to 3rd Avenue	1.6	Widen roadway from four lanes to six lanes.						\$44,160,000	\$116,302,073
CAP-51	City of Yuma	32nd Street Widening: Avenue B to 32nd Street Connection	1.6	Widen roadway from four lanes to six lanes.						\$44,160,000	\$116,302,073



Figure 9.3. Capacity and New Roadway Improvements by Implementation Phase



## Newly Paved Roads

In addition to the emissions reduction sources described above, there will be emissions reductions gained through newly-paved roads and widened roads that are recommended in the 2022–2045 LRTP. Emissions reductions were estimated by analysis year for these paving improvements.

## Results and Conclusions

**PM<sub>10</sub>:** Since the completion and conformity determination of the 2022-2026 YMPO TIP and 2022-2045 LRTP, EPA rescinded its previously issued clean data determination (CDD) for the Yuma, Arizona “Moderate” nonattainment area for the 1987 24-hour NAAQS for PM<sub>10</sub>. This was effective June 17, 2022. In addition to rescinding the CDD, the EPA also did an inadequacy finding for the previously submitted budgets, effective June 16, 2022 (87 FR 29830). As a result, the proposed 2022-2045 LRTP Amendment #1 determines conformity for PM<sub>10</sub> using interim emission test as outlined in 40 CFR 93.119, instead of the past maintenance plan Motor Vehicle Emissions Budgets (MVEBs).

**Ozone:** No budgets are currently established for the Yuma 2015 ozone nonattainment area. Since a budget has not been set for ozone, the baseline year test was used to demonstrate conformity. The baseline year is defined as the most recent year for which EPA’s Air Emissions Reporting Rule requires submission of on-road mobile source emissions inventories as of the effective date of designation, which is 2017 for the 2015 8-hour ozone NAAQS.

Results from the PM<sub>10</sub> interim emissions test (Build Vs No-Build) analysis are summarized in Table 10.1.

Emissions estimates from MOVES3.0.1 were determined for ozone for the years 2025, 2035, and 2045 and compared to the baseline year of 2017. Ozone is modeled for its precursors: NO<sub>x</sub> and VOC. **Table 10.2** shows the mobile source emissions results for the baseline year 2017 and analysis years for NO<sub>x</sub> and VOC.

**Table 10.1. Motor Vehicle Emissions Build Vs No-Build Comparison for PM<sub>10</sub>**

Analysis Year	PM <sub>10</sub> Tons per Year (tpy) No Build Scenario	PM <sub>10</sub> Tons per Year (tpy) Build Scenario	Annual Reduction (tpy)	Total Adjusted PM <sub>10</sub> (tpy) No Build Scenario	Total Adjusted PM <sub>10</sub> (tpy) Build Scenario
2025	8,809.2	8,807.6	8.79	8,800.4	8,798.8
2035	9,016.9	9,003.3	8.79	9,008.1	8,994.5
2045	9,227.2	9,202.2	8.79	9,218.4	9,193.4

**Table 10.2. NO<sub>x</sub> and VOC Emissions Comparison to 2017 Baseline Year Results**

Budget Year	NO <sub>x</sub> Tons per Year (tpy)	NO <sub>x</sub> 2017 Baseline Year (tpy)	VOC Tons per Year (tpy)	VOC 2017 Baseline Year (tpy)
2025	1.684	3.759	3.174	5.204
2035	1.183	3.759	2.205	5.204
2045	1.220	3.759	2.206	5.204

The air quality analysis performed demonstrates conformity between the 2022-2026 Transportation Improvement Program, the 2022 - 2045 Long-Range Transportation Plan Amendment #1, and the interim emissions test (Build Vs No-Build). As illustrated in Tables 12 and 15, the analysis indicates that the projected emissions levels based on projects contained in the YMPO LRTP Update 2022-2045 Amendment #1 meet the applicable conformity tests. Therefore, it is the determination of this analysis that this plan conforms under the 1987 PM<sub>10</sub> and the 2015 8-hour ozone National Ambient Air Quality Standards.



A graphic on the left side of the page consists of four vertical bars in teal, red, orange, and grey. Overlaid on these bars is a dark blue shape containing white icons of a bicycle, a car, a bus, a truck, and an airplane.

## YUMA METROPOLITAN PLANNING ORGANIZATION

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### 2022-2045 LONG-RANGE TRANSPORTATION PLAN UPDATE

### 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM

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Air Quality Conformity

Conformity Documentation

**FINAL REPORT – AMENDMENT #1**

**February 2024**

# 2022-2045 Air Quality Conformity Amendment #1

Since the completion of the Yuma Metropolitan Planning Organization's (YMPO) 2022-2045 Long-Range Transportation Plan (LRTP) in July 2021, some project needs have changed; and YMPO and its member agencies have been successful in securing additional funding to advance some projects. To accommodate these changes, YMPO is amending the 2022-2045 LRTP to include the following revisions to the original LRTP.

## Proposed Project Revisions to the LRTP in Amendment #1

LRTP Project	LRTP Horizon	Comment
<b>Original Project Limits:</b> Avenue E / Avenue D Extension: County 23rd Avenue to County 18th Street  <b>Revised Project Limits:</b> Avenue E / Avenue D Extension: County 23rd Avenue to County 16th Street	<b>Original LRTP Horizon:</b> FY2027-FY2031  <b>Revised LRTP Horizon:</b> FY2022-FY2026	Yuma County sees the need to extend the project limits by 2 miles to County 16 <sup>th</sup> Street and also advance the project construction horizon as the County is actively working to secure funding for the project. This update in the LRTP allows the project to move forward with design and right-of-way acquisition programmed in FY2024/25. County 18 <sup>th</sup> St to County 16 <sup>th</sup> St is already included in the travel demand model, and this extension is primarily a paving and intersection improvements project. It does not add capacity. Paving / intersection enhancement projects are exempt under 40 CFR § 93.126. So a conformity analysis is not needed for extending this project.
<b>Original Project Limits:</b> 40th Street Widening: Avenue 6 3/4 E to Desert Willow Way  <b>Revised Project Limits:</b> 40th Street Widening/Extension: Avenue 6E to Fortuna Road	<b>Original LRTP Horizon:</b> FY2032-FY2036  <b>Revised LRTP Horizon:</b> FY2022-FY2026	The City of Yuma is currently working on a Design Concept Report and an Environmental Assessment for extending and/or widening 40 <sup>th</sup> Street from Avenue 6E to Fortuna Road. This project would combine three separate projects in the current LRTP. The City also anticipates advancing this project to the FY22-26 horizon.
<b>Original Project Limits:</b> 40th Street Widening: Avenue 8E to Avenue 10E  <b>Revised Project Limits:</b> 40th Street Widening/Extension: Avenue 6E to Fortuna Road	<b>Original LRTP Horizon:</b> FY2032-FY2036  <b>Revised LRTP Horizon:</b> FY2022-FY2026	
<b>Original Project Limits:</b> 40th Street Overpass: SR 195  <b>Revised Project Limits:</b> 40th Street Widening: Avenue 6E to Fortuna Road	<b>Original LRTP Horizon:</b> FY2032-FY2036  <b>Revised LRTP Horizon:</b> FY2022-FY2026	
<b>Original Project Limits:</b> US 95 widening from Wellton Mohawk to Aberdeen  <b>Revised Project Limits:</b> No Change	<b>Original LRTP Horizon:</b> FY2032-FY2036  <b>Revised LRTP Horizon:</b> FY2022-FY2026	YMPO/ADOT secured RAISE grant funding and would like to advance the construction horizon for this project as construction is anticipated in Y2025-26.

These project updates could have an impact on air quality emissions. All project updates are within the Yuma PM10 non-attainment area and as a result, the PM10 analysis was updated. All project updates are outside and far away from the Yuma Ozone non-attainment area. Ozone emissions were NOT updated since all project updates are located outside the Yuma Ozone non-attainment area.

Each change to conformity document is highlighted with an **ORANGE** color shading.

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# 1. INTRODUCTION

Air pollution from mobile sources has been identified as an important national health concern. Recognizing this connection, the 1990 Clean Air Act Amendments (CAAA90) and the Arizona Transportation Conformity Rules require transportation improvement plans, programs, and projects to conform to the purpose of the Arizona State Implementation Plan (SIP). Conformity to a SIP means that planned transportation activities will not produce new air quality violations, exacerbate existing violations, or delay timely attainment of the national ambient air quality standards (NAAQS).

The Yuma Metropolitan Planning Organization (YMPO) has the responsibility to ensure that the transportation plans and programs within the YMPO planning boundaries, generally the greater Yuma area, conform to the state and national air quality plans and standards. Specifically, the emissions generated from proposed projects in the YMPO's Transportation Improvement Program (TIP) for 2022-2026 and the Long-Range Transportation Plan (LRTP) for 2022-2045 and any subsequent amendments must be consistent with and conform to the NAAQS.

The YMPO is required to undertake an air quality conformity analysis for two specific reasons:

- To ensure that transportation investments (projects), strategies and programs, taken as a whole, have air quality impacts consistent with and conforming to state and national air quality plans and standards.
- To ensure that neither the transportation system as a whole nor individual transportation projects cause new air quality violations or worsen existing conditions.

The air quality conformity process establishes the connection between transportation planning and emission reductions from transportation sources and is intended to ensure that integrated transportation and air quality planning occurs in areas designated as Nonattainment or Maintenance Areas by the United States Environmental Protection Agency (EPA). A regional emissions analysis must be conducted to assess the impacts that transportation projects will have on emissions within an air quality planning area.

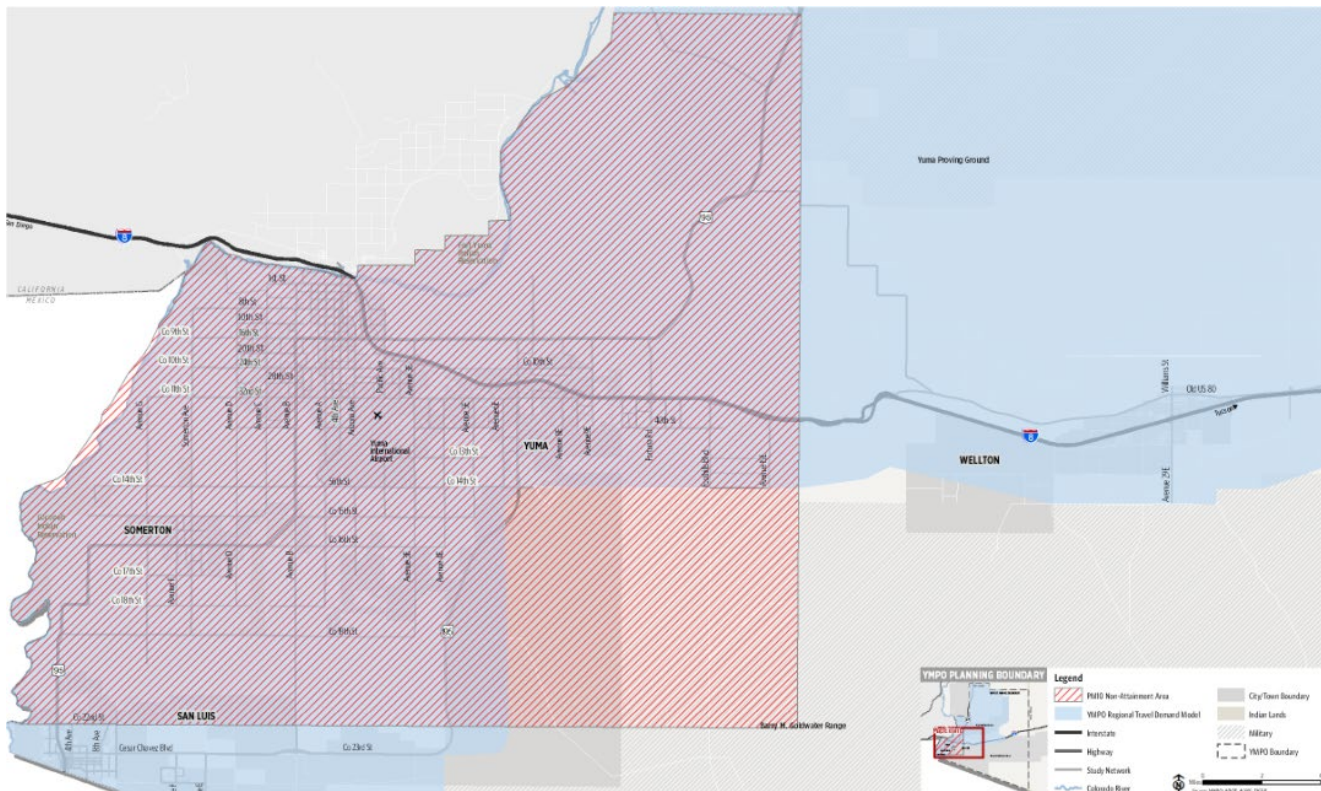
A Nonattainment Area (NAA) is an area that has violated one or more of the NAAQS. Yuma County comprises the southernmost part of the Colorado River Valley. The City of Yuma, the county seat, is located just south of the confluence of the Colorado and Gila Rivers. A portion of the greater Yuma area is currently designated as a Moderate NAA for the 1987 Particulate Matter Standard for particulate matter less than 10 µm in aerodynamic diameter (PM<sub>10</sub>). Another area is designated as a NAA (Marginal) for the 2015 8-hour Ozone Standard.

## PM<sub>10</sub> Nonattainment Area

Yuma is a Moderate NAA for PM<sub>10</sub> (particulate matter as a mix of solid and liquid droplets 10 micrometers or less in aerodynamic diameter). The Yuma area was designated as Moderate NAA for PM<sub>10</sub> on November 6th, 1991 (56 FR 56694) but EPA promulgated a Clean Data Finding for 1998-2001 and subsequent years on March 14, 2006 (71 FR 13021; effective May 16, 2006). A request for redesignation to attainment status and a related Maintenance Plan were submitted to EPA on August 17, 2006 and the EPA did not take formal action on the plan. Unfortunately, the NAA has recorded PM<sub>10</sub> that exceed the NAAQS once again. Since the completion and conformity determination of the 2022-2026 YMPO TIP and 2022-2045 LRTP, EPA rescinded its previously issued clean data determination (CDD) for the Yuma, Arizona "Moderate" nonattainment area for the 1987 24-hour NAAQS for PM<sub>10</sub>. This was effective June 17, 2022. As a result, the proposed 2022-2045 LRTP Amendment #1 determines conformity for PM<sub>10</sub> using interim emission test as outlined in 40 CFR 93.119, instead of the past maintenance plan Motor Vehicle Emissions Budgets (MVEBs). EPA, state representatives, and the YMPO are currently developing plans for future actions.

The PM<sub>10</sub> Moderate NAA is geographically located in the far southwest portion of the Lower Colorado River Valley as shown in **Figure 1**. The blue area in Figure 1 represents the YMPO Regional Travel Demand Model Boundary and the hatched area is the NAA. The red hatched area represents the designated PM<sub>10</sub> NAA. There is a portion of the PM<sub>10</sub> NAA that is outside of the travel demand model boundary. This area is Federal Land and there are no regionally significant roads in the area that should be included in the travel demand model. The PM<sub>10</sub> NAA contains a total of 16 full and partial townships comprising approximately 456 square miles or 300,000 acres.

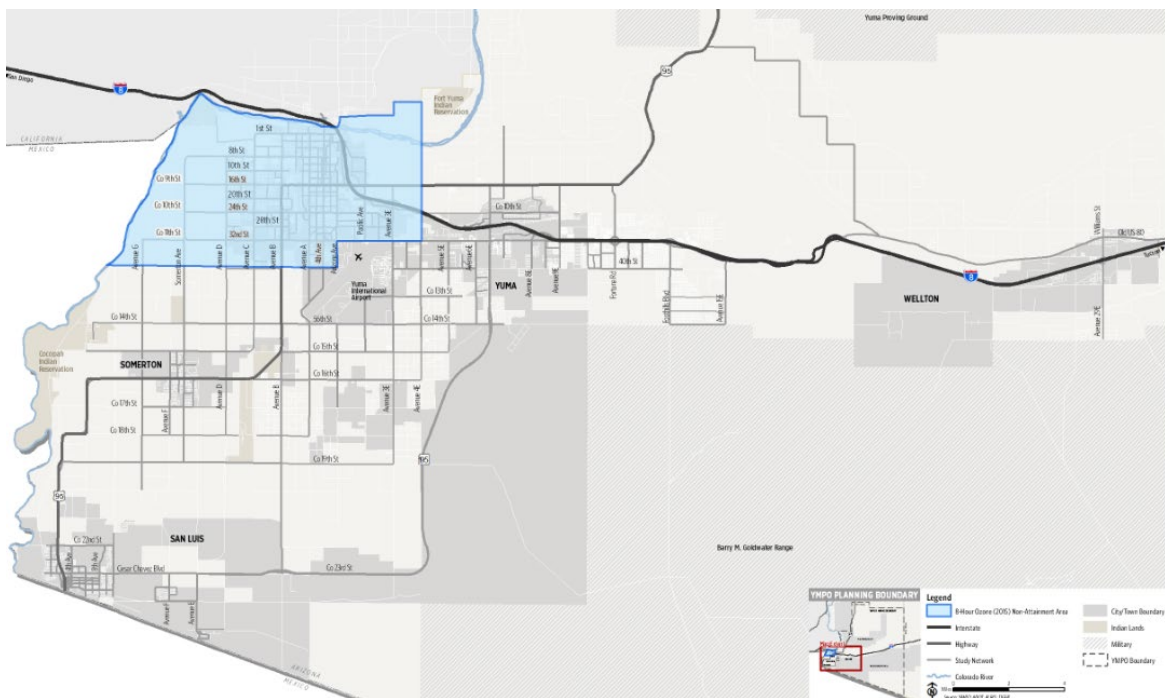
**Figure 1. PM10 Nonattainment Area and YMPO 2022-2045 Long-Range Transportation Plan Model Boundary**



## Ozone Nonattainment Area

A small portion of the Yuma area was designated as Marginal NAA for the 2015 8-hour ozone standard on June 4th, 2018 (83 FR 25786). The portion of Yuma that is in nonattainment for ozone is shown in **Figure 2** and is approximately 46,700 acres.

**Figure 2. 2015 Ozone Nonattainment Area Boundary**





## 2. CONFORMITY OVERVIEW

The purpose of this conformity analysis is to demonstrate that the Yuma nonattainment area supports the implementation of the financially constrained **YMPO Long-Range Transportation Plan (LRTP) 2022-2045 Amendment #1** by contributing to improved air quality and will therefore not jeopardize the Yuma region's PM10 and 2015 8-hour Ozone NAAQS. The conformity determination has been performed according to procedures prescribed by the following federal, state and local regulations: 69 FR 40004, 40 CFR Parts 51, 93, and 119 (i.e. Transportation Conformity Rule Requirements); Arizona transportation conformity rules; and Metropolitan Planning Organization (MPO) Planning Regulations (23 CFR 450) implementing FAST Act and MAP-21 requirements. Results of this conformity determination are included in this report. Conformance of the long-range transportation plan requires the YMPO and ADOT to demonstrate that the applicable criteria and procedures have been satisfied (section §93.109-a). The following criteria for nonattainment areas are found to be applicable and are described as:

1. The TIP and LRTP must pass an emissions budget test with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an emission reduction test. **LRTP Amendment #1 determines conformity using interim emission tests as outlined in 40 CFR 93.119.**
2. The conformity determinations must be based upon the most recent planning assumptions.
3. The conformity determinations must be based upon the latest emission estimation model available.
4. MPOs and state departments of transportation must provide reasonable opportunity for consultation with state air agencies, local air quality and transportation agencies, DOT, and the EPA.
5. Timely implementation of Transportation Control Measures (TCMs) in the applicable State Implementation Plan (SIP) must be provided for.
6. The conformity determination must comply with FAST Act, MAP-21, and MPO Planning Regulations.

This report documents the process used by the Yuma MPO for the Conformity Determination for the YMPO LRTP 2022-2045. EPA's MOVES3.0.1 model was used to estimate emissions as required by the EPA<sup>1,2</sup>. This conformity determination serves as an update to the YMPO's most recent conformity finding in November 2019. The MOVES input files were created and modified as discussed in the interagency consultation process, with general assumptions and methodology outlined in this chapter. The modeled emissions are based on a number of inputs including temperature, relative humidity, no inspection and maintenance program, vehicle source type mix, vehicle age distribution, average daily vehicle miles traveled (VMT), source type populations, hourly distribution, road type distribution, and average speed distributions.

### Latest Planning Assumptions

The 2022 - 2045 LRTP provides the appropriate level of detail required by 40 CFR 93.106 of the conformity regulations. The highway projects in the 2022 - 2045 LRTP are financially constrained for the entire plan and for each horizon year in terms of capital, operations, and maintenance costs (See LRTP Chapter 9). The conformity analysis is based on assumptions derived from estimates of current and future population, employment, travel, and congestion. As part of the 2022 - 2045 LRTP conformity determination, past assumptions have been discussed with various local, state, and federal agencies for their continued validity and updated whenever necessary. The greatest change has been the use of MOVES3.0.1 and detailed travel demand modeling. Other planning assumptions are presented in this document.

### Latest Emissions Estimation Model

Mobile source emissions estimate for an average day (assumed for this analysis to occur in the month of April for PM10 and July for Ozone) are used to represent annual conditions. Emission estimates were developed using EPA's Motor Vehicle Emission Simulator, MOVES3.0.1 (March, 2021 Technical Update), and travel estimates

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<sup>1</sup> Policy Guidance on the Use of MOVES3 for State Implementation Plan Development, Transportation Conformity, and Other Purposes, November 2020, EPA-420-B-20-044.

<sup>2</sup> MOVES3 Technical Guidance: Using MOVES to Prepare Emission Inventories for State Implementation Plans and Transportation Conformity, November 2020, EPA-420-B-20-052.

using the Yuma MPO Travel Demand Model. The same assumptions for vehicle mix, and traffic distributions were used as in the previous modeling. This was based on information from the Yuma MPO, the Arizona Department of Transportation (ADOT), Arizona Department of Environmental Quality (ADEQ), and the Federal Highway Administration (FHWA). The EPA's AP-42 guidance (<https://www.epa.gov/air-emissions-factors-and-quantification/ap-42-compilation-air-emission-factors>) as well as the region's previous conformity finding were referenced to calculate road dust emissions.

## Travel Demand Modeling

The YMPO Travel Demand Model is the most recent and approved regional travel demand model for the study area. The travel demand model boundary was previously shown in **Figure 1**. Although model approval is a joint process between the MPO and the appropriate state review agencies, the ADOT is the primary agency responsible for approval of the travel demand model for use in developing the Long-Range Transportation Plan (LRTP) and other planning activities of the Yuma MPO.

The YMPO Travel Demand Model is a traditional four-step model. Trip generation, trip distribution, mode choice, and trip assignment components are included in the model. The base year of the travel demand model is 2019. Traffic count data provided by Arizona Department of Transportation from their Transportation Data Management System for the year 2019 and YMPO 2019 counts were used to validate the travel demand model. Trip making characteristics, such as trip generation, average trip lengths, and travel mode were obtained from the 2001 National Household Travel Survey. A transit trip matrix estimated from the Yuma County Intergovernmental Public Transportation Agency (YCAT) in 2012 was used in the mode choice component of the travel demand model. These travel surveys appear to remain adequate based on comparison of available travel data in the region. Appendix E of the current LRTP contains the assumptions and methodology used to develop the travel demand model.

## Interagency Consultation and Public Participation

Interagency consultation is the central coordinating mechanism for public agency involvement and input to the conformity determination. The conformity determination must be made according to 40 CFR §93.105-(a)(2) and (e) and the requirements of 23 CFR 450 (40 CFR §93.112, Criteria and Procedures). The Yuma MPO coordinated its activities for this conformity determination with numerous stakeholders and review agencies, including ADOT, ADEQ, FHWA, EPA, and other necessary agencies. The Yuma MPO has held teleconference calls and email correspondence to discuss the issues pertinent to the YMPO Conformity Demonstration, such as use of the latest planning assumptions.

The Yuma MPO's Public Participation Plan, adopted in 2017, specifies procedures to ensure public involvement in the planning process. All Executive Board meetings are open to the public for comments on any item. The public will be notified of the opportunities to comment on this conformity demonstration. Comments received from the public, committee members, and review agencies will be addressed appropriately. Specific information related to the public participation process for development of the LRTP is provided in Chapter 7 of the LRTP document.

## Exempt Projects

The YMPO's Plan and Program include the following exempt projects by category: Safety Improvements; Traffic Control Devices; Pavement Preservation; Sweeping Paved Surfaces; Watering Canal Maintenance/service Roads; Lighting Improvements; Purchase of Federal Transit Administration (FTA) Section 5310 paratransit vans, Section 5307 public transportation vehicles; Bicycle and Pedestrian Facilities; and Planning, Engineering, and Environmental studies. All projects in the YMPO area are from a conforming Plan and conforming Program, as determined by YMPO in the LRTP.

## Conformity Test

The conformity tests specified in the federal transportation conformity rule are: (1) the emissions budget test, and (2) the interim emissions test. For the emissions budget test, predicted emissions for the TIP/LRTP must be less than or equal to the motor vehicle emissions budget (MVEB) specified in the approved air quality implementation plan or the emissions budget found to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission

budget has been found to be adequate for transportation conformity purposes, the emissions reduction test applies.

The Build/No Build Test was applied to transportation projects in the Yuma PM10 nonattainment area until 2007. EPA found that the MVEB for PM10 in the 2006 Yuma PM10 Maintenance Plan is adequate for transportation conformity purposes, effective June 27, 2007 (72 FR 32295). As a result of EPA's adequacy finding, the applicable emissions budget for the YMPO nonattainment conformity determinations of 10,803 tons per year (tpy) for 2006 and all years thereafter was used for the YMPO 2022-2045 LRTP analysis years. Since the completion and conformity determination of the 2022-2026 YMPO TIP and 2022-2045 LRTP, EPA rescinded its previously issued clean data determination (CDD) for the Yuma, Arizona "Moderate" nonattainment area for the 1987 24-hour NAAQS for PM10. This was effective June 17, 2022. In addition to rescinding the CDD, the EPA also did an inadequacy finding for the previously submitted budgets, effective June 16, 2022 (87 FR 29830). As a result, the proposed 2022-2045 LRTP Amendment #1 determines conformity for PM10 using interim emission test as outlined in 40 CFR 93.119, instead of the past maintenance plan Motor Vehicle Emissions Budgets (MVEBs).

No budgets are currently established for the Yuma 2015 ozone nonattainment area. Since a budget has not been set for ozone, the baseline year test was used to demonstrate conformity. The baseline year is defined as the most recent year for which EPA's Air Emissions Reporting Rule requires submission of on-road mobile source emissions inventories as of the effective date of designation, which is 2017 for the 2015 8-hour ozone NAAQS.



### 3. METHODOLOGY

The emissions inventory development and emissions projection discussion below identify procedures used by the Yuma MPO to obtain emissions for the PM10 and ozone nonattainment area. Protocol was maintained from previous reporting with the exception being the use of the latest MOVES model, MOVES3.0.1. Modeling was discussed during the interagency consultation coordination outlining the model assumptions and data sources. The protocol report outlines the approach taken for data sources for the conformity demonstration.

## Mobile Source Emissions

**Tables 1 and 2** summarize the settings used in the MOVES run specification file for the analysis of PM10 and ozone, respectively.

**Table 1. PM10 MOVES Runspec Parameters**

<i>RUNSPEC PARAMETER</i>	<i>DETAILS</i>
<b>MOVES3.0.1 Version</b>	Latest MOVES model, downloaded July, 2021. Includes the MOVES3 data base and patch installed in March, 2021 (MOVES3.0.1)
<b>Scale</b>	County, Inventory
<b>Time Span</b>	Years 2025, 2035, 2045  Time aggregation: Hour - 1 month representing average annual conditions (April)  All hours of the day selected  Weekdays only
<b>Geographic Bounds</b>	Arizona-Yuma County
<b>Vehicles/Equipment</b>	All available fuel types  All available source types
<b>Road Type</b>	All road types including off-network
<b>Pollutants and Processes</b>	PM <sub>10</sub> : Primary Exhaust Brake wear, Tire wear  PM <sub>2.5</sub> : Primary Exhaust, Species, Brake wear, Tire wear  Total Gaseous Hydrocarbons (required for model run)  All Processes
<b>General Output</b>	Units: grams, joules, miles  Activity: Distance Traveled, Population
<b>Output Emissions</b>	Time = hour, location = county
<b>Advanced Features</b>	none

**Table 2. Ozone MOVES Runspec Parameters**

<b>RUNSPEC PARAMETER</b>	<b>DETAILS</b>
<b>MOVES3.0.1 Version</b>	Latest MOVES model, downloaded July, 2021. Includes the MOVES3 data base and patch installed in March, 2021 (MOVES3.0.1)
<b>Time Span</b>	Years 2025, 2035, 2045. Time aggregation: Hour - 1 month representing average annual conditions (July) All hours of the day selected Weekdays only
<b>Geographic Bounds</b>	Arizona- Yuma County
<b>Vehicles/Equipment</b>	All available fuel types All available source types
<b>Road Type</b>	All road types including off-network
<b>Pollutants and Processes</b>	Oxides of Nitrogen (NO <sub>x</sub> ), Volatile Organic Compounds (VOCs), Total Gaseous Hydrocarbons, All Processes
<b>General Output</b>	Units: grams, joules, miles Activity: Distance Traveled, Population
<b>Output Emissions</b>	Time = hour, location = county
<b>Advanced Features</b>	none

Once the base parameters were established for a given MOVES Runspec (the compiled input file) the County Data Manager was used to enter locally specific data. Input provided in Excel spreadsheet format can be referenced using this tool, which converts the data to MySQL format and incorporates it into the MOVES analysis. For this analysis, locally specific data consisted of data used for the entire region, statewide, or county-level data. **Table 3** lists the assumptions used in the MOVES County Data Manager. Default data refers to data extracted from the most up to date available MOVES program (MOVES3.0.1) for each scenario being modeled. **Table 4** summarizes the Daily VMT for PM10 and ozone.

Detailed inputs used to calculate the 2017 Ozone baseline NO<sub>x</sub> and VOC emissions are documented in Chapters 3 & 5 of the YMPO's Air Quality Conformity document for the "2018-2041 Regional Transportation Plan and 2020-2024 Transportation Improvement Program".

**Table 3. MOVES County Data Manager Parameters**

COUNTY DATA MANAGER INPUT	DATA SOURCE
<b>Age Distribution</b>	For continuity, previous age distributions based on the July 2019 vehicle registration data for the Yuma area were used. This data was previously obtained from the Motor Vehicle Data (MVD) reports and furnished by ADOT. This was formatted for use in a spreadsheet required by MOVES3 as an input. The same age distribution was used for all analysis years.
<b>Source Type Population</b>	Again, continuity was a desirable outcome and the source type population data was linearly interpolated from the previous year that used the Yuma area from MVD reports furnished by ADOT. This was based on the year 2017 and future growth years rates as determined by the YMPO Travel Demand Model. This information was formatted into spreadsheets as required for the MOVES3 input.
<b>Meteorology Data</b>	Each year and specific months were determined using the MOVES3 default approach.
<b>I/M Program</b>	No I/M program information was applied.
<b>Vehicle Type VMT (HPMS)</b>	Daily VMT is from the YMPO Travel Demand Model. The base year was 2019 and used for validation. The HPMS data are specific to each NAA and are unique for the ozone and PM <sub>10</sub> NAA.
<b>Hourly VMT Fraction</b>	Based again on previous analysis to allow consistency, hourly VMT fractions were based on the December 2017 approved air quality analysis as obtained from ADOT which is based on the Arizona Statewide model. The fractions were maintained for all analysis years.
<b>Fuels</b>	Each year and specific months were determined using the MOVES3 default approach for Yuma County.
<b>Road Type Distribution</b>	Again, for consistency, previous modeling protocols were followed and the December 2017 approved air quality analysis from ADOT which is based on the Arizona Statewide model and was used for all analysis years.
<b>Average Speed Distribution</b>	Default information was used and was consistent with previous analyses.

**Table 4. Source Population and Daily VMT by Analysis Year and Nonattainment Area**

	Analysis Year		
	2025	2035	2045
<b>Daily VMT PM<sub>10</sub> (No-Build Scenario)</b>	3,226,695	3,643,161	4,061,077
<b>Daily VMT PM<sub>10</sub> (Build Scenario)</b>	3,200,687	3,572,851	3,963,904
<b>Daily VMT Ozone</b>	1,401,465	1,499,972	1,598,740

## 4. PM<sub>10</sub> ANALYSIS

The following sections outline the analysis components and results of the PM<sub>10</sub> conformity demonstration.

### Paved and Unpaved Road Dust

The primary contributor to PM<sub>10</sub> emissions in the Yuma PM<sub>10</sub> NAA is road dust from paved and unpaved roads. Emissions for road dust are calculated using the method provided in AP-42<sup>3</sup>, *Compilation of Air Pollutant Emission Factors*. The method provide has used since 1972 as the preferred method. AP-42, currently in its fifth edition, contains guidance on how to determine PM<sub>10</sub> road dust emissions from both paved and unpaved roads in Chapter 13, Sections 13.2.1 (updated January 2011) and 13.2.2 (updated November 2006) respectively.

The methodology promulgated in AP-42 for paved road dust is shown in **Equation 1**:

$$E = k (sL)^{0.91} \times (W)^{1.02} \quad [1]$$

Where:

$E$  = particulate emission factor (gVMT);

$k$  = particle size multiplier for particle size range and units of interest;

$sL$  = road surface silt loading (grams per square meter) (g/m<sup>2</sup>); and,

$W$  = average weight (tons) of the vehicles traveling the road (determined by referencing the average value used by MAG in their most recent conformity finding).

**Equation 2** shows the defined method for unpaved roads for vehicles traveling on publicly accessible roads as defined in AP-42<sup>4</sup>, dominated by light duty vehicles:

$$E = [(k(s/12)^a S/30)^d] / (M/0.5)^c - C \quad [2]$$

Where:

$E$  = size-specific emission factor (lb/VMT)

$k$ ,  $a$ ,  $b$ ,  $c$  and  $d$  are empirical constants

$s$  = surface material silt content (%)

$W$  = mean vehicle weight (tons)

$M$  = surface material moisture content (%)

$S$  = mean vehicle speed (mph)

$C$  = emission factor for 1980's vehicle fleet exhaust, brake, and tire wear

However, on the EPA Air Quality Transportation Conformity website<sup>5</sup> another method is provided as shown in **Equation 3**. In this report, a different equation was recommended:

$$E = [k(S/12)^a (W/3)^b] * [(365-P)/365] \quad [3]$$

Where:

$E$  = Emission factor (lb/VMT)

$S$  = Road silt content (%)

$W$  = Average vehicle weight (tons)

$P$  = Number of days in a year with at least 0.01 of precipitation

$k$ ,  $a$ ,  $b$  = Constants

**Equation 3** was the methodology used in the last reporting. As such, this same method was used for consistency in reporting.

<sup>3</sup> [https://www.epa.gov/sites/default/files/2020-10/documents/13.2.1\\_paved\\_roads.pdf](https://www.epa.gov/sites/default/files/2020-10/documents/13.2.1_paved_roads.pdf)

<sup>4</sup> [AP42, Section 13.2.2 Unpaved Roads - Updated November 2006 \(epa.gov\)](https://www.epa.gov/ap42/ap42-section-13.2.2-unpaved-roads-updated-november-2006)

<sup>5</sup> [https://www.fhwa.dot.gov/ENVIRONMENT/air\\_quality/conformity/research/mpe\\_benefits/mpe07.cfm](https://www.fhwa.dot.gov/ENVIRONMENT/air_quality/conformity/research/mpe_benefits/mpe07.cfm)

As shown in this equation, the resulting factor (E) is multiplied by Vehicle Miles Traveled (VMT) to determine grams/time. The YMPO Travel Demand Model was obtained for the model functional classes. VMT for off-network links had to be estimated to determine the local paved and unpaved values. Local streets and roadways are not represented in the Yuma MPO Travel Demand Model (TDM). To estimate (VMT) on these roadways, the 2022-2045 Regional Transportation Plan's air quality conformity analysis utilized the methodology described in the Arizona Department of Environmental Quality's (AzDEQ) Yuma PM<sub>10</sub> Maintenance Plan (August 2006) as described below. The VMT for each local link in an individual traffic analysis zone (TAZ) or group of TAZ's was estimated based on its length and the number of trip ends generated in the TAZ. **Equation 4** was used to estimate VMT for local paved and unpaved roadways:

$$VMT_{i,n} = (T_n / \Sigma L) \times (L_{i,n})^2 \quad [4] \quad \text{where:}$$

$VMT_{i,n}$  = daily vehicle miles traveled for link i within TAZ n  
 $T_n$  = total number of trip ends generated in TAZ n  
 $L$  = total length of all links in TAZ n in miles  
 $L_{i,n}$  = length of link i within TAZ n in miles

Daily VMT and the number of trip ends generated in each TAZ and groups of TAZ's were obtained for the base year from the travel demand model. The lengths of paved and unpaved local roads in the NAA were obtained from Yuma County, the City of Yuma, and the City of Somerton.

To ensure consistency in assumptions between the previous and current LRTP, the VMT for local roads for the current LRTP was estimated for off-model local roads using **Equation 5**, based on the increase in the number of dwelling units for future years compared to the base year in the previous RTP. The future years population/dwelling units projections were derived from the Arizona Office of Economic Opportunity (AOEO) datasets for existing and future population projections (<https://oeo.az.gov/population>). AOEO projections were derived for Years 2025, 2035, and 2045; and then confirmed with each member agency and their ongoing future development plans. The methodology is the same as the one from the AzDEQ Yuma PM<sub>10</sub> Maintenance Plan (August 2006).

$$VMT_f = (DUF - DUP) \times 1.22 + VMT_p \quad [5] \quad \text{where:}$$

$VMT_p$  = present year daily vehicle miles traveled  
 $VMT_f$  = future year daily vehicle miles traveled  
 $DUP$  = present year dwelling units  
 $DUF$  = future year dwelling units

For this analysis, the increase in VMT was applied to local paved roadways as the increase in the number of dwelling units would likely occur along roadways paved for the development and not on unpaved roadways. Silt loading factors for paved roadways contained in the previous conformity determination were also carried forward, as were emission factors for unpaved roads.

These methodologies were applied to paved and un-paved road types to estimate the associated PM<sub>10</sub> emissions. A similar methodology is used for unpaved roads.

## Total PM<sub>10</sub> Emissions

Methodologies described in the above section to determine the paved and unpaved road dust emissions continue to be the best available methods. Methodology used to determine future years dwelling unit projections using AOEO datasets is considered to be a reliable source and used by all MPOs in Arizona. For VMT determination, the YMPO travel demand model continues to be the best source as it is reflective of the latest local/regional travel patterns, includes a robust and accurate roadway network, and is updated during each update cycle of the YMPO LRTP.

After performing the analyses described above, emissions from all processes (AP-42 and MOVES3.0.1) were combined to determine the overall impact of on-road mobile sources on PM<sub>10</sub> levels in the Yuma NAA. **Table 5** through **10** show these emissions for all analysis years for both no-build and build scenarios, along with the values used to calculate road dust emissions. As recommended in the EPA guidance,

- The no-build scenario for each future year includes transportation projects completed since the last LRTP; accounts for future population growth; and **does not include** any of the proposed LRTP projects.
- The build scenario for each future year includes transportation projects completed since the last LRTP; accounts for future population growth for each future year; and **includes** the LRTP projects.

**Table 5. Yuma 2025 Particulate Matter (PM<sub>10</sub>) Conformity Analysis – No Build Scenario**

Facility Type	Particle Size Multiplier	Silt Loading Factor	Average Vehicle Weight	Emission Factor	Vehicle Miles Traveled	Emissions
	k (g/VMT)	sL (g/m2)	W (tons)	E (g/VMT)	VMT	kg/day
Interstate	1	0.04	3.18	0.174	546,986	95.18
Expressway	1	0.04	3.18	0.174	121,839	21.20
Principal Arterials	1	0.3	3.18	1.088	902,474	981.89
Minor Arterials	1	0.3	3.18	1.088	677,717	737.36
Rural Major Collectors	1	0.7	3.18	2.352	431,719	1015.40
Rural Minor Collectors	1	0.7	3.18	2.352	121,435	285.62
Urban Collectors	1	0.24	3.18	0.888	349,231	310.12
Local Roads	1	0.85	3.18	2.807	38,659	108.52
Interstate Ramps	1	0.04	3.18	0.174	36,635	6.37
Local paved	1	0.85	3.18	2.807	2,141,438	6,011.02
Local unpaved				107.611	112,887	12,147.88
MOVES Emissions						174.10
PM <sub>10</sub> Emissions (kg/day)						<b>21,894.65</b>
PM <sub>10</sub> Emissions (tons/day)						<b>24.13</b>
PM <sub>10</sub> Emissions (tons/year)						<b>8,809.17</b>

**Table 6. Yuma 2025 Particulate Matter (PM<sub>10</sub>) Conformity Analysis – Build Scenario**

Facility Type	Particle Size Multiplier	Silt Loading Factor	Average Vehicle Weight	Emission Factor	Vehicle Miles Traveled	Emissions
	k (g/VMT)	sL (g/m2)	W (tons)	E (g/VMT)	VMT	kg/day
Interstate	1	0.04	3.18	0.174	512,813	89.23
Expressway	1	0.04	3.18	0.174	113,723	19.79
Principal Arterials	1	0.3	3.18	1.088	892,461	971.00
Minor Arterials	1	0.3	3.18	1.088	664,208	722.66
Rural Major Collectors	1	0.7	3.18	2.352	426,618	1003.41
Rural Minor Collectors	1	0.7	3.18	2.352	121,498	285.76
Urban Collectors	1	0.24	3.18	0.888	398,201	353.60
Local Roads	1	0.85	3.18	2.807	37,921	106.44
Interstate Ramps	1	0.04	3.18	0.174	33,244	5.78
Local paved	1	0.85	3.18	2.807	2,141,438	6,011.02
Local unpaved				107.611	112,887	12,147.88
MOVES Emissions						174.1
PM <sub>10</sub> Emissions (kg/day)						<b>21,890.67</b>
PM <sub>10</sub> Emissions (tons/day)						<b>24.13</b>
PM <sub>10</sub> Emissions (tons/year)						<b>8,807.57</b>

**Table 7. Yuma 2035 Particulate Matter (PM<sub>10</sub>) Conformity Analysis – No Build Scenario**

Facility Type	Particle Size Multiplier	Silt Loading Factor	Average Vehicle Weight	Emission Factor	Vehicle Miles Traveled	Emissions
	k (g/VMT)	sL (g/m2)	W (tons)	E (g/VMT)	VMT	kg/day
Interstate	1	0.04	3.18	0.174	622,679	108.35
Expressway	1	0.04	3.18	0.174	143,308	24.94
Principal Arterials	1	0.3	3.18	1.088	1,005,269	1,093.73
Minor Arterials	1	0.3	3.18	1.088	751,333	817.45
Rural Major Collectors	1	0.7	3.18	2.352	497,155	1169.31
Rural Minor Collectors	1	0.7	3.18	2.352	137,815	324.14
Urban Collectors	1	0.24	3.18	0.888	397,679	353.14
Local Roads	1	0.85	3.18	2.807	45,967	129.03
Interstate Ramps	1	0.04	3.18	0.174	41,956	7.30
Local paved	1	0.85	3.18	2.807	2,152,356	6,041.66
Local unpaved				107.611	112,887	12,147.88
MOVES Emissions						194.00
PM <sub>10</sub> Emissions (kg/day)						<b>22,410.93</b>
PM <sub>10</sub> Emissions (tons/day)						<b>24.70</b>
PM <sub>10</sub> Emissions (tons/year)						<b>9,016.89</b>

**Table 8. Yuma 2035 Particulate Matter (PM<sub>10</sub>) Conformity Analysis – Build Scenario**

Facility Type	Particle Size Multiplier	Silt Loading Factor	Average Vehicle Weight	Emission Factor	Vehicle Miles Traveled	Emissions
	k (g/VMT)	sL (g/m2)	W (tons)	E (g/VMT)	VMT	kg/day
Interstate	1	0.04	3.18	0.174	553,803	96.36
Expressway	1	0.04	3.18	0.174	143,525	24.97
Principal Arterials	1	0.3	3.18	1.088	949,573	1,033.14
Minor Arterials	1	0.3	3.18	1.088	737,377	802.27
Rural Major Collectors	1	0.7	3.18	2.352	497,762	1170.74
Rural Minor Collectors	1	0.7	3.18	2.352	135,363	318.37
Urban Collectors	1	0.24	3.18	0.888	475,707	422.43
Local Roads	1	0.85	3.18	2.807	42,316	118.78
Interstate Ramps	1	0.04	3.18	0.174	37,425	6.51
Local paved	1	0.85	3.18	2.807	2,152,356	6,041.66
Local unpaved				107.611	112,887	12,147.88
MOVES Emissions						194.00
PM <sub>10</sub> Emissions (kg/day)						<b>22,377.11</b>
PM <sub>10</sub> Emissions (tons/day)						<b>24.67</b>
PM <sub>10</sub> Emissions (tons/year)						<b>9,003.29</b>



**Table 9. Yuma 2045 Particulate Matter (PM<sub>10</sub>) Conformity Analysis – No Build Scenario**

Facility Type	Particle Size Multiplier	Silt Loading Factor	Average Vehicle Weight	Emission Factor	Vehicle Miles Traveled	Emissions
	k (g/VMT)	sL (g/m2)	W (tons)	E (g/VMT)	VMT	kg/day
Interstate	1	0.04	3.18	0.174	693,314	120.64
Expressway	1	0.04	3.18	0.174	166,087	28.90
Principal Arterials	1	0.3	3.18	1.088	1,103,885	1,201.03
Minor Arterials	1	0.3	3.18	1.088	821,586	893.89
Rural Major Collectors	1	0.7	3.18	2.352	564,302	1327.24
Rural Minor Collectors	1	0.7	3.18	2.352	156,998	369.26
Urban Collectors	1	0.24	3.18	0.888	454,356	403.47
Local Roads	1	0.85	3.18	2.807	53,231	149.42
Interstate Ramps	1	0.04	3.18	0.174	47,318	8.23
Local paved	1	0.85	3.18	2.807	2,163,274	6,072.31
Local unpaved				107.611	112,887	12,147.88
MOVES Emissions						211.3
PM <sub>10</sub> Emissions (kg/day)						<b>22,933.56</b>
PM <sub>10</sub> Emissions (tons/day)						<b>25.28</b>
PM <sub>10</sub> Emissions (tons/year)						<b>9,227.17</b>

**Table 10. Yuma 2045 Particulate Matter (PM<sub>10</sub>) Conformity Analysis – Build Scenario**

Facility Type	Particle Size Multiplier	Silt Loading Factor	Average Vehicle Weight	Emission Factor	Vehicle Miles Traveled	Emissions
	k (g/VMT)	sL (g/m2)	W (tons)	E (g/VMT)	VMT	kg/day
Interstate	1	0.04	3.18	0.174	650,531	113.19
Expressway	1	0.04	3.18	0.174	147,351	25.64
Principal Arterials	1	0.3	3.18	1.088	1,012,013	1,101.07
Minor Arterials	1	0.3	3.18	1.088	790,122	859.65
Rural Major Collectors	1	0.7	3.18	2.352	583,765	1373.02
Rural Minor Collectors	1	0.7	3.18	2.352	155,836	366.53
Urban Collectors	1	0.24	3.18	0.888	525,890	466.99
Local Roads	1	0.85	3.18	2.807	44,321	124.41
Interstate Ramps	1	0.04	3.18	0.174	54,075	9.41
Local paved	1	0.85	3.18	2.807	2,163,274	6,072.31
Local unpaved				107.611	112,887	12,147.88
MOVES Emissions						211.3
PM <sub>10</sub> Emissions (kg/day)						<b>22,871.40</b>
PM <sub>10</sub> Emissions (tons/day)						<b>25.21</b>
PM <sub>10</sub> Emissions (tons/year)						<b>9,202.16</b>



# Control Measures

In 1992, Transportation Control Measures (TCMs) were established for the Yuma NAA. These TCMs were transportation improvements planned and implemented for the purpose of reducing pollutant emissions and improving air quality. Reasonable Available Control Measures (RACMs) were included as a control measure in a State Implementation Plan (SIP) proposed by Arizona Department of Environmental Quality's (ADEQ) for the PM<sub>10</sub> NAA. To date, EPA has not taken any formal action on SIP controls for the Yuma area.

Local governments have adopted and implemented control measures to address PM<sub>10</sub> emissions. Some of the control measures implemented included:

- Paving, stabilizing, and/or reducing travel on unpaved streets, roads, and unpaved areas.
- Watering unpaved streets, alleys, shoulders, and canal and levee roads.
- Sweeping paved streets.
- Reducing travel on canal roads.
- Constructing improvements such as parking lots and landscaped areas to minimize the amount of undeveloped desert in developed areas that was exposed to the elements.

Recent control measures implemented by jurisdictions within the Yuma nonattainment area were inventoried for this conformity determination. Updated mileage data was gathered from these jurisdictions and emissions were calculated as shown in **Table 11**. The length in centerline miles was provided from the jurisdictions along with the number of days of operation. The number of days of operation refers to the number of days throughout the year that the control measure was conducted. The vehicle per day (veh/day) estimation was obtained from local paved road traffic counts and adjusted by taking 10% for paved control measures and 10% of the paved veh/day for the unpaved control measures. This assumption was made to provide a conservative estimation that could be applied to all jurisdictions. Road silt content was determined to be 4.3% from EPA documentation<sup>6</sup>. Two control measures were evaluated: watering and sweeping. Of note is that paving of unpaved roads was previously included in estimations and not included here to avoid double counting.

## Watering

The effectiveness of watering was determined by computing the difference between emissions using only the days with 0.01 inches of precipitation (baseline) and days with watering controls (applied control measure). These values are shown in **Table 11**.

## Sweeping

The emission factor for PM<sub>10</sub> for an efficient street sweeper is 0.6871 g/VMT<sup>5</sup>. Using this factor for the applied control measure case, the difference between uncontrolled (baseline) and emissions with sweeper were computed. Results are shown in **Table 11**.

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<sup>6</sup> AP-42 13.2.2 Background report Unpaved Roads ([epa.gov](http://epa.gov))

**Table 11. Control Measures Emission Reductions**

Entity	Category	Length in Lane Miles	Veh/Day	Today Days of Operation	Emission Factor lb/VMT	Affected VMT	Emission Reductions (Tons/year)
<b>City of Yuma</b>	Watering/Stabilizing	4.20	10	208	0.45	17472.00	3.92
	Sweeping	33.65	90	208	0.0002	3028.50	0.673
<b>Yuma County</b>	Watering/Stabilizing	4.49	10	208	0.41	18678.40	3.85
	Sweeping	4.28	90	208	0.0002	385.20	0.086
<b>City of Somerton</b>	Watering/Stabilizing	0.20	10	208	0.41	832.00	0.17
	Sweeping	0.96	90	208	0.0002	86.40	0.019
<b>City of San Luis</b>	Watering/Stabilizing	0.04	10	208	0.41	166.40	0.03
	Sweeping	1.92	90	208	0.0002	172.80	0.038
<b>TOTAL</b>							<b>8.79</b>

## PM<sub>10</sub> Results and Conclusions

Results from this analysis are summarized in **Table 12** and the build and no-build scenarios emissions are compared with each other. Estimated emissions are representative of the combination of MOVES3.0.1 and AP-42 results. The annual reductions are from the control measures and the newly paved roads. The difference in the estimated emissions and reduction provides the total adjusted PM<sub>10</sub> levels in the YMPO nonattainment area for the maintenance plan budget years 2025, 2035, and 2045.

**Table 12. Motor Vehicle Emissions Build Vs No-Build Comparison for PM<sub>10</sub>**

Analysis Year	PM <sub>10</sub> Tons per Year (tpy) No Build Scenario	PM <sub>10</sub> Tons per Year (tpy) Build Scenario	Annual Reduction (tpy)	Total Adjusted PM <sub>10</sub> (tpy) No Build Scenario	Total Adjusted PM <sub>10</sub> (tpy) Build Scenario
<b>2025</b>	8,809.2	8,807.6	8.79	8,800.4	8,798.8
<b>2035</b>	9,016.9	9,003.3	8.79	9,008.1	8,994.5
<b>2045</b>	9,227.2	9,202.2	8.79	9,218.4	9,193.4

The analysis summary in **Table 12** indicates that the projected PM<sub>10</sub> emissions for the build scenario is less than the no-build or no-action scenario for each analysis year.

## 5. OZONE ANALYSIS

On August 3, 2018 the United States Environmental Protection Agency designated a portion of Yuma as a 2015 8-hour ozone marginal NAA (83 FR 25776). Since a budget has not been previously set for ozone, the baseline year test was used to demonstrate conformity. The baseline year is defined as the most recent year for which EPA's Air Emissions Reporting Rule requires submission of on-road mobile source emissions inventories as of the effective date of designation, which is 2017 for the 2015 8- hour ozone NAAQS. Inputs used to calculate the 2017 Ozone baseline NOx and VOC emissions are documented in Chapters 3 & 5 of the YMPO's Air Quality Conformity document for the "2018-2041 Regional Transportation Plan and 2020-2024 Transportation Improvement Program". The results for the year 2025, 2035 and 2045 were compared to the results of 2017. Ozone is modeled for its precursors; NOx and VOC. **Tables 13** and **14** show the mobile source emissions results for each analysis year for NOx and VOC, respectively. **Table 15** shows a comparison of the emissions for each analysis year versus the 2017 baseline year.

**Table 13. Mobile Source Results for Oxides of Nitrogen (NOx)**

Source Type	Source Type ID	2017	2025	2035	2045
Motorcycle	11	6,085	5,688	5,990	6,394
Passenger Car	21	726,548	186,086	75,911	63,678
Passenger Truck	31	950,375	282,995	104,337	87,017
Light Commercial Truck	32	261,644	100,852	38,213	27,956
Other Buses	41	14,438	3,618	1,738	1,538
Transit Bus	42	16,802	13,570	6,072	5,305
School Bus	43	41,073	27,954	15,602	13,936
Refuse Truck	51	13,340	10,988	10,385	11,670
Single Unit Short-haul Truck	52	442,647	390,272	395,982	460,875
Single Unit Long-haul Truck	53	12,985	4,083	3,035	3,061
Motor Home	54	24,460	24,765	22,736	25,830
Combination Short-haul Truck	61	129,232	124,762	114,262	119,188
Combination Long-haul Truck	62	770,040	351,956	278,637	279,992
<b>Total (grams/day)</b>		3,409,669	1,527,588	1,072,901	1,106,439
<b>Total (Tons)</b>		3.759	1.684	1.183	1.220

**Table 14. Mobile Source Results for Volatile Organic Compounds (VOC)**

Source Type	Source Type ID	2017	2025	2035	2045
Motorcycle	11	139,739	150,588	161,430	187,727
Passenger Car	21	1,812,071	1,220,745	879,475	858,513
Passenger Truck	31	1,540,339	776,006	502,613	466,678
Light Commercial Truck	32	377,503	187,169	119,453	112,773
Other Buses	41	754	477	388	375
Transit Bus	42	1,276	2,014	1,508	1,438
School Bus	43	12,054	5,037	1,440	742
Refuse Truck	51	3,502	922	536	566
Single Unit Short-haul Truck	52	568,810	311,160	221,045	246,069
Single Unit Long-haul Truck	53	11,021	8,638	3,604	3,677
Motor Home	54	154,230	194,073	92,592	106,800
Combination Short-haul Truck	61	8,536	6,174	5,121	5,118
Combination Long-haul Truck	62	91,303	16,817	11,272	10,662
<b>Total (grams/day)</b>		4,721,138	2,879,821	2,000,476	2,001,138
<b>Total (Tons)</b>		5.204	3.174	2.205	2.206

**Table 15 NOx and VOC Emissions Comparison to 2017 Baseline Year Results**

Budget Year	NOx Tons per Year (tpy)	NOx 2017 Baseline Year (tpy)	VOC Tons per Year (tpy)	VOC 2017 Baseline Year (tpy)
<b>2025</b>	1.684	3.759	3.174	5.204
<b>2035</b>	1.183	3.759	2.205	5.204
<b>2045</b>	1.220	3.759	2.206	5.204

## 6. CONCLUSION

The air quality analysis performed demonstrates conformity between the 2022-2026 Transportation Improvement Program, the 2022 - 2045 Long-Range Transportation Plan Amendment #1, and the interim emissions test (Build Vs No-Build). As illustrated in Tables 12 and 15, the analysis indicates that the projected emissions levels based on projects contained in the *YMPO LRTP Update 2022-2045 Amendment #1* meet the applicable conformity tests. Therefore, it is the determination of this analysis that this plan conforms under the 1987 PM<sub>10</sub> and the 2015 8-hour ozone National Ambient Air Quality Standards.

# YMPO INFORMATION SUMMARY for Agenda Item 7

## FY 2022-26 YMPO Transportation Improvement Program – Amendment #13

**DATE:** March 28, 2024

**SUBJECT:** FY 2022-26 YMPO Transportation Improvement Program (TIP) – Amendment #13.

### **SUMMARY:**

The FY 2022-26 YMPO TIP was originally approved on July 29, 2021, and has since been amended twelve times, most recently on February 29, 2024. When YMPO was informed by the Federal Highway Administration (FHWA) that an Air Quality Conformity Analysis was not done for the FY 2024-28 TIP approved by the YMPO Executive Board on June 29, 2023. YMPO staff, with the approval of the Executive Board, moved all the TIP projects to the FY 2022-26 TIP table because an Air Quality Conformity Analysis has been approved by FHWA for the FY 2022-26 TIP. However, three projects were put on hold until an Air Quality Conformity Analysis was completed as part of the Long-Range Transportation Plan (LRTP) Amendment #1 and Air Quality Conformity Analysis.

The Interagency Council has no additional comments to the LRTP Amendment #1 and Air Quality Conformity Analysis, and the documents are under a 30-day public review period. The 30-day public review period ended on March 18, 2024, and the Technical Advisory Committee (TAC) recommends approval to the Executive Board.

The first project that needs to be included in the FY 2022-26 TIP is in the City of Yuma. This is a new design project for the 40<sup>th</sup> Street Widening/Extension: Avenue 6E to Fortuna Road with local funding of \$500,000 in FY 2024 and \$3,500,000 in FY 2025.

### **FY 2024**

YU-24-10D1	2024	Yuma	40th Street: Avenue 6E to Fortuna Road	New Roadway-Design	FFC-5U	Local	\$0	\$0	\$500,000	\$500,000
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### **FY 2025**

YU-24-10D2	2025	Yuma	40th Street: Avenue 6E to Fortuna Road	New Roadway-Design	FFC-5U	Local	\$0	\$0	\$3,500,000	\$3,500,000
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The next project in the City of Yuma is the construction project for 40<sup>th</sup> Street: 6 ¾ E to 7 ½ E with HURF exchange funding of \$900,000 and local funding of \$28,788 in FY 2025.

### **FY 2025**

YU-23-10C	2025	Yuma	40th Street: 6 ¾ E to 7 ½ E (¾ mile)	New Roadway-Construction	FFC-5U	HURFX	\$0	\$900,000	\$28,788	\$928,788
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The next two projects that need to be included in the FY 2022-26 TIP are in Yuma County. The first project is for right-of-way acquisition in FY 2025 for the Avenue E/Avenue D Extension: County 23<sup>rd</sup> Street to County 16<sup>th</sup> Street. The second project is for the construction in FY 2026 of the Avenue E/Avenue D Extension: County 23<sup>rd</sup> Street to County 16<sup>th</sup> Street project. The project was extended from County 18<sup>th</sup> Street to County 16<sup>th</sup> Street, with local funding of \$900,000 for the right of way in FY 2025 and \$700,000 for construction in FY 2026.

## FY2025

YC 22-09R	2025	Yuma Co.	Ave E Extension: Co. 23rd to Co. 18th	New Roadway - Acquire ROW	FFC-3U	Local	\$0	\$0	\$900,000	\$900,000
YC 22-09R	2025	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	New Roadway - Acquire ROW	FFC-3U	Local	\$0	\$0	\$800,000	\$800,000

## FY2026

YC 22-09C1	2026	Yuma Co.	Ave E Extension: Co. 23rd to Co. 18th	New Roadway - Construct Utilities	FFC-3U	Local	\$0	\$0	\$700,000	\$700,000
YC 22-09C1	2026	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	New Roadway - Construct Utilities	FFC-3U	Local	\$0	\$0	\$700,000	\$700,000

The projects below for Yuma County have the project name changed from County 18<sup>th</sup> Street to County 16<sup>th</sup> Street, and funding remains the same.

## FY2024

YC 22-09D1	2024	Yuma Co.	Ave E Extension: Co. 23rd to Co. 18th	New Roadway - Design (AZ Smart funds)	FFC-3U	AZ Smart	\$0	\$0	\$610,000	\$610,000
YC 22-09D1	2024	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	New Roadway - Design (AZ Smart funds)	FFC-3U	AZ Smart	\$0	\$0	\$610,000	\$610,000
YC 22-09D2	2024	Yuma Co.	Ave E Extension: Co. 23rd to Co. 18th	New Roadway - Design (Local funds)	FFC-3U	Local	\$0	\$0	\$50,000	\$50,000
YC 22-09D2	2024	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	New Roadway - Design (Local funds)	FFC-3U	Local	\$0	\$0	\$50,000	\$50,000

### PUBLIC INPUT:

There has been limited public input on this subject.

### ACTION NEEDED:

This item is on the agenda for information, discussion, and possible action to approve the FY 2022-26 YMPO TIP Amendment #13 by the Executive Board contingent upon FHWA transportation conformity determination.

**CONTACT PERSON:** Fernando Villegas, Senior Transportation Planner

TIP No.	FY	Agency	Project Name/Location	Project Description	Func/Class	Fund Source	Federal \$	HURF	Local \$	Total \$
				<b>2022</b>						
DOT 22-00	2022	ADOT	I-8: MP 0.1 to MP 33	Rehab Bridge Decks		NHPP	\$4,245,300	\$0	\$254,700	\$4,500,000
DOT 22-02	2022	ADOT	US-95: MP 33.7 to MP 44.3	Rehab Pavement		NHPP	\$2,351,418	\$0	\$142,132	\$2,493,550
SL 22-01C	2022	San Luis	Co. 24th Ext: Ave F to Ave H	Construct New Road		STBG	\$1,345,760	\$0	\$0	\$1,345,760
SL 22-01C	2022	San Luis	Co. 24th Ext: Ave F to Ave H	Construct New Road		HURFX	-\$1,345,760	\$1,211,184	\$684,052	\$549,476
YMPO-22-1	2022	YMPO	LTAP	Technical Assistance Program		Local	\$0	\$0	\$5,000	\$5,000
YC 20-01C	2022	Yuma Co.	Ave B: 24th St to 32nd St	Construct Mill and Overlay		HURFX	\$0	\$900,000	\$334,592	\$1,234,592
YC BR-03	2022	Yuma Co.	Ave 28E @ Co. 9th Street (Salinity Canal Bridge)	Replace Bridge Structure #7639		OSB	\$717,100	\$0	\$143,900	\$861,000
	2022	Totals					\$7,313,818	\$2,111,184	\$1,564,376	\$10,989,378
				<b>2023</b>						
DOT 23-02	2023	ADOT	I-8: MP 71 to 82	Pavement Rehabilitation	FFC-1	NHPP	\$19,811,400	\$0	\$1,188,600	\$21,000,000
DOT 24-01D	2023	ADOT	US 95, Wellton-Mohawk Canal to Imperial Dam Rd.	Widen Road - Design	FFC-3R	FED GRANT	\$4,250,000	\$0	\$0	\$4,250,000
DOT 24-02D	2023	ADOT	US 95, Imperial Dam Road to Aberdeen Rd.	Widen Road - Design	FFC-3R	FED GRANT	\$4,250,000	\$0	\$0	\$4,250,000
YU 23-07D	2023	Yuma	Five Citywide Locations	Five Pedestrian Hybrid Beacons-Design	N/A	HSIP - 100%	\$273,000	\$0	\$121,460	\$394,460
YU 23-09	2023	Yuma	5 Citywide Locations	Upgrade Striping to 6 inches wide		HSIP	\$136,500	\$0	\$0	\$136,500
MPO 23-1	2023	Yuma	LTAP	Technical Assistance Program		STBG	\$5,000	\$0	\$0	\$5,000
YC 23-02D	2023	Yuma Co.	Co. 19th and Ave G	Design CL Rumble Strips		HSIP	\$189,000	\$0	\$0	\$189,000
YC 23-05D	2023	Yuma Co.	13 Countywide Roadway Segments	Design Striping Upgrade		HSIP	\$136,500	\$0	\$0	\$136,500
YC 23-04D	2023	Yuma Co.	Co. 14th at Ave 4E	Traffic Signal - N/S Turn lane		HSIP	\$207,931	\$0	\$12,569	\$220,500
YC 23-04R	2023	Yuma Co.	Co. 14th at Ave 4E	Right of Way - Traffic Signal - N/S Turn lane		HSIP	\$0	\$0	\$78,750	\$78,750
YC 23-03D	2023	Yuma Co.	Co. 11th at Ave G	Curve Flattening		HSIP	\$443,682	\$0	\$26,819	\$470,500
YC 23-03R	2023	Yuma Co.	Co. 11th at Ave G	Right of Way - Curve Flattening		HSIP	\$99,015	\$0	\$5,985	\$105,000
YU-23-10D	2023	Yuma	40th Street: 7 1/2 E to 6 3/4 E	Design Roadway		Local	\$0	\$0	\$100,000	\$100,000
YU-23-11D	2023	Yuma	"A" Canal: 7E and 40th Street	Design Roadway		LOCAL	\$0	\$0	\$91,000	\$91,000
	2023	Totals					\$29,802,028	\$0	\$1,625,183	\$31,427,210
				<b>2024</b>						
SL24-01D1	2024	San Luis	Cesar Chavez Blvd. US95 to Ave. E (5 miles)	Widen Roadway (2 to 4 lanes) Design by ADOT	FFC-3U	AZ Smart	\$0	\$0	\$2,787,435	\$2,787,435
SL 24-02D	2024	San Luis	US 95 Co. 20 1/2 St. to Co. 22nd St	Raised Median Design	FFC-3R	HSIP-5.7%	\$421,238	\$0	\$25,462	\$446,700
SO 24-01D	2024	Somerton	Co. 15th St Avenue D	Crest Curve Correction-Design	FFC-5U	HSIP-5.7%	\$428,122	\$0	\$25,878	\$454,000
MPO 24-01	2024	YMPO	LTAP	Technical Assistance Program		STBG	\$5,000	\$0	\$0	\$5,000
YC 24-11D	2024	Yuma Co.	Ave 3E Bridge over 'A' Canal	Bridge Replacement - Design (1 of 2)	FFC-5U	Local	\$0	\$0	\$100,000	\$100,000
YC 24-01D	2024	Yuma Co.	Ave B: Co. 18th St to SR-195	Widen Shoulder & Install Rumble Strips - Design	FFC-5U	HSIP-5.7%	\$438,825	\$0	\$26,525	\$465,350
YC 24-02D	2024	Yuma Co.	Ave G: Co. 11th St to Co. 16th St	Shoulder Widening and Rumble Strips - Design	FFC-5U	HSIP-5.7%	\$438,825	\$0	\$26,525	\$465,350
YC 22-09D1	2024	Yuma Co.	Ave E Extension: Co. 23rd to Co. 18th	New Roadway - Design (AZ Smart funds)	FFC-3U	AZ Smart	\$0	\$0	\$610,000	\$610,000
YC 22-09D1	2024	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	New Roadway - Design (AZ Smart funds)	FFC-3U	AZ Smart	\$0	\$0	\$610,000	\$610,000
YC 22-09D2	2024	Yuma Co.	Ave E Extension: Co. 23rd to Co. 18th	New Roadway - Design (Local funds)	FFC-3U	Local	\$0	\$0	\$50,000	\$50,000
YC 22-09D2	2024	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	New Roadway - Design (Local funds)	FFC-3U	Local	\$0	\$0	\$50,000	\$50,000
YC 24-04D	2024	Yuma Co.	Co. 14th St at Ave G	Traffic Signal and Left-Turn Lanes - Design	FFC-5U	HSIP-100%	\$306,450	\$0	\$0	\$306,450
YC 24-05D	2024	Yuma Co.	US-95 at Ave C	Traffic Signal - Design	FFC-3U	HSIP-100%	\$283,750	\$0	\$0	\$283,750
YU 23-07R	2024	Yuma	Five Citywide Locations	Five Pedestrian Hybrid Beacons-Construction	N/A	HSIP	\$0	\$0	\$100,000	\$100,000
YU-23-11C	2024	Yuma	"A" Canal: 7E at 40th Street (3/4 mile)	Bridge Construction	FFC-6U	HURFX	\$0	\$900,000	\$2,364,972	\$3,264,972
YU-22-11	2024	Yuma	Hotel Del Sol	Rehabilitate Hotel Del Sol Construction	N/A	RAISE GRANT	\$10,614,225	\$0	\$3,538,075	\$14,152,300
YU 24-01D	2024	Yuma	Three City of Yuma Locations	Pedestrian Hybrid Beacons - Design	N/A	HSIP-100%	\$493,725	\$0	\$0	\$493,752
YU 23-08C	2024	Yuma	Three Locations Citywide	Install Flashing Yellow Arrow Signals	N/A	HSIP-100%	\$330,750	\$0	\$0	\$330,750
YC 24-06D	2024	Yuma Co.	Shared Pathway at West Main Canal- Avenue B to C	Shared Pathway at West Main Canal- Avenue B to C-Design	N/A	CRP-5.7%	\$170,000	\$0	\$10,275	\$180,275
YC 24-06D	2024	Yuma Co.	Shared Pathway at West Main Canal- Avenue B to C	Shared Pathway at West Main Canal- Avenue B to C-ADOT Design Review Fee	N/A	CRP-5.7%	\$30,000	\$0	\$1,813	\$31,813
YU 24-02D	2024	Yuma	Bus Pull-Outs (Avenue A at 16th St.)	Two far-side bus pull-outs on Avenue A at 16th St Design	FFC-3U	CRP	\$0	\$0	\$100,000	\$100,000
YU 24-02D	2024	Yuma	Bus Pull-Outs (Avenue A at 16th St.)	Two far-side bus pull-outs on Avenue A at 16th St-ADOT Design Review Fee	FFC-3U	CRP	\$0	\$0	\$30,000	\$30,000



TIP No.	FY	Agency	Project Name/Location	Project Description	Func/Class	Fund Source	Federal \$	HURF	Local \$	Total \$
YU 24-03D	2024	Yuma	Shared-Use Pathway East Wetland Park to Pacific Avenue	Shared-Use Pathway East Wetland Park to Pacific Avenue-Design	N/A	CRP	\$0	\$0	\$120,000	\$120,000
YU 24-03D	2024	Yuma	Shared-Use Pathway East Wetland Park to Pacific Avenue	Shared-Use Pathway East Wetland Park to Pacific Avenue ADOT Design Review Fee	N/A	CRP	\$0	\$0	\$30,000	\$30,000
DOT-23-03C	2024	ADOT	US 95: MP 44.3 to 54	Pavement Rehabilitation	FFC-3R	NHPP	\$13,153,223	\$0	\$795,052	\$13,948,275
DOT 24-01D	2024	ADOT	US 95, Welltton-Mohawk Canal to Imperial Dam Rd.	Widen Road - Design	FFC-3R	AZ Smart	\$0	\$0	\$3,750,000	\$3,750,000
DOT 24-02D	2024	ADOT	US 95, Imperial Dam Road to Aberdeen Rd.	Widen Road	FFC-3R	AZ LEG Approp.	\$0	\$0	\$32,050,000	\$32,050,000
YU-24-07D	2024	Yuma	32nd Street Shared Use Pathway	32nd Street Shared Use Pathway from Ave. 3E to 7 1/2E	N/A	TA	\$314,879	\$0	\$19,033	\$333,912
YU-24-08D	2024	Yuma	1st Street Shared-Use Pathways	1st Street Shared-Use Pathways from 4th Ave. to Ave.B	N/A	TA	\$418,271	\$0	\$25,283	\$443,554
YU-24-09D	2024	CES #13	Crane Elementary School #13 Transportation Safety	Gary A. Knox Elementary School (PHB or Traffic Light)	N/A	TA	\$144,281	\$0	\$8,721	\$153,002
<b>YU-24-10D1</b>	<b>2024</b>	<b>Yuma</b>	<b>40th Street: Avenue 6E to Fortuna Road</b>	<b>New Roadway-Design</b>	<b>FFC-5U</b>	<b>Local</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$500,000</b>
	2024	Totals					\$27,991,564	\$900,000	\$47,255,049	\$76,146,640
				<b>2025</b>						
WE 25-02D	2025	Wellton	Williams St: Oakland Ave to Los Angeles Ave	Design Roadway Reconstruction	FFC-6R	Local	\$0	\$0	\$84,916	\$84,916
MPO 25-01	2025	YMPO	LTAP	Technical Assistance Program		STBG	\$5,000	\$0	\$0	\$5,000
SL 23-06C1	2025	San Luis	10th Avenue at Los Alamos	Curve Realignment-Construction	FFC-6U	HSIP-100%	\$2,625	\$0	\$0	\$2,625
SL 23-06C2	2025	San Luis	10th Avenue at Los Alamos	Curve Realignment-Construction	FFC-6U	HSIP - 5.7%	\$1,310,638	\$0	\$79,222	\$1,389,860
SL24-01C	2025	San Luis	Cesar Chavez Blvd. US95 to Ave. E (5 miles)	Widen Roadway (2 to 4 lanes)-Construction	FFC-3U	AZ Leg	\$33,000,000	\$0	\$0	\$33,000,000
YC 22-09R	2025	Yuma Co.	Ave E Extension: Co. 23rd to Co. 18th	New Roadway - Acquire ROW	FFC-3U	Local	\$0	\$0	\$900,000	\$900,000
YC 22-09R	2025	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	New Roadway - Acquire ROW	FFC-3U	Local	\$0	\$0	\$800,000	\$800,000
YC 23-02C	2025	Yuma Co.	Co. 19th and Ave G	Centerline Rumble Strips-Construct	FFC-4U	HSIP-100%	\$267,750	\$0	\$0	\$267,750
YC 23-04C1	2025	Yuma Co.	Co. 14th at Ave 4E	Traffic Signal and Turn Lanes-Construct (1 to 2)	FFC-5U	HSIP-5.7%	\$965,396	\$0	\$58,354	\$1,023,750
YC 23-04C2	2025	Yuma Co.	Co. 14th at Ave 4E	Traffic Signal and Turn Lanes-Construct (2 to 2)	FFC-5U	HSIP-100%	\$393,750	\$0	\$0	\$393,750
YC 23-05C	2025	Yuma Co.	Thirteen Roadway Segments	Upgrade Pavement Markings-Construction	N/A	HSIP	\$1,700,448	\$0	\$0	\$1,700,448
YC 24-05C	2025	Yuma Co.	US-95 at Avenue C	Traffic Signal Construction	FFC-3U	HSIP-100%	\$716,756	\$0	\$0	\$716,756
YU 23-07C	2025	Yuma	Five Citywide Locations	Five Pedestrian Hybrid Beacons-Construction	N/A	HSIP-100%	\$1,742,344	\$0	\$0	\$1,742,344
YU 23-09C	2025	Yuma	Five Citywide Streets	Upgrade Pavement Markings-Construction	N/A	HSIP-100%	\$568,890	\$0	\$0	\$568,890
<b>YU-23-10C</b>	<b>2025</b>	<b>Yuma</b>	<b>40th Street: 6 3/4 E to 7 1/2 E (3/4 mile)</b>	<b>New Roadway-Construction</b>	<b>FFC-5U</b>	<b>HURFX</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$28,788</b>	<b>\$928,788</b>
<b>YU-24-10D2</b>	<b>2025</b>	<b>Yuma</b>	<b>40th Street: Avenue 6E to Fortuna Road</b>	<b>New Roadway-Design</b>	<b>FFC-5U</b>	<b>Local</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>
YU 24-01C	2025	Yuma	Three City of Yuma Locations	Pedestrian Hybrid Beacons - Construction	N/A	HSIP-100%	\$1,166,513	\$0	\$0	\$1,166,513
YU 24-01R	2025	Yuma	Three City of Yuma Locations	Pedestrian Hybrid Beacons-Acquire ROW	N/A	HSIP	\$0	\$0	\$100,000	\$100,000
YU 24-02C	2025	Yuma	Bus Pull-Outs (Avenue A at 16th St.)	Two far-side bus pull-outs on Avenue A at 16th St	FFC-3U	CRP-5.7%	\$190,486	\$0	\$11,514	\$202,000
YU 24-03C	2025	Yuma	Shared-Use Pathway East Wetland Park	Pathway East Wetland Park to Pacific Avenue	N/A	CRP-5.7%	\$284,156	\$0	\$17,176	\$301,332
	2025	Totals					\$42,314,752	\$900,000	\$5,579,970	\$45,294,722
				<b>2026</b>						
WE 25-02C	2026	Wellton	Williams St: Oakland Ave to Los Angeles Ave (1/2 mile)	Roadway Improvement-Construction	FFC-6R	HURFX	\$0	\$505,052	\$42,948	\$548,000
MPO 26-01	2026	YMPO	LTAP	Technical Assistance Program		STBG	\$5,000	\$0	\$0	\$5,000
SL 24-02C	2026	San Luis	US 95 Co. 20 1/2 St. to Co. 22nd St	Raised Median -Construction	FFC-3R	HSIP-5.7%	\$1,683,019	\$0	\$101,731	\$1,784,750
SO 24-01C	2026	Somerton	Co. 15th St Avenue D	Crest Curve Correction-Construction	FFC-5U	HSIP-5.7%	\$1,587,045	\$0	\$95,930	\$1,682,975
YC 22-09C1	2026	Yuma Co.	Ave E Extension: Co. 23rd to Co. 18th	New Roadway - Construct Utilities	FFC-3U	Local	\$0	\$0	\$700,000	\$700,000
YC 22-09C1	2026	Yuma Co.	Ave E/D Extension: Co. 23rd to Co. 16th St	New Roadway - Construct Utilities	FFC-3U	Local	\$0	\$0	\$700,000	\$700,000
YC 24-01C1	2026	Yuma Co.	Ave B: Co. 18th St to SR-195	Widen Shoulder & Install Rumble Strips - Construct (1 of 2)	FFC-5U	HSIP-100%	\$580,471	\$0	\$0	\$580,471
YC 24-01C2	2026	Yuma Co.	Ave B: Co. 18th St to SR-195	Widen Shoulder & Install Rumble Strips - Construct (2 of 2)	FFC-5U	HSIP-5.7%	\$3,229,311	\$0	\$195,197	\$3,424,508
YC 24-02C1	2026	Yuma Co.	Ave G: Co. 11th St to Co. 16th St	Widen Shoulder and Install Rumble Strips - Construct	FFC-5U	HSIP-100%	\$147,500	\$0	\$0	\$147,500

TIP No.	FY	Agency	Project Name/Location	Project Description	Func/Class	Fund Source	Federal \$	HURF	Local \$	Total \$
YC 24-02C2	2026	Yuma Co.	Ave G: Co. 11th St to Co. 16th St	Widen Shoulder and Install Rumble Strips - Construct	FFC-5U	HSIP-5.7%	\$3,791,902	\$0	\$229,203	\$4,021,105
YC 24-03C	2026	Yuma Co.	Co. 14th St at Ave C	Traffic Signal - Construction	FFC-5U	HSIP-100%	\$733,889	\$0	\$0	\$733,889
YC 24-04C1	2026	Yuma Co.	Co. 14th St at Ave G	Traffic Signal and Left-Turn Lanes - Construction (1 of 2)	FFC-5U	HSIP-100%	\$663,927	\$0	\$0	\$663,927
YC 24-04C2	2026	Yuma Co.	Co. 14th St at Ave G	Traffic Signal and Left-Turn Lanes - Construction (2 of 2)	FFC-5U	HSIP-5.7%	\$471,245	\$0	\$28,485	\$499,730
YC 24-06C	2026	Yuma Co.	Pathway-Avenue B to Avenue C /West Main Canal	Shared Pathway at West Main Canal- Avenue B to C	N/A	CRP-5.7%	\$536,752	\$0	\$32,444	\$569,196
	2026	Totals					\$13,430,061	\$505,052	\$2,125,938	\$16,061,051

# **YMPO INFORMATION SUMMARY for Agenda Item 8**

## **2024-2025 CO2 Emission Targets**

**DATE:** March 28, 2024

**SUBJECT:** 2024-2025 CO2 Emission Targets

### **SUMMARY:**

The Federal Highway Administration (FHWA) released the final greenhouse gas (GHG) rule on November 22, 2023. The final rule requires the State Department of Transportation to set a declining carbon dioxide (CO2) emissions target for the National Highway System (NHS) by February 1, 2024. This target uses 2022 as the baseline year and will be measured at the end of the current performance period on December 31, 2025. The 2022 baseline is 16.75 million metric tons of CO2 emissions on the Arizona NHS and the Arizona Department of Transportation (ADOT) has established a state target of -0.1% reduction in CO2 emissions.

Metropolitan Planning Organizations (MPO) can either adopt the State target or establish a target for their region within 180 days of the State adoption of the target.

### **YMPO Responsibilities:**

- YMPO must adopt or develop 4-year CO2 targets for each performance period.
- ADOT requests a letter within 180 days of this notification indicating whether YMPO supports ADOT's 2024 CO2 target or identifies a CO2 target for the YMPO region.
- ADOT and YMPO must coordinate State and MPO targets to the maximum extent practicable.
- YMPO is required to report on performance in the LRTP.
- YMPO is also required to report their targets to ADOT in a manner that is documented and mutually agreed upon.

The Technical Advisory Committee (TAC) recommends approval of ADOT's 2024 CO2 emission target.

### **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 action to adopt ADOT's 2024 CO2 emission target by the Executive Board.

### **CONTACT PERSON:**

Fernando Villegas, Senior Transportation Planner.



Multimodal Planning

**Katie Hobbs**, Governor

**Jennifer Toth**, Director

**Greg Byres**, Deputy Director for Transportation/State Engineer

**Paul Patane**, MPD Director

January 22, 2024

Ms. Crystal Figueroa  
Executive Director  
Yuma Metropolitan Planning Organization  
230 West Morrison St.  
Yuma, AZ 85364

Subject: 2024-2025 CO2 emissions target

Dear Ms. Figueroa,

The Federal Highway Administration (FHWA) released the final greenhouse gas (GHG) rule on November 22, 2023. The final rule requires that State Departments of Transportation set a declining carbon dioxide (CO2) emissions target for the National Highway System (NHS) by February 1, 2024. This target uses 2022 as the baseline year and will be measured at the end of the current performance period on December 31, 2025. The 2022 baseline is 16.75 million metric tons of CO2 emissions on the Arizona NHS and the Arizona Department of Transportation (ADOT) has established a State target of -0.1% reduction in CO2 emissions.

Metropolitan Planning Organizations (MPO) can either adopt the State target or establish a target for their region within 180 days of the State adoption of the target. If the MPO elects to establish their own target they may calculate the baseline and subsequent GHG metrics by either using the MPO share of State vehicle miles traveled (VMT) as a proxy for the MPO share of CO2, VMT estimates along with MOVES emission factors, the FHWA Energy and Emission Reduction Policy Analysis Tool, or other method that the MPO can demonstrate has valid and useful results for CO2 measurement.

ADOT requests a letter within 180 days of this notification indicating whether Yuma MPO supports ADOT's 2024 CO2 target or identifying a CO2 target for your MPO region.

Please email or post the letter to:

Thor Anderson  
1611 West Jackson Street  
Mail Drop 310B  
Phoenix, Arizona, 85007  
[tanderson@azdot.gov](mailto:tanderson@azdot.gov)

Thank you for your assistance. If you have any questions, please call me at 602-712-4574.

Sincerely,

DocuSigned by:

*Thor Anderson*

829C15A3B898464...

Thor Anderson  
Performance/Asset Manager  
Arizona Department of Transportation

Cc: Romare Truly, FHWA  
Dan Gabiou, FHWA

Certificate Of Completion

Envelope Id: 23814AB5EB3D441EB515CAFB1B754CDC		Status: Completed
Subject: Complete with DocuSign: 2024 CO2 target YMPO letterhead.pdf		
Source Envelope:		
Document Pages: 2	Signatures: 1	Envelope Originator:
Certificate Pages: 1	Initials: 0	Ashlee Haugen-Lewis
AutoNav: Enabled		206 S 17th Ave
Envelopeld Stamping: Enabled		Phoenix, AZ 85007
Time Zone: (UTC-07:00) Arizona		AHLewis@azdot.gov
		IP Address: 162.59.200.193

Record Tracking

Status: Original	Holder: Ashlee Haugen-Lewis	Location: DocuSign
1/22/2024 8:02:23 AM	AHLewis@azdot.gov	

Signer Events	Signature	Timestamp
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TAnderson@azdot.gov		Viewed: 1/22/2024 8:05:14 AM
Performance Management		Signed: 1/22/2024 8:06:00 AM
Arizona Dept of Transportation		
Security Level: Email, Account Authentication (None)	Signature Adoption: Pre-selected Style	
	Using IP Address: 162.59.200.193	

Electronic Record and Signature Disclosure:  
Not Offered via DocuSign

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Editor Delivery Events	Status	Timestamp
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Agent Delivery Events	Status	Timestamp
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Intermediary Delivery Events	Status	Timestamp
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Certified Delivery Events	Status	Timestamp
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Carbon Copy Events	Status	Timestamp
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Witness Events	Signature	Timestamp
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Notary Events	Signature	Timestamp
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Envelope Summary Events	Status	Timestamps
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Envelope Sent	Hashed/Encrypted	1/22/2024 8:04:17 AM
Certified Delivered	Security Checked	1/22/2024 8:05:14 AM
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Completed	Security Checked	1/22/2024 8:06:00 AM

Payment Events	Status	Timestamps
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# Yuma Metropolitan Planning Organization

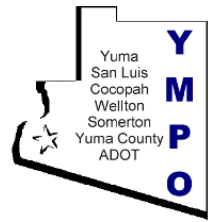
230 West Morrison Street

Phone: (928) 783-8911

Yuma, Arizona 85364

Fax: (928) 329-1674

[www.ympo.org](http://www.ympo.org)



*Local Governments and Citizens Working Together*

March 28, 2024

Thor Anderson  
Performance/Asset Manager  
Multimodal Planning Division  
1611 West Jackson Street  
Mail Drop 310B  
Phoenix, Arizona, 85007

Mr. Anderson,

Re: Adoption of ADOT's 2024-2025 CO2 emissions target

On January 22, 2024, the Arizona Department of Transportation (ADOT) formally established a declining carbon dioxide (CO2) emissions target for the National Highway System (NHS). This target uses 2022 as the baseline year and will be measured at the end of the current performance period on December 31, 2025. The 2022 baseline is 16.75 million tons of CO2 emission on the Arizona NHS and the state has established the target of -0.1% reduction in CO2 emissions.

The Yuma Metropolitan Planning Organization (YMPO) supports ADOT's 2024 CO2 target. YMPO adopted the State target of -0.1% reduction in CO2 emissions for the NHS during the March 28, 2024, YMPO Executive Board Meeting.

Sincerely,

Crystal Figueroa  
Executive Director  
Yuma Metropolitan Planning Organization

# **YMPO INFORMATION SUMMARY for Agenda Item 9**

## **Consider Application for Safe Streets and Roads for All (SS4A) Grant**

**DATE:** March 28, 2024

**SUBJECT:** Consider Application for Safe Streets and Roads for All (SS4A) Grant

### **SUMMARY:**

During the January 25, 2024, Board meeting, staff presented the Technical Advisory Committee recommendation to the Board of a collaborative partnership with the City of Yuma and the rest of the region for inclusion in the City's Safety Action Plan awarded through an FY 23 SS4A at a cost to YMPO. However, briefly reported to the Board during the February meeting, the city had its SS4A kickoff meeting and was informed by their grant FHWA program manager that they could not expand the scope to include the whole of the Yuma Region; moreover, they needed to stick to their scope on their application. The representative highly recommended that YMPO submit an SS4A application as the FY 24 Notice of Funding Opportunity (NOFO) was recently released by the US Department of Transportation on February 21, 2024. It would ensure that YMPO and other municipalities have their list of possible safety projects eligible for SS4A design and implementation funding.

The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development, refinement, and implementation. The program provides funding to develop tools to help strengthen a community's approach to roadway safety and saving lives. SS4A planning and demonstration activities have over \$656 million available in funding, an unprecedented amount for planning activities. On a recent SS4A webinar, the Department of Transportation presenter emphasized that planning funding was awarded to most applicants.

As mentioned during the February Board meeting, the Director contacted three consultants for grant writing costs to prepare a planning and demonstration grant for a Regional Safety Action Plan. The Board approved the FY 2024-2025 Unified Planning Work Program, which contains a Grant Transportation Equity line item of local funds to carry out discretionary grant opportunities such as an SS4A Grant that benefits the region. The Board had previously authorized the Executive Director to allocate up to \$15,000 for individual consultant contracts to pursue grants as they become available. The cost estimates have come back well under 10,000 and a low bid at \$6,500.

The NOFO has multiple application deadlines, depending on the grant type. Planning and Demonstration Grant applicants may apply during any of the three application deadlines

listed. Recipients are required to contribute a local matching share of 20% of the total eligible project cost.

- April 4, 2024
- May 16, 2024
- August 29, 2024

Planning and Demonstration Grants have three different types of activities:

- Develop an Action Plan
- Conduct supplemental safety planning to enhance an Action Plan; and
- Carry out demonstration activities to inform the development of, or an update to, an Action Plan

Metropolitan Planning Organizations are eligible applicant; the EB will be consulted on pursuing a possible FY 24 SS4A grant for the rest of the region, taking into consideration that the City of Yuma could not expand their Safety Action Plan scope of work at a cost to YMPO to include the rest of the region.

**PUBLIC INPUT:**

There has been no public input on this subject.

**TECHNICAL & POLICY IMPLICATIONS:**

YMPO has funds in the Unified Planning Work Program for hiring consultants to apply for Grants. There is a 20% match requirement of the total project cost, and the possibility to pursue an AZ SMART fund to match 50% of the federal grant.

**ACTION NEEDED:**

This item is on the agenda for information, discussion, and possible action to (1) authorize YMPO to apply for a Safe Streets and Roads for All Grant and (2) authorize the Executive Director to enter into a contract for an SS4A Grant application for the development of a Regional Safety Action Plan.

**CONTACT PERSON:**

Crystal Figueroa, YMPO Executive Director

# **YMPO INFORMATION SUMMARY for Agenda Item 10**

## **Complete Streets Concept Study**

**DATE:** March 28, 2024

**SUBJECT:** Complete Streets Concept Study

### **SUMMARY:**

A Complete Streets Study is anticipated as part of the two-year FY 2024-2025 Unified Planning Work Program adopted by the Board on May 25, 2023. YMPO has started preparing a Scope of Work with the Technical Advisory Committee (TAC) input for the release of a Request of Proposal for developing a Complete Streets Concept Study for road improvements and to design cross-section examples for various roadway types in the YMPO region.

The goal of the conceptual study is to explain what complete streets are, what the concept of complete streets means to planning and programming roadway improvements in the YMPO region, show some roadways that need to be improved, and explore how to prioritize and fund those improvements.

Most member agencies have adopted circulation policies and priorities in comprehensive or general plans that encourage road design, construction, or reconstruction to accommodate pedestrian and bicycle traffic better and focus more on multimodal use. This study is meant to reinforce those efforts and guide them to update their roadway improvement planning standards, policies, and processes.

The Board will be able to discuss the study and provide comments and input on the proposed schedule. YMPO staff anticipates presenting the item to select a recommended firm after receiving proposals.

### **Timeline (*Subject to change*)**

<b>April 15, 2024:</b>	Release date of RFP.
<b>May 16, 2024:</b>	RFP submittals due before 3 P.M., MST.
<b>May 16, 2024:</b>	RFP responses distributed to the review committee.
<b>May 23, 2024:</b>	The YMPO Executive Board approves the selected consultant/firm.
<b>May 30, 2024:</b>	Estimated Notice to Proceed.
<b>March 14, 2025:</b>	Complete Streets Study Final Report due (est.).

**PUBLIC INPUT:**

There has been no public input on this subject.

**ACTION NEEDED:**

This item is on the agenda for information and discussion only.

**CONTACT PERSON:** Crystal Figueroa, Executive Director

# **YMPO INFORMATION SUMMARY for Agenda Item 11**

## **FY 2025 Congressional Directed Spending (CDS) Appropriations**

**DATE:** March 27, 2024

**SUBJECT:** FY 2025 Congressional Directed Spending (CDS) Appropriations

### **SUMMARY:**

In early March, the offices of Senator Kelly and Sinema released a Congressional Directed Spending request opportunity inviting Arizonans and organizations to apply for projects that could be funded through the CDS process. Specific projects in a Senator's home state can be financed through the annual budget bills passed by Congress. The Executive Board identified the US 95 widening project as a regional priority, and as such, in collaboration with ADOT, YMPO has taken a proactive approach to seeking funding opportunities. As a result, US 95 was identified as an eligible highway transportation project and is presented to the Board for a recommendation for an application request for CDS earmarking of 2-3M to supplement possible construction Defense Community Infrastructure Program Grant funding of Imperial Dam Rd to Aberdeen Road. This 3.8-mile section of US 95 from Imperial Dam Rd to Aberdeen Rd project is finishing its design phase. It has about \$30M in State funding set aside towards its estimated \$76M construction cost.

The available funding allows the breakout of three intersections as three smaller projects for FY25 construction. The intersection of Martinez Lake Rd and US 95 is one of the three intersections. The request for direct congressional spending, if approved, will repair the funding already acquired to allow completion of the Martinez Lake Rd intersection.

Submission Form Deadline:

- For Senator Kelly and Sinema: April 5, 2024

Overall, the CDS process is highly competitive. The Senate is expected to begin consideration of FY 25 appropriations bills later this year. Though FY 25 federal government funding must be approved by October 1, final negotiations can stretch beyond that date.

### **PUBLIC INPUT:**

No public comments were made about this process.

### **ACTION NEEDED:**

This item is on the agenda for information, discussion, and possible action to approve a Congressionally Directed Spending request by YMPO for US 95.

### **CONTACT PERSON:**

Crystal Figueroa, Executive Director, 928-783-8911