

# CYMPO

## Metropolitan Transportation Improvement Program



**FY 2020 -  
FY 2024**



**CYMPO**

Central Yavapai Metropolitan  
Planning Organization

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*Adopted April 30, 2019*



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## **Central Yavapai Metropolitan Planning Organization**

The CYMPO Executive Board consists of six elected or appointed officials from the City of Prescott, the Towns of Chino Valley, Dewey-Humboldt and Prescott Valley, Yavapai County and one member from ADOT. It is the function of the Executive Board to act as a policy body, coordinating transportation planning and related implementation activities within the metropolitan area. The Board approves all agreements and contracts and the Chair, or designee, signs all appropriate documents related to contracts and agreements of CYMPO.

The CYMPO Technical Advisory Committee (TAC) is composed of technical and/or managerial staff representatives of the City of Prescott, the Towns of Chino Valley, Dewey-Humboldt and Prescott Valley, and Yavapai County. In addition to the five jurisdictions, ADOT Northwest District Office and Multimodal Planning Division are voting members of the TAC, as is the U.S.D.A. Forest Service. The primary responsibility of the TAC is to conduct technical reviews and analysis regarding project related activity of the Metropolitan Transportation Improvement Program (MTIP) and the Unified Planning Work Program (UPWP), and other issues as specified by CYMPO's Executive Board. After technical reviews and analysis are performed by the TAC, recommendations are presented to the Executive Board.

The CYMPO Ecosystem Connectivity and Mitigation Advisory Committee (EMAC) is composed of seven voting members from ADOT Northwest District Environmental, Arizona Game & Fish, Yavapai County Land Use Planning Staff, Prescott National Forest, and three private citizens who reside within the CYMPO planning boundary. The mission of the EMAC is to study and advocate for the preservation of interconnected ecosystems in the CYMPO Region that will integrate land use and mitigation for natural resource protection and wildlife habitats into the regional transportation planning and design program.

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## **CHAPTER 1**

### **Introduction**

The Central Yavapai Metropolitan Planning Organization (CYMPO) is the designated Metropolitan Planning Organization (MPO) for the City of Prescott, the Towns of Chino Valley, Dewey-Humboldt and Prescott Valley, Yavapai County and Arizona Department of Transportation. As the regional MPO, CYMPO provides the forum for local elected officials and transportation experts to plan multimodal infrastructure within the CYMPO Planning Boundary area.

The CYMPO Executive Board provides for an inclusive, deliberative process that considers the needs, financial resources and perspectives of all stakeholders. The Board structure also creates a regional forum for single jurisdictions to come together and work toward common goals.

CYMPO committees include, but are not limited to: Technical Advisory Committee and Ecosystem Connectivity Mitigation Advisory Committee which provide technical and advisory support to the Executive Board.

#### **VISION**

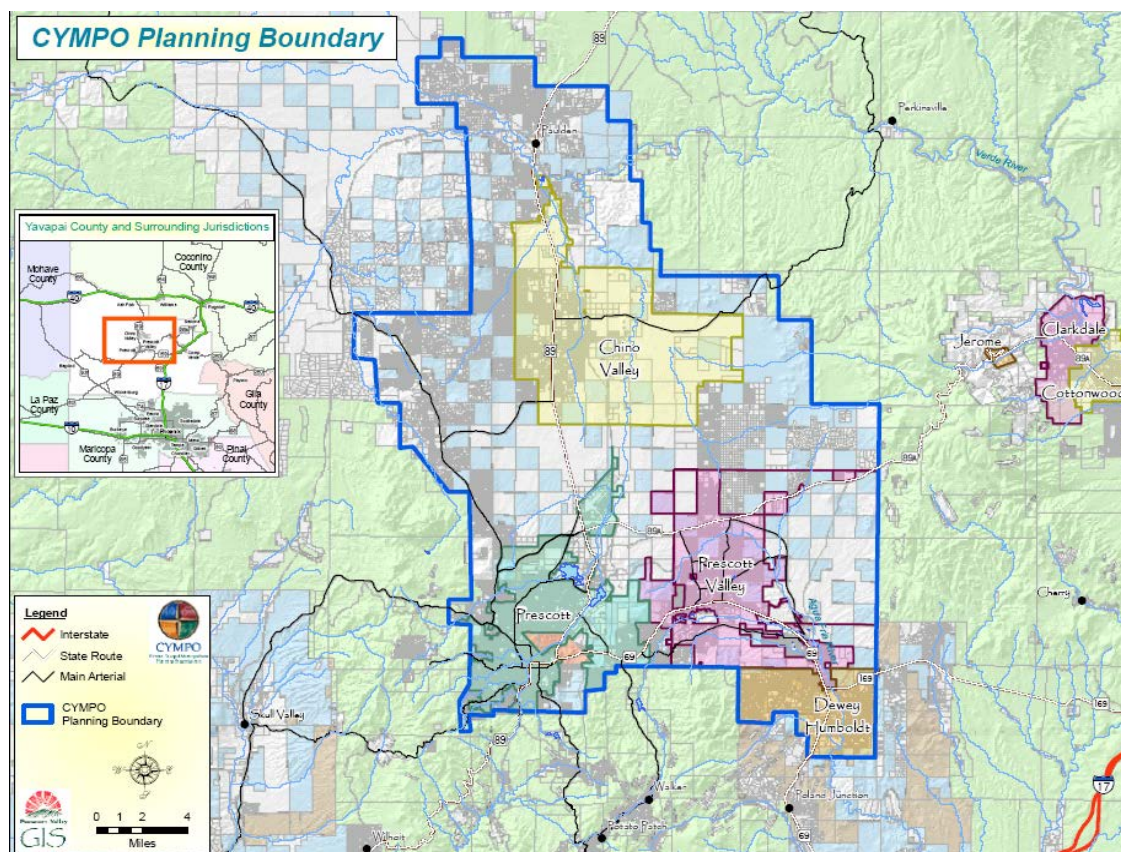
To promote and maintain a regional coordinated transportation system for the safe and efficient movement of people, goods, and services.

#### **MISSION**

To use regional leadership in planning and promoting a comprehensive multimodal transportation system.

## REGIONAL PROFILE

The Prescott Urbanized Area is located in central Arizona in the central basin area of Yavapai County. Yavapai County totals approximately 8,125 square miles, which is about the same size as the state of New Jersey and is much larger than each of the states of Connecticut, Delaware, and Rhode Island. Of the 8,125 square miles in Yavapai County, approximately 435 square miles are encompassed within the CYMPO planning boundary.





Yavapai County has seen a significant increase in population since 1970, with the County's population growing from a total of 37,005 in 1970 to 167,517 people according to the 2000 US Census. This population growth has continued by expanding to the 2010 US Census total of 211,033 people in Yavapai County.

This substantial growth is expected to continue in the long term as development pressures approach from the Phoenix metropolitan area and as the overall popularity of the Prescott region continues to increase. Additionally, the central location of the Prescott region within the state of Arizona, the amount of vacant private land, and the moderate climate, makes Yavapai County a desirable place to live, work, and retire.

## **QUICK STATS**

### **2000 Census**

- CYMPO Planning Boundary population - 91,000
  - Prescott 33,938
  - Prescott Valley 23,535
  - Chino 7,835
  - Yavapai County 25,692

### **2010 Census**

- CYMPO Planning Boundary population – 122,715
  - Prescott 39,843
  - Prescott Valley 38,822
  - Chino Valley 10,817
  - Yavapai County 29,339
  - Dewey-Humboldt 3,894



## **FUNDING AND BUDGET SUMMARY**

CYMPO, as well as any other MPO in the country, is dependent on federal funding for operation of the MPO and to perform planning activities that are used to deliver a variety of projects for the region. Even though the amount of funding that CYMPO receives is relatively small when compared to the big picture of funding across the country, our region has been extremely successful in coordinating to deliver much needed projects for our community. Below is a detail of the types of funding CYMPO receives and what each funding type is used for.

### **Metropolitan Planning Funds (PL) - Statewide Planning & Research Funds (SPR)**

**PL** funds have a required 5.7% match provided by local governments. The distribution of the PL Funds is accomplished through a formula developed by ADOT in consultation with the MPOs and must be approved by the FHWA.

**SPR** funds are federal dollars from the State Planning and Research Program administered by ADOT. Some SPR funds may be allocated to the MPO to help plan for the non-urbanized portion of the MPO. A 20% match is required and must be provided by the local jurisdiction, depending on the project.

The table below indicates the estimated funding the MPO anticipates to receive from these sources in the FY 2019.

Total Estimated PL Funding for FY 2020	<b>\$ 120,500</b>
Total Estimated SPR Funding for FY 2020	<b>\$ 125,000</b>





**Federal Transit Administration Planning Funding (Section 5305d)**

FTA funds are secured annually through the FTA Metropolitan Planning Program Section 5305d. FTA funds are designated for transit planning and research activities. The funds require a 20% local match, which is provided by the local governments in hard dollars or In-kind.

It is anticipated that Section 5305d transit funds will be used for transit planning purposes in the Central Yavapai region. Use of Section 5305d funds is for planning, technical studies, and coordinated mobility management.

Total Estimated 5305d Funding for FY 2020	<b>\$ 55,719</b>
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**Federal Transit Administration Mobility Management Funding (Section 5310)**

FTA section 5310 funds are secured bi-annually through an ADOT Administered Grant for mobility management activities. These funds have not been used in the past and do come with specific contractually required mobility management related duties, scope of work and reporting to ADOT. These funds require a 20% local match, which is provided by the local governments in hard dollars or In-kind.

It is anticipated that Section 5310 mobility management funds will be used for fully funding all mobility management planning and implementation of regional mobility projects in the Central Yavapai region and in partnership with NACOG in the balance of Yavapai County.

Total Estimated 5310 Funding for FY 2020	<b>\$ 90,000</b>
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### Surface Transportation Program Block Grant Funds (STBG)

STBG is a federal-aid highway flexible funding program that funds a broad range of surface transportation capital needs including roads, transit, airport access, vanpool, and bicycle and pedestrian facilities. Transit and other related planning, research, and development activities are also eligible uses of STBG funds. In the past, CYMPO has programmed STBG funds for primarily construction projects and has delivered every project that has been programmed with this type of funding since the inception of CYMPO. Moving Forward, CYMPO is transitioning STBG funds into Regional Transportation Studies, safety and education campaigns, local Highway-User Revenue Fund (HURF) exchange projects, and administrative and operational costs. The funds require a 5.7% local match, which is provided by the local governments in hard dollars or In-kind.

Total Estimated STBG Funding Annually	<b>\$ 650,000</b>
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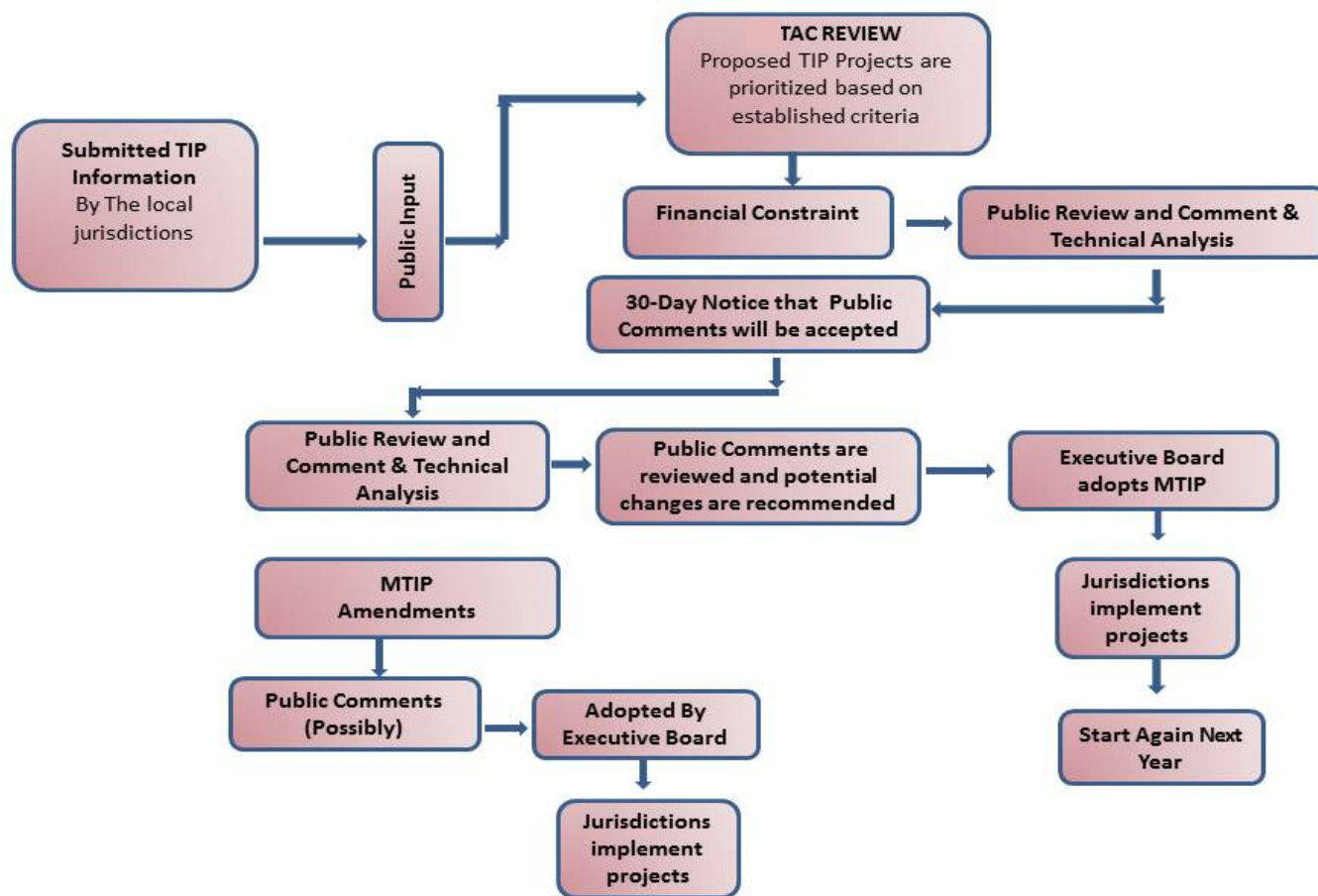
## **CHAPTER 2**

### **MTIP Process and Public Involvement**

The Central Yavapai Metropolitan Planning Organization (CYMPO) updates the MTIP on a regular basis and in doing so strives to include as much public input as possible. Annually, the CYMPO local jurisdictions submit projects for inclusion into the MTIP. These projects are reviewed in a public meeting by the Technical Advisory Committee (TAC). The first four years of projects listed are required to be fiscally constrained.

CYMPO staff makes requested changes to the MTIP which is reviewed by the TAC in a public meeting. Should draft MTIP require additional changes, those changes are included in the draft MTIP submitted to the Executive Board for additional public comment and review. The final draft is submitted to the TAC for final recommendation, and then back to the Executive Board for final approval. The draft document is made available on the CYMPO website, as well as the CYMPO office.

CYMPO and the member jurisdictions follow the adopted and ADOT approved Title VI plan to help ensure the greatest amount of public participation possible during the MTIP development and public involvement process.



## **CHAPTER 3**

### **Transit Projects**

CYMPO staff, together with representatives from local human services organizations have formed a committee called the Local Coordinating Committee (LCC). The group meets on a regular basis to discuss ways to best coordinate transit services within the CYMPO region. Through the LCC, CYMPO assists local human services providers with transportation related coordination and technical assistance. These types of providers are eligible to receive Section 5310 and 5311 funding in the form of grants through ADOT.

#### **Partnerships:**

- 1) CYMPO is partnering with the Maricopa Association of Governments (MAG) under a grant application from the Weinberg Foundation to create a rural transportation incubator to provide new and strengthen existing transportation services for elderly/disabled populations in need of transportation. CYMPO will contribute \$50,000 per year for a total of two years towards this project utilizing the 5310 grant awards.
- 2) CYMPO is partnering with NACOG to perform joint Mobility Management activities across all of Yavapai County. Through an intergovernmental agreement (IGA) CYMPO will contribute \$40,000 to fund a new mobility management staff position at NACOG for a total of two years. This new position will be responsible for coordinating mobility management activities in both CYMPO/Western Yavapai County and the Verde Valley to promote an increased level of coordination including implementing projects as recommended in the 2017 Regional Mobility Management Plan.
- 3) CYMPO has entered into an agreement with Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) to perform a Transit Implementation Plan Update. NAIPTA will serve as the fiduciary agent, and Nelson/Nygaard has been selected to conduct the Plan. The update will include evaluation of the financial data from the 2009 plan, provide current cost estimates, and evaluate public private partnership, governance, and sustainable funding opportunities.

## **CHAPTER 4**

### **Performance Measures**

#### **STIP**

#### **NHS Travel Time Reliability**

CYMPO has adopted the Arizona Department of Transportation’s performance measures detailed below:

NHS Travel Time Reliability identifies the percent of person-miles on the Interstate and the non-Interstate NHS that are reliable. Two and four year targets are required for the Interstate and a four year target is required for the non-Interstate NHS. The NHS Travel Time Reliability targets established for the 2018 – 2021 performance period are:

- **Interstate**
  - **86.0% (2-year)**
  - **85.8% (4-year)**
- **Non-Interstate NHS**
  - **74.9% (4-year)**

The targets are data-driven and realistic; and intended to keep CYMPO and ADOT focused on improving travel time reliability on the NHS. The following types of projects were included in the FY2019 – 2023 STIP to support improved travel time reliability:

- Design and construct Freeway Management System including the installation of Intelligent Transportation Systems such as signals, adaptive ramp meters, connected and automated vehicle equipment, dynamic message signs, CCTV cameras, EVP networking, bike detection and improved signs
- Procurement of travel time data to aid in freeway management
- Roadway widening including the design or construction of general purpose and HOV lanes
- Traffic Incident support and Freeway Service Patrols
- Design and construction of roundabouts
- Design and construction of new roadway
- Intersection improvements

**STIP**  
**Safety Performance Targets**  
**11/5/18**

CYMPO has adopted the Arizona Department of Transportation's safety performance targets detailed below:

On July 31, 2018, the Arizona Department of Transportation (ADOT) formally established safety targets for the state of Arizona for 2019, and CYMPO has subsequently adopted these measures. The safety performance measures and targets are based on five-year rolling averages for each metric.

- Number of Fatalities 3% Increase
- Rate of Fatalities 2% Increase
- Number of Serious Injuries 3% Decrease
- Rate of Serious Injuries 3% Decrease
- Number of Non-motorized Fatalities and Serious Injuries 3% Increase

The safety targets set by ADOT are data-driven and realistic; and intended to keep CYMPO and ADOT focused on improving safety while still striving for the goal of the State Strategic Highway Safety Plan (SHSP) to reduce the number of fatalities and serious injury crashes in the state of Arizona.

CYMPO is committed to supporting the established safety targets by doing the following:

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area.
- Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan)
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP. Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

The FY2019 – 2023 STIP contains the following types of projects that support the achievement of the established safety performance targets:

- Installation of speed feedback signs including solar LED enhanced speed limit signs
- Design and construction of positive offset improvements including left-turn offsets
- Design and installation of traffic signals and adaptive signal controls
- Intersection improvements including right/left turn lanes and enhanced lighting
- Construction of roundabouts
- Construction of concrete barriers and raised medians
- Shoulder widening
- Installation of rumble strips
- Installation of signs, including wrong way signs, striping and arrows
- Construction of a pedestrian bridge, sidewalks, crosswalks including in school zones, bike lanes and traffic calming features
- Distracted Driving Awareness

#### **STIP Pavement and Bridge Performance**

CYMPO has adopted the Arizona Department of Transportation’s performance measures detailed below:

The pavement performance measures cover the Interstate and the non-Interstate NHS. CYMPO has adopted ADOT’s pavement performance targets, which are described below:

- **Good condition Interstate pavements – 48% (4-year target)**
- **Poor condition Interstate pavements – 2% (4-year target)**
- **Good condition non-Interstate NHS pavements – 31% (2- and 4-year target)**
- **Poor condition non-Interstate NHS pavements – 6% (2- and 4-year target)**

These targets are data-driven and realistic; and intended to keep CYMPO and ADOT focused on maintaining pavements in a state of good repair. The FY2019 – 2023 STIP contains the following types of projects that will improve the condition of highway pavements:

- Pavement preservation including chip seals, fog coats, micro surface treatments and high friction surface treatments
- Pavement rehabilitation including mill and overlay projects
- Pavement reconstruction





CYMPO has adopted ADOT's performance target of maintaining the percentage of National Highway System (NHS) Bridges Classified as in Good Condition based on deck area: 2- and 4- year targets – 52%. Percent of NHS Bridges Classified in Poor Condition based on deck area: 2- and 4- year targets -4%.

### **STIP Freight Reliability**

CYMPO has adopted the Arizona Department of Transportation's performance measures detailed below:

The truck travel time reliability measure applies to Interstate freeways. This measure utilizes the Truck Travel Time Reliability Index, a planning time index that may be used to schedule trip travel times. ADOT's performance targets for freight reliability are:

- **Freight reliability – 1.21 (2-year)**
- **Freight reliability – 1.23 (4-year)**

The freight reliability targets are data-driven and realistic; and intended to keep ADOT focused on improving freight movement on the Interstate freeways. The FY2019 - 2023 STIP includes *major projects to improve commutes and freight travel*.

