



Final Report

for

Yuma Multi-Modal Transportation Center (MMTC)

Prepared for:
Yuma Metropolitan Planning Organization



Kimley-Horn
and Associates, Inc.

July 10, 2000
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FINAL REPORT

**YUMA MULTI-MODAL TRANSPORTATION CENTER
(MMTC)**

Prepared for:

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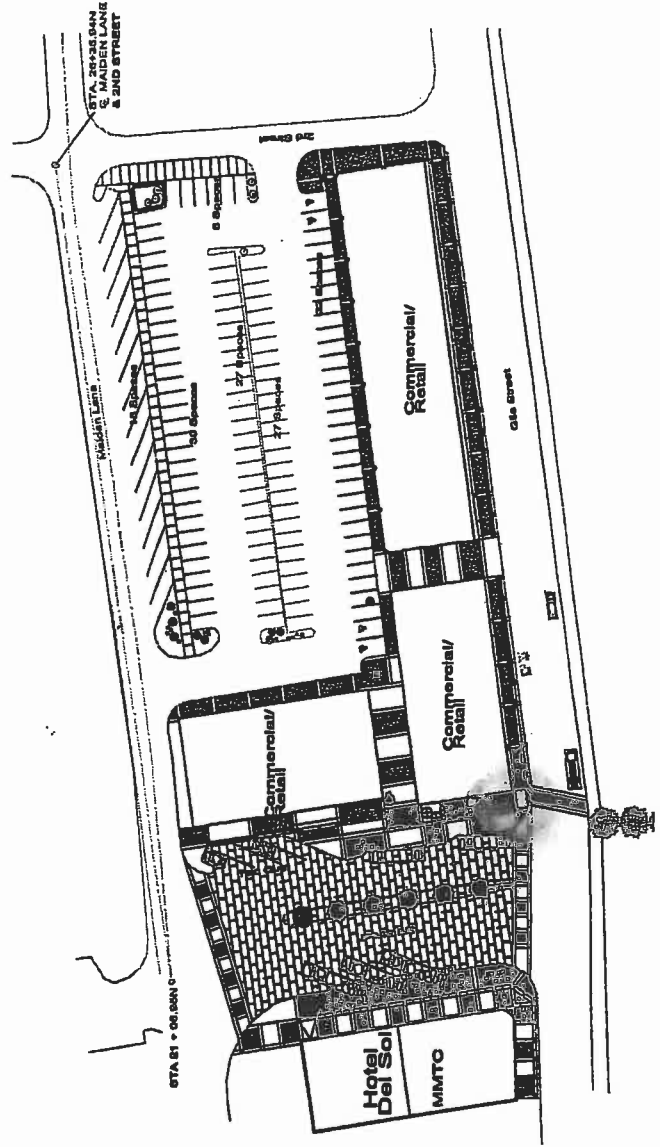
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Executive Summary

Formulated by a Technical Advisory Committee and stakeholders, the goals of the Yuma Multi-Modal Transportation Center (MMTC) are to improve mobility of the Yuma region, stimulate economic development; enhance local historic and architectural heritage, and raise the image of transportation services. Using these goals and evaluation criteria derived on the basis of these goals, 16 sites were identified and evaluated. The site in the historic area of Yuma and incorporating the existing Amtrak stop was selected as the site for the MMTC since it was ranked high on all criteria.

The recommended project layout incorporates an on-street Transit Center along 3rd Street between Gila Street and Maiden Lane, with bays for Greyhound buses, buses for a future fixed-route system and other buses. The Amtrak stop is across the street with very easy walking access. The center will complement potential redevelopment at this block, and at the historic Hotel del Sol, located at Gila Street and Giss Parkway. The Hotel, originally built for rail travelers, could incorporate transportation administration offices, and be a joint anchor in coordinated neighborhood revitalization with the MMTC project. Incorporating historic structures into the revitalization of the area can open up avenues for a wide range of funding opportunities.

The site provides many references to the area's transportation and history, including the original railroad depot site, the Hotel del Sol, the River, the Ocean-to-Ocean Highway, and the modern I-8 corridor. The recommended project site represents a rare opportunity to tie in Yuma's past, its current transportation needs, and its revitalization efforts.



Multi-Modal Transportation Center
SITE PLAN



Section 1 Project Overview

“What are we trying to build and why?”

This document serves as the final report on the Feasibility Study for the local Multi-Modal Transportation Center (MMTC). Kimley-Horn and Associates, Inc. has worked closely with the Yuma Metropolitan Planning Organization (YMPO), the Project Technical Advisory Committee, the YMPO Technical Advisory Committee (TAG), the City of Yuma, Greyhound, Amtrak, and other transit providers throughout the project. The area's development history, culture, transportation needs, and future urban form have been considered throughout the study. The center will incorporate Amtrak's cross-country rail services, Greyhound's regional inter-city bus lines, and future local bus services.

A larger plan and vision must drive all transportation projects to assure an integrated and efficient system. The 1995-2015 Countywide Transportation Study prepared by the Yuma Metropolitan Planning Organization (YMPO) addressed transportation needs for residents of and visitors to Yuma County. The Study recognized the need for public transportation services within Yuma County, in addition to the existing private inter-city bus services. It also recommended improved facilities at the current Yuma Amtrak station to provide a safe and convenient place to accommodate rail passengers.

As a potential solution to this recommendation, the Study envisioned a local Transportation Center that would link these diverse existing and potential transportation services. Such a center would provide the opportunity to provide safer and more convenient access to local and regional transportation services than currently exists. The YMPO initiated a demand responsive bus service early in 1999. This service has been very successful. The YMPO is now in the process of implementing fixed route bus service. The Regional Transportation Planning currently under preparation incorporates a public transportation component as well.

This study documents the past steps in the development of the MMTC, provides specific development recommendations, and a suggested framework for accomplishing this.

Project Goals

The Project Technical Advisory Committee (PTAC), formed specifically for the MMTC project, formulated four potential goals for the MMTC project. These goals, listed on the following page, provide "benchmarks" against which all decisions related to the feasibility and ultimate location and function of the facility have been measured.

Goal 1: Improve mobility

Facilitate the improvement of mobility throughout the community and the entire region.

Goal 2. Stimulate economic development and redevelopment of adjacent areas:

The Transportation Center should be a part of a larger plan to help stimulate overall redevelopment, including economic development, either in downtown or wherever the facility is located.

Goal 3. Help preserve and enhance the local historic and architectural heritage:

The Transportation Center can be an important part of local historic preservation and redevelopment activities by providing a place for artwork, museums, and other visitor activities, including potential use as a visitor's information center.

Goal 4. Raise the image and profile of transportation services:

The Transportation Center can be an important first step in promoting and increasing the visibility of other modes of transportation such as Amtrak, Greyhound, and local public transit service

Study Scope

With these goals in mind, this study entailed the following tasks:

Project Initiation: Identification of key issues, goals, and objectives. Development of project coordination process, refinement of work plan and schedule.

Inventory of Existing Transit Services: Analysis of data on existing inter-city and local transportation services in Yuma County.

Interviews with Public and Private Agencies: Assessment of need for the MMTC from the perspectives of local decision-makers and transportation providers and planners.

Preliminary Financial Analysis: Identification of potential funding sources for construction and operation.

Decision on Preliminary Feasibility: Review of results from previous tasks with the YMPO and the Executive Board; direction on continuance of study.

Space Needs and Functional Criteria: Compilation of potential uses, functions, and design requirements of the facility.

Criteria for Site Selection: Determination of measures for evaluation of potential project sites; inclusion of local needs and national standards.

Identification of Potential Sites: Mapping of potential and logical sites for the facility.

Evaluation of Sites: Comparison on the basis of established measures; elimination of sites with major flaws.

Development of Project Concept: Facility layout; preliminary phasing plan for meeting short-term and long-term transportation needs; consideration of funding.

Financing and Management Options: Review of issues concerning ownership, financing, operations, and management; consideration of public and private financing options.

Benefits and Impacts: Analysis of proposed center based on location, access, and other considerations.

Implementation Plan: Phasing plan for the facility based on financing expectations, and delineation of public and private entity roles.

Section 2

Existing Yuma County Transit Services

“What transit is available now in Yuma, and how does it relate to this project?”

In order to design a facility that is tailored to local needs and regional transportation connections, the characteristics of the local transit network must be documented, understood, and considered during the design process. The study has considered the significant modes of ground transportation, existing and proposed, including intercity and local transit services. The recommended project site (discussed in Section 5) is across the street from the current Yuma Amtrak stop, with very convenient pedestrian access, and takes into consideration the needs of existing and potential public transportation services.

- Amtrak - Amtrak serves Yuma on its east-west transcontinental service (the only current coast-to-coast Amtrak line) traveling through the southern states between Los Angeles, California and Jacksonville, Florida. The Amtrak stop is located just east of Gila St. along the railroad line on the east side of downtown, adjacent to the Union Pacific administrative facilities.

Service is rather limited, and is coordinated with arrival and departure times in California and Florida, not Yuma. The eastbound train, originating in Los Angeles, departs Yuma at 2:47 a.m. on Monday, Wednesday, Friday, and Sunday mornings. The westbound train departs Yuma at 1:32 a.m. on Friday, Sunday, Monday, and Tuesday mornings. The Amtrak platform is unstaffed and provides no ticket facilities. A small waiting room with restrooms is located nearby, and a lighted tunnel provides access from the waiting room to the loading platform. Pay telephones are located outside the station and at the tunnel entrance. Free parking is available adjacent to the station in an unattended lot. Ridership has remained relatively consistent in recent years with about 1,900 to about 2,300 annual boardings and alightings in Yuma.

Amtrak may increase the frequency of service from four times a week to daily service. At this time, no substantive change in the schedule is anticipated. Amtrak is also evaluating possible east-west short routes emanating from Los Angeles. While service between Yuma and Los Angeles may be a possibility, it is likely that other routes will have higher priority for expansion and improvement.

- Greyhound - Greyhound provides intercity bus service from its station on East 17th Place. Greyhound's route between San Diego and Phoenix has a stop in Yuma, with three or four buses per day in each direction. Greyhound also operates one bus per day between Los Angeles and Yuma. Connections to many other destinations necessitate transfers in Phoenix or Los Angeles.

The amount of Greyhound passenger activity at the Yuma depot was 33,612 passengers in 1987, 35,936 in 1998, and 12,923 in the first four months of 1999. This data incorporates both boardings and alightings.

Besides Amtrak and Greyhound, a number of other transportation operators are currently operating in the Yuma County area, serving a variety of markets. The diverse number of providers that could benefit from or impact the use of the MMTC include:

- Greater Yuma Area Dial-a-Ride - Provides demand-responsive public transportation services to both the general public and to certified disabled, elderly, and low-income residents of the Yuma area. The service area includes the Yuma urban area, San Luis, Gadsden, Somerton, the Foothills, and Wellton. The Saguaro Foundation operates two vehicles dedicated to the service, with its other vehicles used when available.
- Winterhaven Transit - Imperial County provides this service, running once a week from Winterhaven to Yuma for shopping and medical visits. The service is operated on Fridays only, with one bus. There are currently no designated stops in Yuma, so the Transit Center could provide a centralized point for coordination of this service.
- Saguaro Transportation Services (STS) - This is also a dial-a-ride service. The STS fleet consists of seven smaller vehicles (minivans and cars): An additional seven vehicles provide dedicated service to Group Homes, and would probably not use the Transit Center.
- Yuma Valley Railroad - This entity operates a service between Yuma and the vicinity of Somerton, as a historic dinner train primarily for winter visitors. The round trip begins in Yuma at a stop just north of 1st Street at about 2nd Avenue and ends at the West Cocopah Indian Community Tribal Headquarters. The Cocopah Tribe is considering the use of these tracks to provide regular service on the same route.
- Other Services - Other transportation services that could use the Center include Arizona Western College (AWC) buses that are operated by AWC and the Yuma School district to transport AWC students, and American Shuttle Express, that provides transportation services between Yuma and Sky Harbor Airport in Phoenix.

A well-designed Transit Center needs to provide space for as many providers as possible and should provide safe waiting areas for passengers and connections to other services such as taxicabs. Space needs for transit service providers and passenger amenities at the MMTC were analyzed and fully considered in selecting the site for the MMTC as well as the conceptual layout of the facility.

Section 3

Stakeholders – Input from Public and Private Agencies

“What have we learned from our local stakeholders?”

In addition to collecting background information on the current transportation services in Yuma, the consultant team also collected first-hand data by conducting personal and telephone interviews. These involved representatives of a number of public and private agencies and community leaders throughout the Yuma area. The key points that emerged from these interviews are the following:

1. There is virtually unanimous agreement and strong belief that the existing Amtrak stop is grossly inadequate and presents a very poor image of Yuma to travelers. However, some persons interviewed stated that Amtrak would not be a key component in the local Yuma transportation system.
2. Most persons interviewed stated that Greyhound constitutes a very important gateway for Yuma. Some believe that the existing Greyhound facility is inadequate while others believe that the facility is just fine. Most believe that a combined facility for Amtrak and Greyhound is desirable, but that facility location should consider mobility, accessibility, and current development. Greyhound states that a shared facility is desirable, based on experience with shared stations in Gallup, New Mexico and Oxnard, California.
3. A vast majority believe that mobility would be enhanced by tying together transportation functions at a Transit Center.
4. There is an overall perception that public transportation is becoming increasingly important in Yuma and that a local transit system will be implemented soon. Despite this perception, there are concerns about the cost of providing transit service and the allocation of resources among competing needs.
5. Most persons interviewed believe that a multi-modal facility, with an area-wide transit system, would enhance the image of transit in Yuma.
6. Most persons interviewed believe that a multi-modal facility can have a positive impact on adjoining land uses and may help encourage, or expedite, development.
7. Most believe that the goal of enhancing mobility should be placed above all other considerations, and that the placement of the facility should reflect this. Other goals, such as land use development, preserving historical heritage, and enhancing the image of transit were ranked lower in importance.

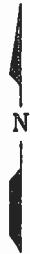
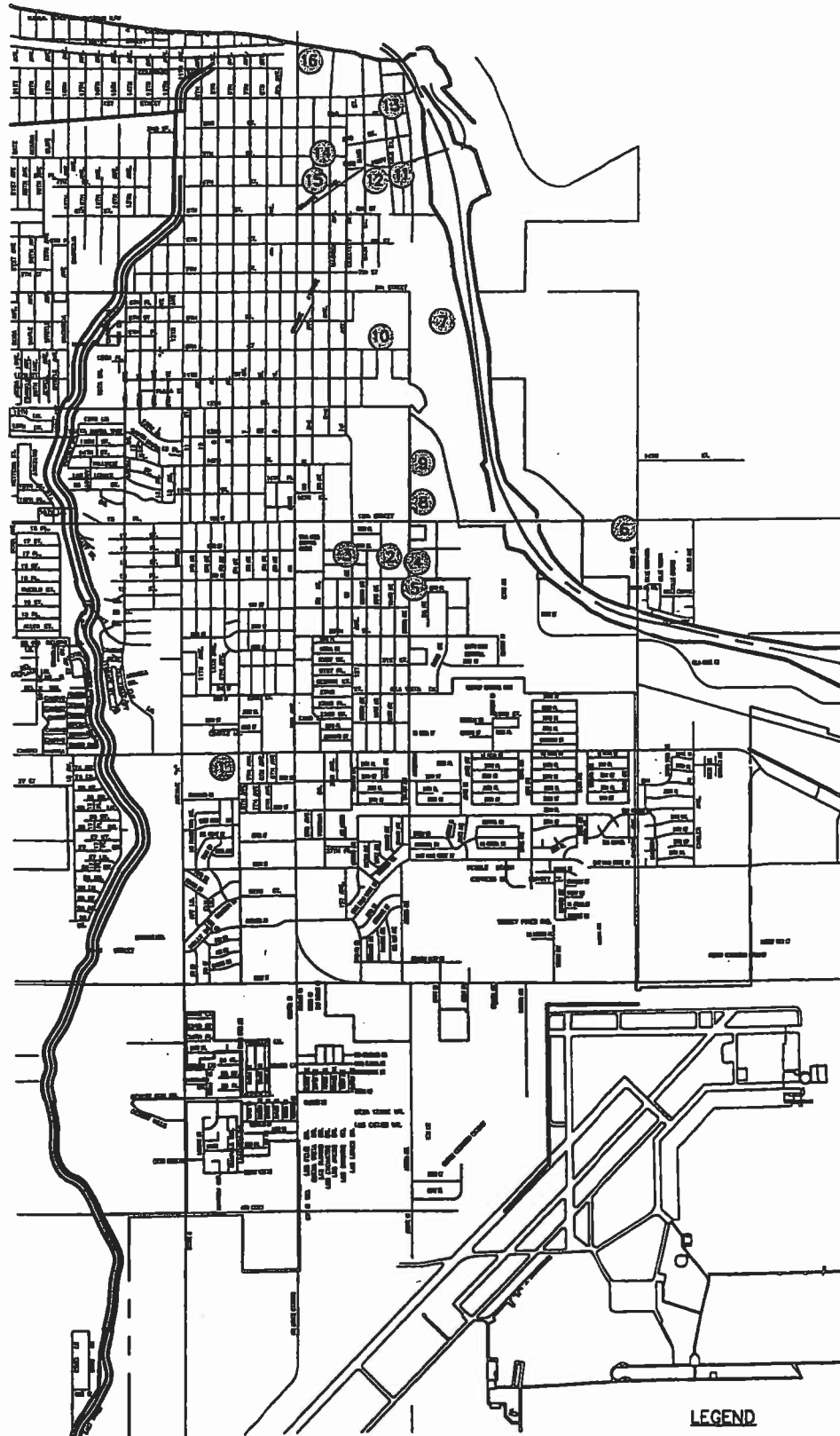
This summary was provided to present the general trends of thought, without ascribing specifics to an individual. As might be expected, the results of the stakeholder interviews indicate divergent points of view. These ideas and concerns have been used as guidelines

during the development of the project concept, as these stakeholders understand the Yuma area, and understand the needs of its residents. A successful project cannot be built without these considerations.

Section 4 Project Feasibility Analysis

“Where *can* this project be built, and where *should* it be built?”

Project goals, existing and expected future current transportation services, and stakeholder knowledge have been compiled and integrated into the site selection process. This section gives an overview of the process used to recommend the final Transit Center location, out of 16 potential sites. The 16 sites, illustrated in Figure 1, were initially identified on the basis of location, the relationship to existing transportation services, and potential to complement surrounding areas. After a screening process, six areas were selected for further detailed evaluation. The six areas referenced as areas A through F, are illustrated in Figure 2. This is detailed in the memorandum entitled “Preliminary Identification and Screening of Sites”.



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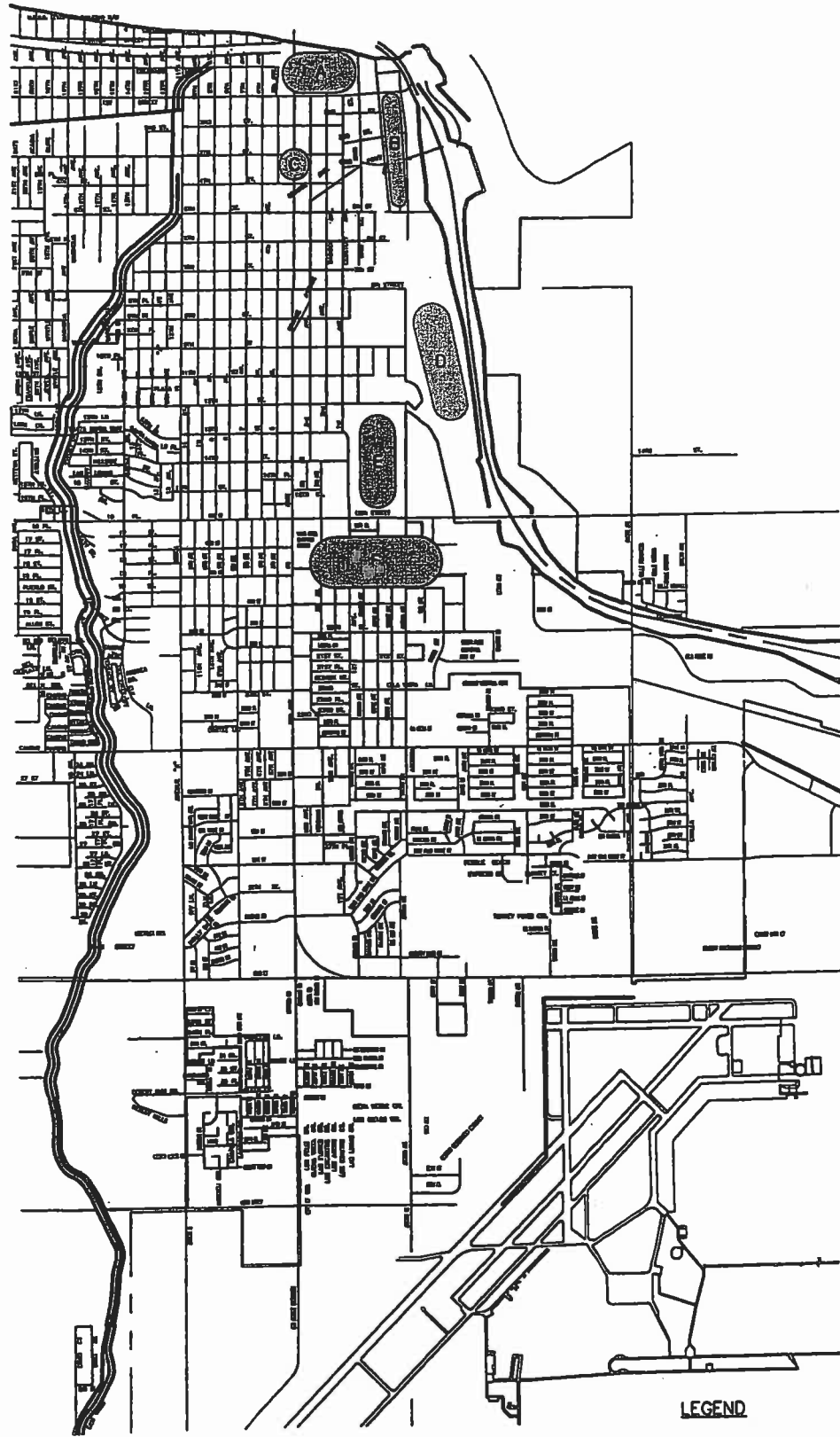
LEGEND

- SITE LOCATION AND NUMBER

**FIGURE 1
LOCATION OF POTENTIAL SITES**



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 AREA TO BE STUDIED AND REFERENCED

**FIGURE 2
AREAS STUDIED IN DETAIL**



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Overall Criteria for Site Selection

Memoranda entitled "Site Selection Criteria" and "Space Needs and Functional Criteria" were produced as progress documents for this project. This sub-section summarizes the results of those documents. The detailed criteria were based on the four project goals – discussed in Section 1.1 - of improving mobility, stimulating economic development, preserving and enhancing local heritage, and raising the image of transportation services.

In addition, a miscellaneous category of potential criteria, important from the perspective of the transit operator and rider, was developed for site selection. These criteria do not necessarily fall into one of the main four goals established for the project but are nevertheless important in helping to locate such a facility.

- Safety: The site should be located in an area that is perceived as safe for users and visitors.
- Cost-Effectiveness: The site should be located in an area that has a potential for shared parking, low capital and operating costs, minimizes transit deadheading (trips to and from operations base), and possibilities for phasing and staging of improvements.
- Land Availability: The site should be available for conversion and use as a transportation facility. Land that is already earmarked for development for other uses may be prohibitively expensive.

Evaluation Process

After agreement on criteria and development of a list of 16 potential sites (Figure 1), each site was evaluated on the basis of quantitative and/or qualitative criteria. At the end of the analysis, each site was rated by a "poor," "fair," or "good" rating. Details of this analysis can be found in the report entitled "Evaluation of Alternative Sites for the Yuma Multi-Modal Transportation Center." At the conclusion of the initial screening six areas (Figure 2) were selected that were best suited to meet the four main project goals.

Area Ranking: Mobility

Each of the six areas evaluated has benefits for the placement of the MMTC. Each area was evaluated in relation to each mode of transportation and was assigned a numerical grade on a scale of one to six, with a ranking of one as the most suitable and six as the least suitable location for each area for each mode. Based on the individual rankings, each area was then ranked for overall ease of access to all modes of transportation.

Area A ranked high for the local bus, automobile, bicycle and pedestrian categories, and ranked in the middle for rail and Greyhound bus categories.

Area B ranked high for all six categories.

Area C ranked high for the local bus, automobile, bicycle and pedestrian categories, and ranked in the middle for rail and Greyhound bus categories.

Area D ranked high for the rail and Greyhound bus categories, but ranked at the bottom for local bus, automobile, bicycle and pedestrian categories.

Area E ranked in the middle for rail, Greyhound bus, and local bus categories and low for automobile, bicycle, and pedestrian categories.

Area F ranked high for automobile and pedestrian categories, ranked in the middle for local bus and bicycle categories, and ranked on the bottom for rail and Greyhound bus categories.

Overall, based on an evaluation of transportation access, Areas A and B were judged to offer the most desirable location when considering all forms of transportation. Area B was ranked the most favorable based on this analysis, followed by Areas A and C. While Areas D, E, and F each have some desirable features, overall they rank poorly.

Area Ranking: Economic Development

The second category of evaluation criteria pertains to the stimulation of economic development and the redevelopment of areas adjacent to the proposed MMTC. In this context, important considerations include such matters as proximity to significant activity centers, compliance with adjacent development plans, potential attraction of additional development, and land availability.

Area A offers an excellent opportunity for the joint development of the MMTC along with the visitor-oriented Riverfront project.

Areas B and C would be compatible with adjacent uses and would complement existing and potential future uses. Area B would offer the opportunity for the development of station facilities for Amtrak, and possibly the recreation of the former depot building. Immediately adjacent to Area C is a Yuma Housing Authority development.

Area D would have positive impact on development at Redondo Commerce Center, a growing business park. Unlike Areas A, B, and C, there would be no establishments in Area D that would provide services to the users of the MMTC, such as restaurants and other amenities. The support services area would be confined to Redondo Center.

Area E would not offer any significant development opportunities in conjunction with the Center. The adjacent uses would not enhance or support the success of the project.

Area F has a variety of land uses. Depending on the exact location of the MMTC there could be some intrusion of traffic into residential neighborhoods. Some food and beverage services could be available in the proximity.

Area Ranking: Local Historic and Architectural Heritage

This category of evaluation criteria pertains to the preservation and enhancement of the local historic and architectural heritage of the Yuma metropolitan area. The major consideration is the proximity of the project to historic and visitor attractions and the likelihood that a historic theme would fit within the context of the surrounding area.

Areas A, B and C are in an area of Yuma that has many historical and architectural resources. The City has developed a vision for the area that would include the revitalization of the historic resources along the River and the railroad corridor. A historic theme would fit well with each of these areas. These three areas lend themselves to a pedestrian orientation and are in close proximity to visitor attractions.

Areas D, E, and F do not encompass areas that have any historical or architecturally significant resources, with the possible exception of Area D. None of these areas, especially Area D, is near visitor attractions. With the possible exception of Area F, these areas would not lend themselves to pedestrian traffic.

Area Ranking: Transportation Service Image

The project should be highly visible to encourage public transit use, including the use of future fixed-route bus services. Also the site should incorporate an architecturally significant feature that would emphasize transportation. To satisfy this criterion, the site would need to be in or near an activity center with high pedestrian and vehicular traffic.

Area A would have a great deal of exposure, since the proposed convention center and other amenities would attract visitors and would be a significant employment center. The Riverfront area is in close proximity to governmental offices, other visitor attractions, commercial establishments, food and beverage services, and entertainment areas. A project here would be very well suited to portray a positive image for transit.

Area B or C would also provide a positive image, but would lack the activity that Area A would have due to the distance of Areas B and C from the convention center.

Area D would have some exposure due to the presence of the WAC extension campus.

Area E would have very little if any visibility. Also the land uses in the immediate vicinity do not convey a positive image for transit.

Area F would have very little visibility, except for nearby residents and persons employed in the area. There would only be visibility to motorists on 16th Street.

Area Ranking: All Factors

Overall, Area B was ranked highest on the basis of mobility criteria (Category 1) and Economic Development criteria (Category 2). Area B was tied for highest ranking on the

basis of Historic Preservation criteria (Category 3) and tied for second highest ranking on the basis of Image criteria (Category 4). On the basis of the evaluation of alternative sites, consensus was reached that the project should be developed in Area B.

Table 1 below summarizes the scoring and ranking of all six project areas.

Table 1: Overall Evaluation and Ranking of Sites (All 4 Criteria Categories)						
Criteria	Area A	Area B	Area C	Area D	Area E	Area F
Category 1: Mobility (Overall ranking)	2	1	3	4.5	4.5	6
Category 2: Economic Development/Land Use	2	1	3	4	6	5
Category 3: Historic Preservation	2	2	2	4	5.5	5.5
Category 4: Image for Public Transportation	1	2.5	2.5	4	6	5
Overall Rank	2	1	3	4	6	5
<i>Note: In case of ties, the ranking is averaged. For example, two areas tied for third place are assigned a score of 3.5 each, the average of 3 and 4. Three areas tied for first place are each assigned a score of 2, the average of 1, 2, and 3.</i>						

Section 5

MMTC Layout Concept

“How will the recommended site look, and how will it fit into the city?”

As concluded in the previous section and summarized in the rankings in Table 1, Area B is the most favorable area for the development of the MMTC. On the basis of the evaluation of alternative sites, it is recommended that the MMTC be developed in Area B. It is further recommended that YMPO and the City of Yuma make every effort to improve the existing Amtrak stop in conjunction with the development of the MMTC.

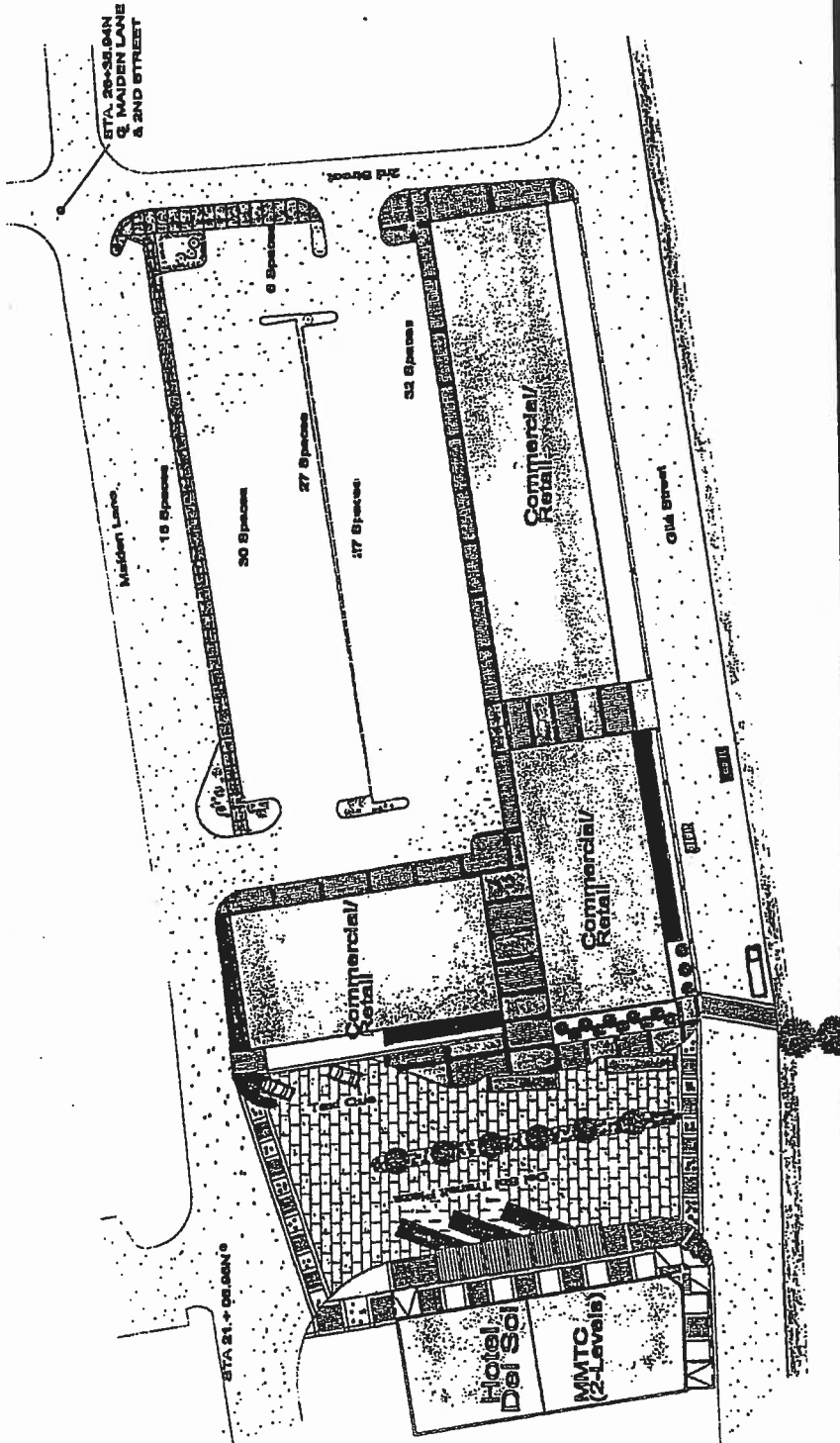
Based on its own planning and urban design studies, the City of Yuma has indicated that an area including a parcel in Area B that is on the west side of Gila Street between 2nd and 3rd Streets would be a preferred location for the MMTC. This location is a City-owned parking lot, and the site has excellent access to I-8 via Giss Parkway. The City has concluded, on the basis of its planning studies, that the location of this site would be pedestrian-friendly, with its proximity to downtown Yuma and the Riverfront area. This site would be an excellent fit with the City’s plans for revitalization of the historic downtown district. The parcel has generated considerable interest in the private sector for commercial/retail development. The historic Del Sol Hotel is directly across the street on the south side of 3rd Street. In fact the Del Sol Hotel may itself offer an opportunity for serving as the MMTC, assuming appropriate renovation. The use of the Del Sol Hotel would introduce additional funding opportunities and would boost the City’s efforts to put this historic resource to good use.

When the parcel between 2nd and 3rd Streets and the Del Sol Hotel were considered together as a possible “super-block” of development, re-development, and renovation, an on-street MMTC concept emerged as the most suitable, pending further planning and design studies by the City of Yuma. This concept is described in the next section.

Recommended Site Amenities and Layout

Figure 3, on the following page, illustrates one possible layout for the MMTC. This layout was selected after considering concepts that would accommodate transit vehicles off-street. Such off-street accommodation of transit vehicles was ultimately deemed undesirable because too much land would be taken up that could otherwise be used for commercial development.

The recommended MMTC layout incorporates an on-street transit center along Third Street, with bays for Greyhound and other buses. Third Street would be open to buses and taxis only. A crosswalk at Third Street & Gila Street would provide a safe link between the two sides of Third Street. Yet another crosswalk across Gila Street would provide the pedestrian connection to Amtrak. Figure 4 provides an eye-level conceptual view of the Center, looking west from the intersection of Third and Gila Street. Figure 5 provides a conceptual view towards the north along Gila Street from the same location.



Site Plan



Yuma MMTC (In Hotel Del Sol)
8,700 S.F. (Proposed)

30' 15" 0 30' 60' 90'

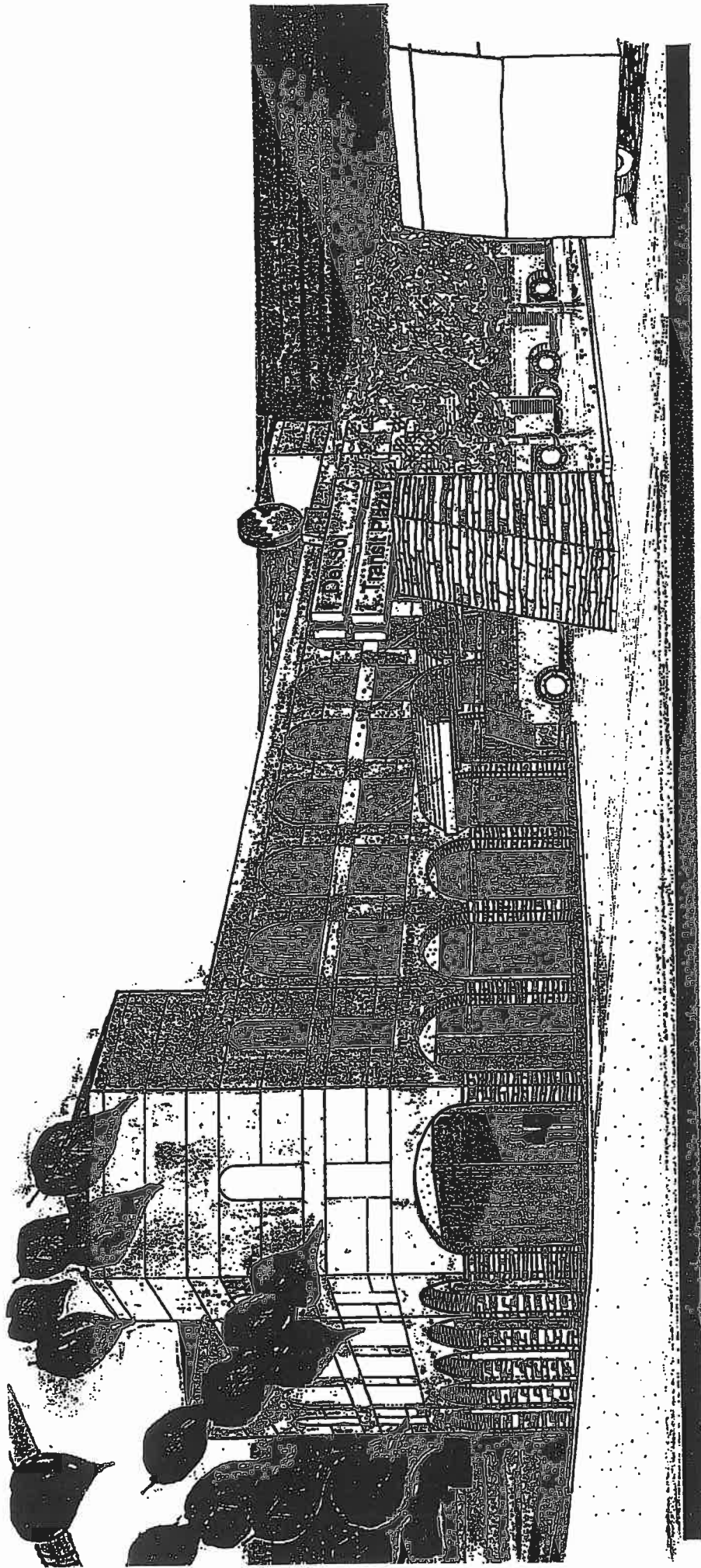
Commercial
31,977 S.F. 1st Floor
31,977 S.F. 2nd Floor
63,954 S.F. Total
137 Total Parking

Multi-Modal Transportation Center

Yuma, AZ

June 23, 2000





View Looking SW From Amtrak Walkway

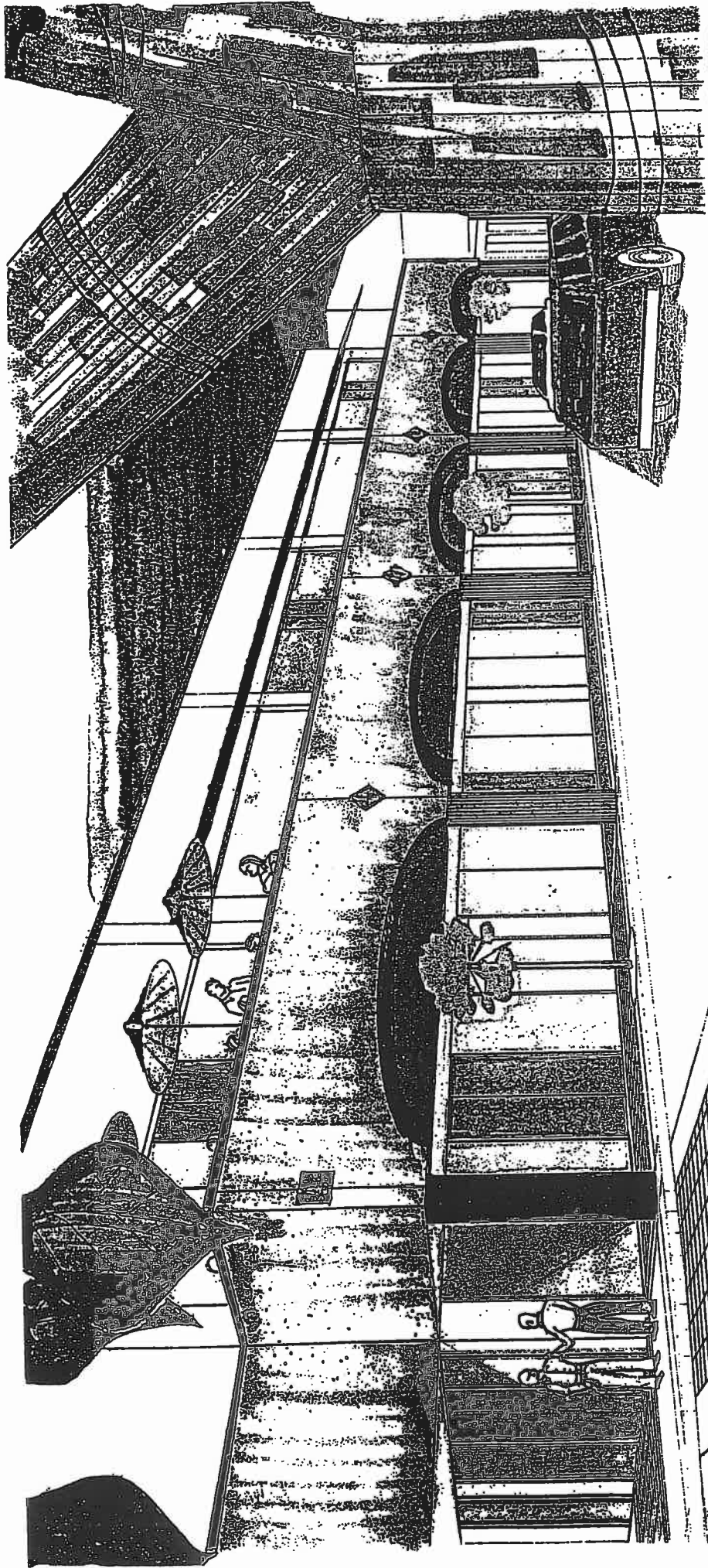
Multi-Modal Transportation Center

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STIRN LANGSON ARCHITECTS



View Looking North On Gila Street

Multi-Modal Transportation Center

Yuma, AZ

June 23, 2000

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In order to provide a strong image for transit, and create a safe waiting and loading area for passengers, Third Street will become a pedestrian-friendly transit corridor, for a one-block stretch between Gila Street and Maiden Lane. Taxicabs will also be provided a loading zone and access to this street.

The site is in a convenient location for Greyhound and can fit well into the route structure of a local bus system. A pedestrian linkage across Gila Street between the MMTC and the Amtrak stop would provide convenient pedestrian access and would integrate the Amtrak stop with the MMTC. Complete Amtrak station passenger amenities could be made available at the MMTC. Because of the very short walking distance between the MMTC and the Amtrak stop, the Amtrak stop would be substantially integrated into the MMTC. The integration and cohesiveness can be enhanced by placing appropriate signage (to guide passengers) along the path between the Amtrak platforms and the MMTC and using an urban design theme that conveys the perception that when the Amtrak passenger gets off the train at the platform, he or she has in fact arrived in Yuma at the MMTC.

In terms of Greyhound service, ease of access between I-8 and the MMTC is of primary importance to this service provider. The most convenient route for buses to travel to the MMTC would be from I-8 on Giss Parkway to Maiden Lane, and to the pedestrian/transit mall on 3rd Street. Buses could then depart via Gila Street and Giss Parkway back to I-8. In the future, if a traffic signal were to be installed at the intersection of Gila Street & Giss Parkway, left turn movements would be facilitated.

For future local bus service, likely routes would be placed on major streets, such as 4th Avenue, Avenue A, Gila Street, 1st Street, 3rd Street/Giss Parkway, 16th Street, 24th Street and 32nd Street. Likely destination points for local bus riders in the Yuma area would be the Downtown area, the Medical Complex located at Avenue A and 24th Street, and major shopping areas in the City. The City of Yuma might operate a local circulator bus loop specifically to serve the downtown area.

This preferred MMTC site is near many cultural and historical resources. The City of Yuma has developed the Yuma 2020 Vision for the downtown area which would include the revitalization of the historic resources along the River and the railroad corridor. It also plans for a variety of uses oriented toward visitors and Yuma residents. Locating the MMTC here would be beneficial in transporting visitors as well as Yuma residents to the revitalized area.

A major component of Yuma's historical heritage is transportation, since transportation via the River, and access over the River played a major role in the development of the City. The Ocean-to-Ocean Highway and the Union Pacific railroad cross the River in very close proximity to the preferred site, adding to the historical significance of this area as a transportation hub. The location of I-8 in close proximity extends the historical transportation heritage of the area into the modern era. The site has much potential for presenting an excellent image of Yuma public transportation.

Nearby Redevelopment Potential

As discussed previously, a major project goal is to promote economic development. The proposed project site not only ties together this possibility, but also enables a historic transportation connection to be revived. The Hotel Del Sol, built in 1926, was intentionally positioned at a diagonal sight line from the former station in order to capitalize on the shortage of overnight accommodations. The Hotel was constructed as an architectural and contextual complement to the former Southern Pacific Railroad Depot. It has been a local landmark since its opening and is listed on the National Register of Historic Places. This property has historically been the transportation center of Yuma as a railroad hotel and once served as the Greyhound Bus station.

The Hotel del Sol has been vacant for over twenty-five years. It is a high profile structure visible from Interstate 8 and from the Main Street Historic District, the Ocean to Ocean Bridge, and the Yuma Territorial Prison National Landmark. Finding a use for this magnificent building has been a community priority for many years. The advantages of integrating the Hotel into the development of the Transportation Center include the following:

- The site is located in the area of Gila Street and Giss Parkway, immediately west of the railroad. It would be a good anchor in a neighborhood revitalization scheme.
- The site is adjacent to City parking lots with ample area for construction of future deck parking, if needed.
- The site is not only an important cultural and historic resource, it is within walking distance of Yuma's historic districts, the Yuma Crossing National Landmark and the Riverfront Redevelopment Area. It also lies in the heart of the National Heritage Area.

A revitalization option for the property is for government and private offices. A renovated Hotel del Sol could incorporate local transportation offices on the ground floor, providing public amenities in a historically significant building. The elegance of the lobby would raise the image and profile of transportation services. The second and third floors are proposed as office space by a local private developer. The revitalization of this important building will further stimulate economic development and redevelopment of the adjacent areas.

The use of the Del Sol enhances the local historic and architectural heritage of Yuma. The creative use of an important historic resource provides many interesting and otherwise unavailable funding opportunities that a new construction project would not. It may also be possible to provide a museum of Yuma transportation history at this historic site, which would provide additional rehabilitation funding opportunities to the entire project. These opportunities range from State of Arizona Heritage Grants for historic renovation, to the Arizona Main Street Program, to federal funding from the Livable Communities Initiative under the Transportation Equity Act (TEA).

A Transit "Superblock"

Public/private partnerships between YMPO, the City of Yuma, and other agencies or business enterprises could enable the development of a transit "superblock" in the downtown area. The boundaries of the superblock would be Giss Parkway on the south, 2nd Street on the north, Maiden Lane on the west, and the Union Pacific tracks on the east. The recommendation to create a pedestrian and transit corridor on Third Street could help to make this a reality. This would potentially offer significant opportunities for reuse of the Hotel del Sol for transportation-related and other private businesses. This partnering concept should be explored to maximize the grant funding opportunities available.

Section 6

Project Implementation

“Now there is a plan, what is our next step?”

“How much will it cost? How do we pay for it?”

Construction Cost

Our opinion of the probable construction cost of the MMTC is \$1,600,000. This cost would include:

- Site preparation for the block bounded by Gila Street, Maiden Lane, Second Street, and Third Street
- Curbs and gutters along the entire block
- The paving of the parking lot
- Building pads for the future commercial uses
- The construction of a 9,500 sq/ft/ building for the MMTC and for YMPO offices (or the renovation of the ground floor of the Hotel Del Sol to be used for MMTC and YMPO office functions)
- The development of Third Street as a transit, taxi, and pedestrian street
- Landscaping
- Lighting
- Utility hook-ups
- Signage
- Contingencies

If the Hotel Del Sol is used to house the MMTC and YMPO office functions, the total cost could go up or down depending on the amount of renovation that may be needed.

Operations and Maintenance Cost

The cost of operating and maintaining the MMTC is expected to be about \$100,000 per year. It is assumed that Greyhound would be responsible for its own ticketing and freight handling personnel. Likewise, Amtrak would be responsible for its own ticketing and other personnel, if a staffed Amtrak station is to be provided. Therefore, operations and maintenance functions for the MMTC would be confined to general upkeep, custodial/janitorial services, insurance, and similar matters.

Project Financing

Funding opportunities and options potentially available for the MMTC were identified and inventoried. Based on this inventory, it is concluded that a variety of federal, state, and local funding sources could potentially be used to finance the MMTC. It is likely that a combination of several sources, including public and private sector monies, rather than a single funding source, would be used to develop the project. The use of some of the funding sources would be contingent on the establishment of a transit operating

agency to provide public transportation service in the Yuma area. Although funding sources have not been fully evaluated for specific applicability to the MMTC in Yuma, additional significant fund sources have been documented if such uses could be located in or are a part of a historic building.

One significant opportunity is present in the vicinity of the recommended MMTC location between Gila Street and 3rd Street. The Hotel del Sol is a National Register landmark adjacent to the proposed MMTC site. The Hotel del Sol first floor area represents significant potential for renovation as a MMTC or other transportation-related endeavor. Using this historic building would allow additional funding sources to be focused on the development of a MMTC and related transportation activities. Partnership opportunities with YMPO, the City of Yuma and/or other agencies or business enterprises would enhance the development of a transit “superblock” in the downtown area. The general location of the “superblock” would be Giss Parkway north of 2nd Street and Maiden Lane east of the Union Pacific Railroad tracks. Further MMTC concept plan development should evaluate the potential for closure of 3rd Street. This would potentially offer significant opportunities for the MMTC and/or YMPO use of the Hotel del Sol and its linkage with Amtrak operations as a transportation node. This partnering concept should be explored to maximize the public/private/grand funding opportunities available.

Potential funding opportunities include:

- Federal Transit Administration (FTA) funds to the extent to defray the cost of the urban public transportation functions of the MMTC.
- Amtrak funds for the development of a station
- State of Arizona – Heritage Grants for historic renovation
- DOT – TEA-21 Renovation of Historic Transportation Building
- DOT – TEA-21 Livable Communities Initiative
- National Heritage Area – Interpretive Funds – 10 years
- CDBG – “turn deteriorated neighborhoods into attractive places”
- Sturgess Charitable Trust – Private Local Trust with interest in protecting Yuma’s historic resources
- USDA – Rural Development Program Grants
- USDA 1% loans
- Arizona Main Street Program
- APS Grants – Community Development & Arts & Culture Grants
- AT&T Foundation – Community Service and Arts & Culture Renovation Projects
- Arizona Department of Commerce – Economic Strength Projects
- Private funds for joint development
- Rents, leases, concessions
- Other

The overview of funding sources is presented in a matrix in Appendix A. Where information is available, examples are presented to indicate where a specific funding source may have been used elsewhere.

Next Steps

The decision to be made by the Executive Board of the YMPO is whether or not to continue with the development of the Multi-Modal Transportation Center. This report recommends a project site, layout, and amenities. This entire study has been based on a study of existing public transportation services in the area, the views of community leaders and elected officials, and the funding opportunities and options that may be available to assist in the development of the Center.

A variety of public transportation services are available in the Yuma area, some that serve the general public and some that serve individuals who meet certain eligibility criteria. The dial-a-ride service for the general public, initiated early in 1999 has experienced steady growth in ridership. The YMPO has started the process of providing fixed route public transportation in the community.

Based on the information compiled and the views expressed, it is concluded that the development of the Yuma Multi-Modal Transportation Center will help enhance mobility for the traveling public and will provide a focal point and cohesiveness for the public transportation services. Very importantly, the MMTC will present a very positive image for Amtrak and Greyhound passengers traveling to and from Yuma. When a fixed route service is initiated, the role of the Center will become even more important in serving the community.

Appendix A: Overview of funding sources.

The overview of funding sources is presented in a matrix in Appendix A.

**YUMA MULTIMODAL CENTER FEASIBILITY STUDY
MATRIX OF FUNDING OPPORTUNITIES**

OVERVIEW AND RANKING OF FUNDING SOURCES

SOURCE	PROGRAM	ADMINISTRATIVE AGENCY	DESCRIPTION	ELIGIBILITY	PRECEDENTS	RANK
Federal	Section 5307 (formerly Section 9) Formula Funds	FTA	Funds are available on the basis of a statutory formula to all urbanized areas in the country for transit operations and capital needs. Among the criteria that make up the formula for regional apportionment are route miles, passenger miles, and population. Federal funds may be used for 80% of project cost, with a 20% match required.	Multimodal centers are eligible for Section 5307. Funds may be used for planning, final design, station improvement, and other capital, associated capital maintenance, operating, and planning, with a cap on funds used for operating purposes. A portion of associated capital can be used for operating purposes.	Section 5307 funds have been used by other Multimodal Centers like the Hoboken Terminal (\$7 mill) & Penn Station (\$4 mill) in New Jersey; Syracuse Intermodal Transportation Center (\$1 mill) in New York, 16th Street Mall, Denver, Santa Ana Regional Transportation Center, CA (\$2 mill).	High
Federal	Section 5309 (formerly Section 3) New Starts Discretionary Funds	FTA	A discretionary program for major capital projects throughout the country. 40% of Section 5309 funds are allocated for the New (Rail) Starts capital program, with 40% for Fixed Guideway Modernization and 20% for Bus capital.	As a New Start, multimodal centers are eligible for funding.	Intermodal Transportation Center, Worcester, MA (\$3 mill); Intermodal Transportation Center, Fort Worth, TX (\$1.8 mill); Intermodal Transportation Facility, Des Moines, IO (\$15.8 mill); Union Station, Los Angeles, CA (\$27 mill).	Medium
Federal	Congestion Mitigation and Air Quality Program CMAQ	FHWA	Federal program available to fund transportation investments and activities which contribute to attainment of a National Ambient Air Quality standard through reductions in ozone and carbon monoxide in Clean Air Act non-attainment areas.	Any transportation project like a multimodal facility that is likely to contribute to the attainment of air quality standards in a non-attainment area. To be eligible, project must either be in an approved State Implementation Plan or be approved based on consultation with U.S.Environmental Protection Agency. Funds can be used for capital and also for funding of operations (for up to 2 years).	Intermodal Transportation Centers that have used CMAQ funds are: Miami, FL (\$15.9 mill); El Paso, TX (\$3 mill); Tacoma, Seattle (\$2 mill for land acquisition).	N/A

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SOURCE	PROGRAM	ADMINISTRATIVE AGENCY	DESCRIPTION	ELIGIBILITY	PRECEDENTS	RANK
Federal	Surface Transportation Program, STP	FHWA	Flexible block grant highway funds that can be used for any surface transportation capital project including transit capital projects.	Funds may be used toward the capital cost of any transit project eligible for assistance under the Federal Transit Act and publicly owned intracity and intercity bus terminals and facilities..	Inermodal Transportation Centers that have used STP funds are: Syracuse, NY (\$5 mill); El Paso, TX (\$1.7 mill); Gallup, New Mexico (\$400,000).	Medium
Federal	Transportation Enhancement Activities	FHWA	TEA 21 requires that 10% of each state's STP be programmed for enhancement activities.	Projects that enhances the transportation experience with a focus on cultural, natural and scenic areas such as station design etc.	TEA funds have been used chiefly for historic station improvements by a number of multimodal stations	Medium
Federal	Transportation & Community System Prevention Program (TCSP)	FHWA	A new program under TEA 21, the TCSP Pilot Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationship between transportation and community and system preservation and to identify private sector-based initiative.	Multimodal centers are eligible under this program.		Medium
Federal	Housing and Urban Development					
	Housing and Urban Development	HUD	The department of Housing and Urban Development offers a variety of grants to promote housing and economic development particularly in low-income neighborhoods. Individual HUD grants are discussed below.	By promoting economic development by redeveloping the area, multimodal centers are eligible for HUD grants, particularly if the project is in an economically depressed area.	Multimodal Transportation Centers that have received HUD grant are: Gallup, NM (\$150,000); Oakland, CA; Indianapolis, IN (\$4.8 mill), Toledo, OH (\$1mill).	Low

**YUMA MULTIMODAL CENTER FEASIBILITY STUDY
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OVERVIEW AND RANKING OF FUNDING SOURCES

SOURCE	PROGRAM	ADMINISTRATIVE AGENCY	DESCRIPTION	ELIGIBILITY	PRECEDENTS	RANK
	Community Development Block Grant (CDBG)	HUD	CDBG promotes economic development and job creation by providing assistance to cities for revitalizing distressed communities. Eligible recipients are those who meet one of the program's three national objectives: (1)-Benefit low and moderate income persons - (2) Prevent or eliminate slums or blight - (3) Address conditions that present a serious and immediate threat to the health and safety of the community. A total of \$2.5 million is available under this program.	By promoting economic development by redeveloping the area, multimodal centers are eligible for HUD grants, particularly if the project is in an economically depressed area.	Santa Ana Regional Transportation Center, Santa Ana, California	High
	Community Housing Development Organization (CHDO) Technical Assistance Program	HUD	CHDO grants are to maintain, rehabilitate and construct housing for low and moderate-income families; facilitate the education of low-income homeowners and tenants; and help women who live in low-income neighborhoods to rehabilitate and construct housing in the neighborhoods. Upto \$8 million is available under this program.	The multimodal center can use CHDO grants to construct low-income housing around the center, the lease of which can be used to off set capital and operating costs of the project.		Low
	Home Investment Partnership (HOME) Technical Assistance Program	HUD	The program helps HOME participating jurisdictions design and implement home programs including improving their ability to design and implement housing strategies and incorporate energy efficiency into affordable housing. Upto \$8 million is available under this program.	The multimodal center can use CHDO grants to construct affordable housing around the center, the lease of which can be used to off-set capital and operating costs of the project.		Low

**YUMA MULTIMODAL CENTER FEASIBILITY STUDY
MATRIX OF FUNDING OPPORTUNITIES**

OVERVIEW AND RANKING OF FUNDING SOURCES

SOURCE	PROGRAM	ADMINISTRATIVE AGENCY	DESCRIPTION	ELIGIBILITY	PRECEDENTS	RANK
	Housing Opportunities for Persons with AIDS (HOPWA) Technical Assistance Program	HUD	The program is to train communities create comprehensive housing strategies and responsive area programs that assist residents who are living with HIV/AIDS. A total of \$2.25 million is available under this program.			Low
	Brownfields Economic Development Initiative (BEDI)	EPA	BEDI was enacted in 1998 to provide communities with funds to cleanup and redevelop brownfields for economic development. In 1998, HUD awarded \$25 million in BEDI grants to 23 communities to redevelop contaminated industrial and commercial sites. For 1999, Congress appropriated \$25 million in BEDI funds.	If the site is a contaminated area, BEDI funds could be available.		Low
	Section 202/811 Senior Housing Grant	HUD	Provides capital funding for construction and rehabilitation and rental assistance for multifamily rental housing for the elderly. In FY 1999, a total of \$78.9 million is available for California.	The multimodal center can use this grant to construct Senior housing around the center, the lease of which can be used to off-set capital and operating costs of the project.	Multimodal Center in Fruitvale, CA.	Low
	Empowerment Zone (EZ) and Enterprise Communities Grant (EC)	HUD	EZ/EC is a Presidential Initiative designed to afford communities real opportunities for growth and revitalization. It's goal is to create self sustaining, long term economic development in areas of pervasive property, unemployment and general distress.		Multimodal Center in Fruitvale, CA.	High

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OVERVIEW AND RANKING OF FUNDING SOURCES

SOURCE	PROGRAM	ADMINISTRATIVE AGENCY	DESCRIPTION	ELIGIBILITY	PRECEDENTS	RANK
	HOPE 6	HUD	Grants for low-income women for improved housing, job training, child care and other assistance. A total of \$507 million nationwide is available in FY 1999.		Multimodal Center In Fruitvale, CA.	Low
Federal	<i>Economic Development Administration (EDA) Grants</i>					
	EDA Planning Grant	EDA	Grants under this program assist economically distressed states, sub-state planning regions, cities, and urban counties to undertake significant new economic development planning, policy-making, and implementation efforts.	If the site is an economically depressed area, it could be eligible for EDA planning grants	Fruitvale, CA.	High
	EDA Planning Grant for Economic Development	EDA	Grants under this program support the formulation and implementation of economic development programs designed to create or retain full-time permanent jobs and income for the unemployed and underemployed in areas of economic distress.	If the construction of the center directly contributes to economic development of the area.		High
	Public Work Development Facilities Program	EDA	Grants are provided to help distressed communities attract new industry, encourage business expansion, diversify local economies, and generate long-term, private sector jobs.	If the site is in an economically depressed area and the construction of the center directly contributes to economic development of the area.		High

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OVERVIEW AND RANKING OF FUNDING SOURCES

SOURCE	PROGRAM	ADMINISTRATIVE AGENCY	DESCRIPTION	ELIGIBILITY	PRECEDENTS	RANK
Federal	Federal Historic Rehabilitation Investment Tax Credit	National Council for Historic Preservation	Provides investment tax credit for restoration and preservation of historic structures.	The center is eligible for this grant only if it requires historic preservation.	Multimodal Center In Charleston, NC.	Low
Federal	Great America Station Foundation		A small amount of money is available for historic preservation.	The center is eligible for this grant only if it requires historic preservation.		Medium
State	Highway Users Revenue Fund (HURF)	State, County, and City	HURF is the traditional source of highway funds and the largest source source today. HURF revenue sources include motor vehicle fuel taxes, motor carrier tax, vehicle license tax, motor vehicle registration fees, and other motor vehicle related revenues. Most of the funds in the HURF are allocated 50% to the State Highway Fund, 30% to Cities and Towns, and 20% to Counties. Part of the State Highway Fund revenues are combined with other revenues in the ADOT Discretionary HURF. Funds to Cities and Towns are apportioned based part on population and part on county fuel sales. Funds to Counties are apportioned based on county fuel sales.	HURF funds could potentially be used for the highway-related components of the project, such as access roads and park and ride. The project could potentially receive funds from the City of Yuma's apportioned funds, Yuma County's apportioned funds, and/or ADOT Discretionary HURF.		High (for highway related improvements of the multimodal center like access roads etc.

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OVERVIEW AND RANKING OF FUNDING SOURCES

SOURCE	PROGRAM	ADMINISTRATIVE AGENCY	DESCRIPTION	ELIGIBILITY	PRECEDENTS	RANK
State	Local Transportation Assistance Fund (LTAF)	State/Local	LTAF funds are derived from State Lottery proceeds. The Legislature appropriates funds each fiscal year to the LTAF, with the maximum amount capped. LTAF funds are distributed to cities and towns based on population.	LTAF funds are chiefly for public transportation capital and operating purposes. Up to 10% of funds may be used for cultural, educational, or other non-transportation uses. Small cities and towns (under 300,000 population) can use funds for general transportation purposes.		Medium
Regional	Transit Agency Operating Funds	Transit Agency	Operating funds from transit agency can be used for capital and operating costs of the center.	The center could use transit agency operating funds for project support	Multimodal Centers that have used transit agency operating funds are: Pasadena, CA; Santa Ana, CA; Denver, CO.	Low
Local	Benefit Assessment Districts	Local Agency/Transit District	A funding mechanism whereby benefits accruing to privately owned land from a public capital improvement are recouped in order to assist in paying for the improvement.	This method of financing can be used for the construction of the center it is in a benefit assessment area.	Multimodal Centers that have used transit agency operating funds are: Pasadena, CA; Santa Ana, CA; Denver, CO.	Low
Local	Redevelopment (Tax Increment Finance)	City/Redevelopment Agency	A form of financing whereby municipalities can obtain in the present the fiscal benefit of future increases in the tax base - generally by issuing bonds to fund capital improvements. In most states, the bonds are backed by increases in property tax receipts in blighted areas. While bonds backed by tax increments are not legal in Arizona without an election, there is precedent for pledging of sales tax-based tax incremental revenues directly, without such revenues being pledged for bond repayment.	This method of financing can be used for the construction of the center it is in a redevelopment area.	Sales tax-based tax increments were used to finance part of the Superstition Springs Interchange in Mesa - a transportation project, although not a multimodal center. TIF has been used to fund Multimodal Centers in Pasadena, CA; Santa Ana, CA; Denver, CO; Emeryville, CA; Fruitvale, CA; Fullerton CA; Cedar Rapids, IO; Charleston, NC.	Medium

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SOURCE	PROGRAM	ADMINISTRATIVE AGENCY	DESCRIPTION	ELIGIBILITY	PRECEDENTS	RANK
Local	Property Lease	Local/Transit Agency	If the transit agency owns land around the transit station, proceeds from property rents around transit stations are used to offset transit related improvements.	Proceeds from lease of property can be used to offset capital and operating costs of the multimodal center.	An increasingly popular financing tool that have been used by the following multimodal centers: Fruitvale, CA; Fullerton, CA; Pasadena, CA; SaDiego (12th/Imperial Station), CA; Santa Ana Transit Tower, CA; 16th St. Mall, Denver; Five Seasons Ground Transportation Center, Cedar Rapids, IO.	TBD
Local	Sale of Air Rights	Local/Transit Agency	If the transportation agency owns land around a transit station, it can lease air rights to a private developer. Such leases generally provide a steady dependable stream of income during the life of the lease. The income can be utilized to offset operating expenses or the costs of capital improvements.	Proceeds from air rights lease of property can be used to offset capital and operating costs of the multimodal center.	The following multimodal centers have used proceeds from the sale of air rights lease : SaDiego (12th/Imperial Station), CA; Santa Ana Transit Tower, CA; 16th St. Mall, Denver; Five Seasons Ground Transportation Center, Cedar Rapids, IO.	TBD
Local	Cost Sharing with Amtrak	Amtrak	Amtrak could share use of space in a multimodal transportation center, and thereby share in the cost. This cost sharing could be in the form of a capital contribution and/or lease payments.	Applicable to multimodal centers with intercity rail service.	Santa Ana Regional Transportation Center, Santa Ana, California; Fullerton Transportation Center, Fullerton, California; Irvine Transportation Center, Irvine, California	TBD