

# COCOPAHI TRIIBE

## EAST RESERVATION CIRCULATION PLAN

### FINAL REPORT



Prepared by:  
 Kimley-Horn  
and Associates, Inc.

MARCH 2013



# Cocopah Tribe East Reservation Circulation Plan

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FINAL REPORT

*Prepared for:*  
Cocopah Tribe

March 2013

**RESOLUTION NUMBER CT-2013-08**  
**OF THE GOVERNING BODY OF THE COCOPAH TRIBE**  
**OF THE COCOPAH RESERVATION**

**A RESOLUTION TO ACKNOWLEDGE RECEIPT OF A COMPLETED EAST COCOPAH RESERVATION CIRCULATION PLAN FUNDED BY THE ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT), FEDERAL HIGHWAY ADMINISTRATION (FHWA) THROUGH A PLANNING ASSISTANCE FOR RURAL AREAS (PARA) PROGRAM STUDY PROJECT.**

**WHEREAS:** the Cocopah Indian Tribe is a federally recognized Tribe organized pursuant to section 16 of the Indian Reorganization Act of June 18, 1934 (25 U.S.C. 476), as amended June 15, 1935 (49 Stat. 378); and,

**WHEREAS:** the Cocopah Tribal Council is the legal governing body of the Cocopah Tribe, empowered by Article V and VI of the Constitution and Bylaws of the Cocopah Tribe; and,

**WHEREAS:** the Cocopah Tribal Council has reviewed the Cocopah East Reservation Circulation Study and determines that approving the Study serves the best interest of the Tribe; and,

**WHEREAS:** the Cocopah Planning Department did submit a PARA application to ADOT to conduct a Circulation Study on the East Cocopah Reservation, which was approved and funded for \$150,000 - Planning Staff further participated in the selection process for a consultant firm for the project and in the developing of a work plan; and,


**WHEREAS:** Kimley-Horn and Associates were selected as the consultant on the Study project which was completed on February 15, 2013; the Circulation Study identifies improvements for roadway, transit, and non-motorized transportation with recommended projects to implement the plan; and

**WHEREAS:** funding the recommended transportation improvement projects will come from various sources including BIA and other Federal Agencies; and,

**NOW THEREFORE BE IT RESOLVED THAT:** the East Cocopah Circulation Study is complete and presented to the Cocopah Tribal Council for acceptance and will be incorporated into the Tribal Planning Department scope of work, to supplement the Tribes Long Range Transportation Plan.

\*\*\*\*\***C E R T I F I C A T I O N**\*\*\*\*\*

The forgoing resolution was adopted by the Cocopah Tribal Council at a Regular council meeting held on the 8<sup>th</sup> day of March, 2013 with a quorum present by a vote of 4 **FOR** 0 **ABSTAINED** and 0 **AGAINST**.

  
\_\_\_\_\_  
Sherry Cordova, Chairwoman  
Cocopah Tribal Council

  
\_\_\_\_\_  
Carlos Pereyra, Acting Secretary  
Cocopah Tribal Council

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# 1 INTRODUCTION

## 1.1 Study Purpose

The Cocopah Tribe East Reservation Circulation Plan was funded by the Arizona Department of Transportation (ADOT) Multimodal Planning Division's (MPD) Planning Assistance for Rural Areas (PARA) program. The PARA program receives funding support through the Federal Highway Administration's (FHWA) State Planning and Research program. PARA study projects assist non-metropolitan communities for the purpose of conducting transportation planning studies. PARA funds may be applied to address a broad range of planning issues related to road and non-motorized transportation modes.



This circulation study has developed transportation improvements for all transportation modes including automobile, transit, bicycle, pedestrian, and equestrian transportation. Although bicycle and equestrian travel is not common on the East Reservation, projects were developed to encourage future use of these modes of travel. The plan recommends transportation improvements for 5, 10, and 20 year planning horizons.

*Salt Cedar Street is the major (and only) entry road into the East Reservation residential area*

## 1.2 Study Objectives

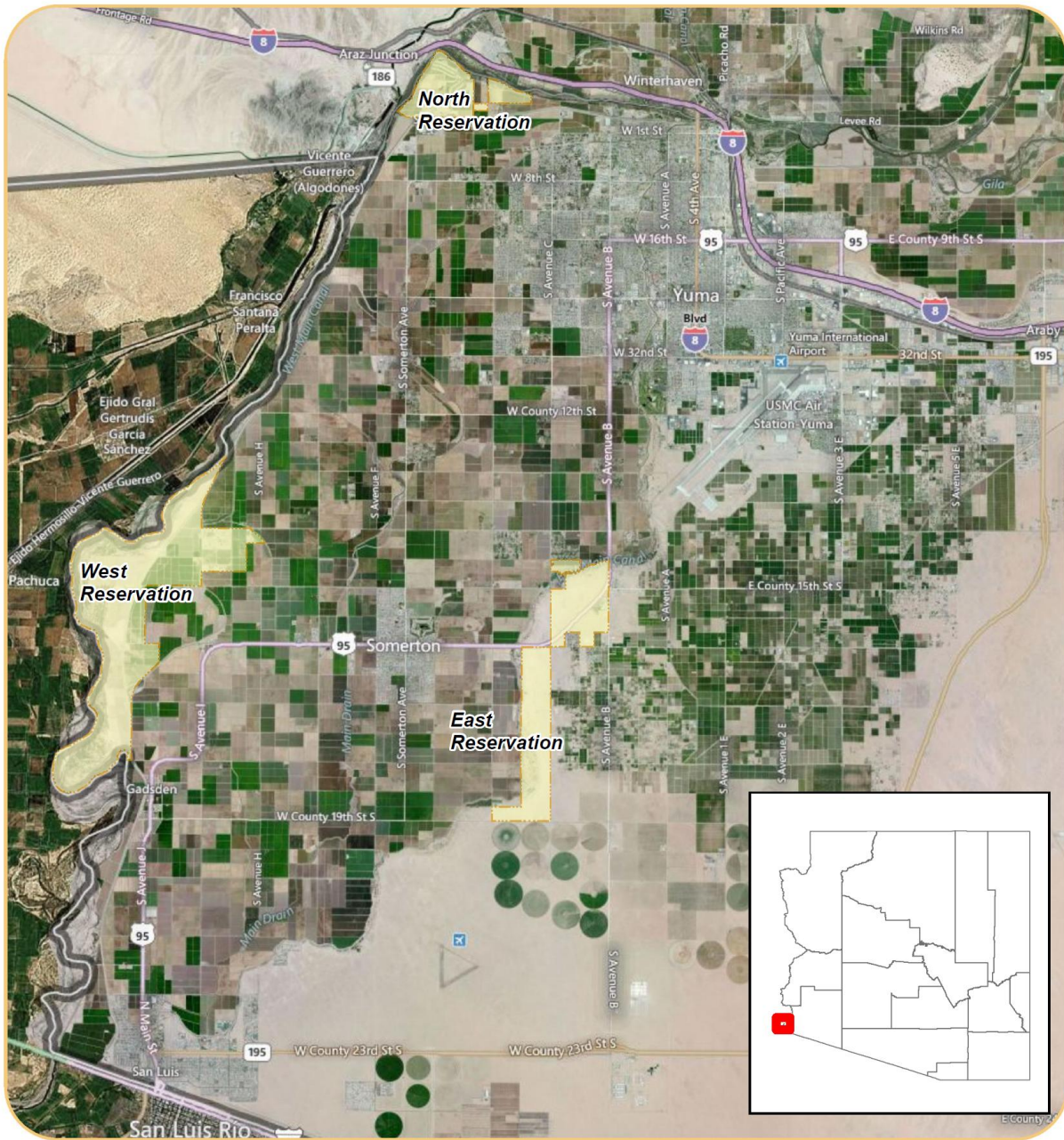
Key study objectives are:

- Connectivity to local and regional transportation networks.
- Promote travel safety and mobility, enhance economic vitality, and improve community livability.
- Support of the Reservation's current and future planning for economic and community development.
- Development of pedestrian and bicycle circulation plan.
- Improve emergency access.


## 1.3 Study Area

The Cocopah Tribe has three reservation areas, the North Reservation, the East Reservation, and the West Reservation. This study is focused on the East Reservation area. The Cocopah East Reservation is shown in its statewide and Yuma area context in Figure 1. The East Reservation is situated approximately 1.5 miles south of US 95, 0.5 miles east of Avenue D, and 8 miles north of the United States/Mexico border. The residential area of the East Reservation is split by a canal and the only access to the reservation is via Salt Cedar Street and County 18<sup>th</sup> Street. The study area is the East Reservation, as shown in Figure 2.





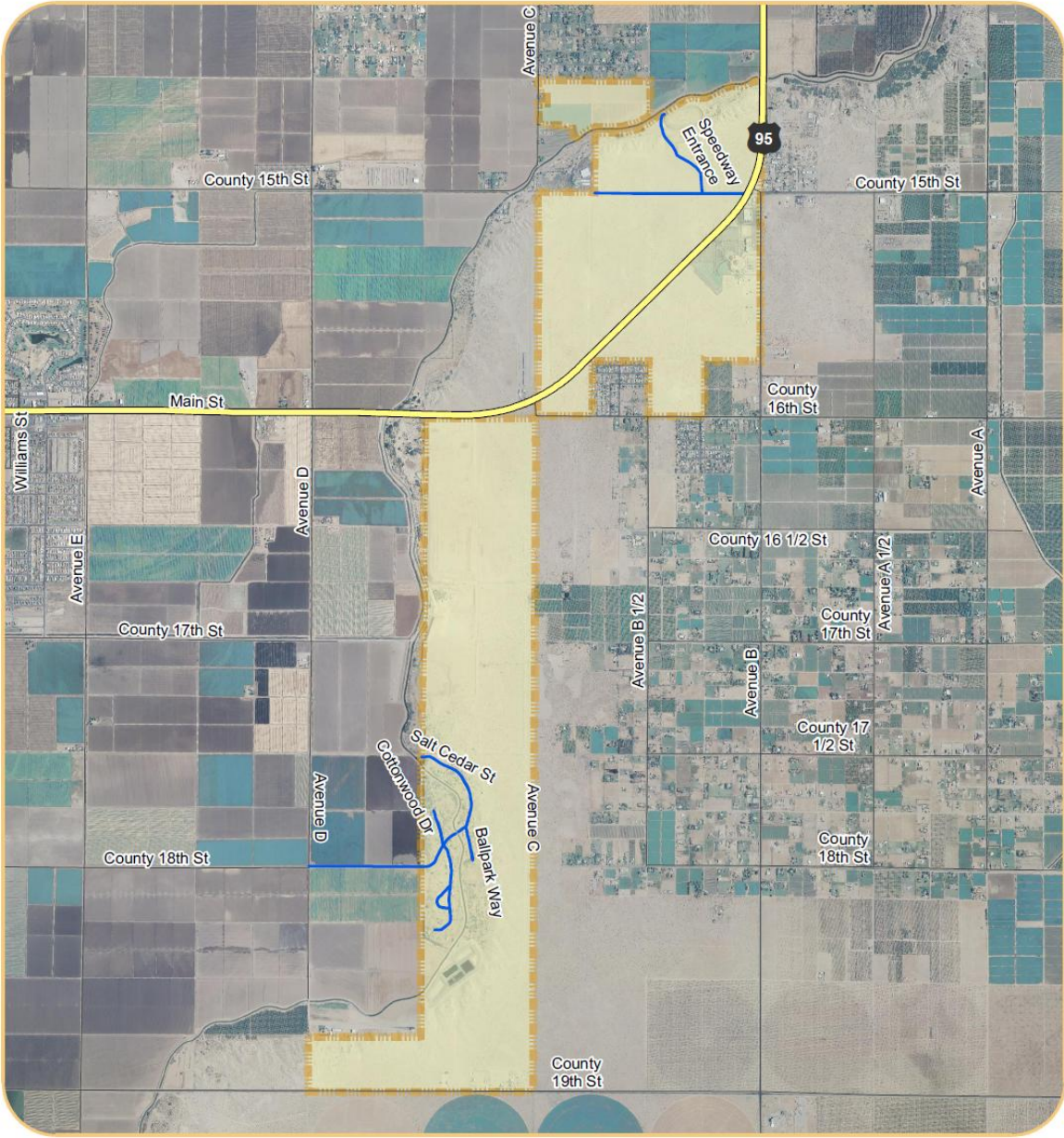
**Legend**

 Cocopah Reservation



Source: WHPacific Basemap, edited by Kimley-Horn

Figure 1 – Vicinity Map



Source: Kimley-Horn

Figure 2 – Study Area (East Cocopah Reservation)

### 1.4 Study Process

The planning process and schedule for this study is illustrated in Figure 3. The study produced a transportation plan with short, mid- and long-range projects. Working Papers were prepared to document existing and future transportation conditions and a plan of transportation improvements.

Summer 2012	Fall 2012	Winter 2012 / 2013
<ul style="list-style-type: none"><li>▶ Identified transportation needs</li><li>▶ Presented transportation needs to members and stakeholders and received feedback</li></ul>	<ul style="list-style-type: none"><li>▶ Developed evaluation criteria and identified potential improvements</li><li>▶ Present proposed improvements to members and stakeholders and receive feedback</li></ul>	<ul style="list-style-type: none"><li>▶ Finalize recommendations and prepare final report</li></ul>

Figure 3 - Project Tasks and Schedule

## 1.4 Project Management Team and Technical Advisory Committee

### Technical Advisory Committee Representation

- Cocopah Tribe
- ADOT Yuma District Office
- ADOT Environmental Planning Group
- ADOT Communication and Community Partnership
- ADOT Multimodal Planning Division
- BIA Western Regional Office - Division of Transportation
- BIA Western Regional Office - Ft. Yuma Agency
- Yuma Metropolitan Planning Organization
- City of Somerton, Public Works
- City of Somerton Planning
- Yuma County Department of Development Services
- Yuma County Intergovernmental Public Transportation Authority

A core Project Management Team (PMT) provided direction and input to the study. The PMT includes representatives of the Cocopah Tribe, ADOT Multimodal Planning Division, ADOT Communications, and the consultant project team comprised of Kimley-Horn and Associates, WHPacific, and RBF Consulting. Meetings were held approximately monthly via teleconference.

In addition to the PMT, a broader-based Technical Advisory Committee (TAC) was established. The role of the TAC was to provide input on technical issues related to the study and to review and comment on study deliverables. The TAC met four times at key points throughout the study.

## 1.5 Stakeholders

Stakeholders that participated in the study included representatives from the police and fire departments, school district transportation staff, and others. Because of their knowledge of transportation needs and the road system, stakeholders provide a unique perspective on transportation needs. Input from stakeholders was obtained through informal discussions, and through formal interview surveys.

*There is a need for alternate routes to the East Reservation -*

*Shelda Twist, Cocopah Head Start*

Further information on the formal interviews / surveys is provided in Section 3.2, Summary of Stakeholder Interviews/Surveys. Stakeholders include representatives from the following agencies:

- Cocopah Police Department
- Somerton Police Department
- Somerton – Cocopah Fire Department
- Somerton School District
- Yuma County Intergovernmental Public Transportation Authority (YCIPTA)
- Head Start School on the East Reservation
- Museum Elderly Council
- Cocopah Tribe Public Involvement
- Cocopah Casino
- Yuma County Water Users Association

## **1.6 Public Involvement**

This project involved the East Reservation community through two rounds of public involvement outreach. The first public meeting was held in August 2012 and the focus was to obtain input on transportation needs. The second public involvement meeting was held in November 2012 where recommended transportation improvement projects were presented for public review and comment. Both public meetings were held on the East Reservation, at the Head Start Center on Cottonwood Drive.

Public Involvement Summary Reports for both public meetings are provided in Appendices A and B, respectively.

## 2 PROJECT AREA DESCRIPTION

This chapter provides information on land use, demographic, and economic characteristics of the East Reservation area.

### ***2.1 Overview of Cocopah Tribe***

A brief overview of the history of the Cocopah Tribe is provided below, as referenced from the Cocopah Tribe website<sup>1</sup>:

The Cocopah Indian Reservation was established by an Executive Order from Woodrow Wilson in 1917. In 1985, the Cocopah Land Acquisition Bill extended the area of the Reservation, which is divided into three parcels (East, West, and North Cocopah). With its location adjacent to the Colorado River, agriculture plays an important factor in the community's economy. The Tribe also has a number of economic development enterprises, including a recreational vehicle resort, casino, resort/ conference center, speedway, golf course, and family entertainment center.

The Cocopah Tribe is governed by a popularly-elected council consisting of a chairwoman or chairman, vice-chairman, and three council members.

### ***2.2 Land Use and Land Ownership***

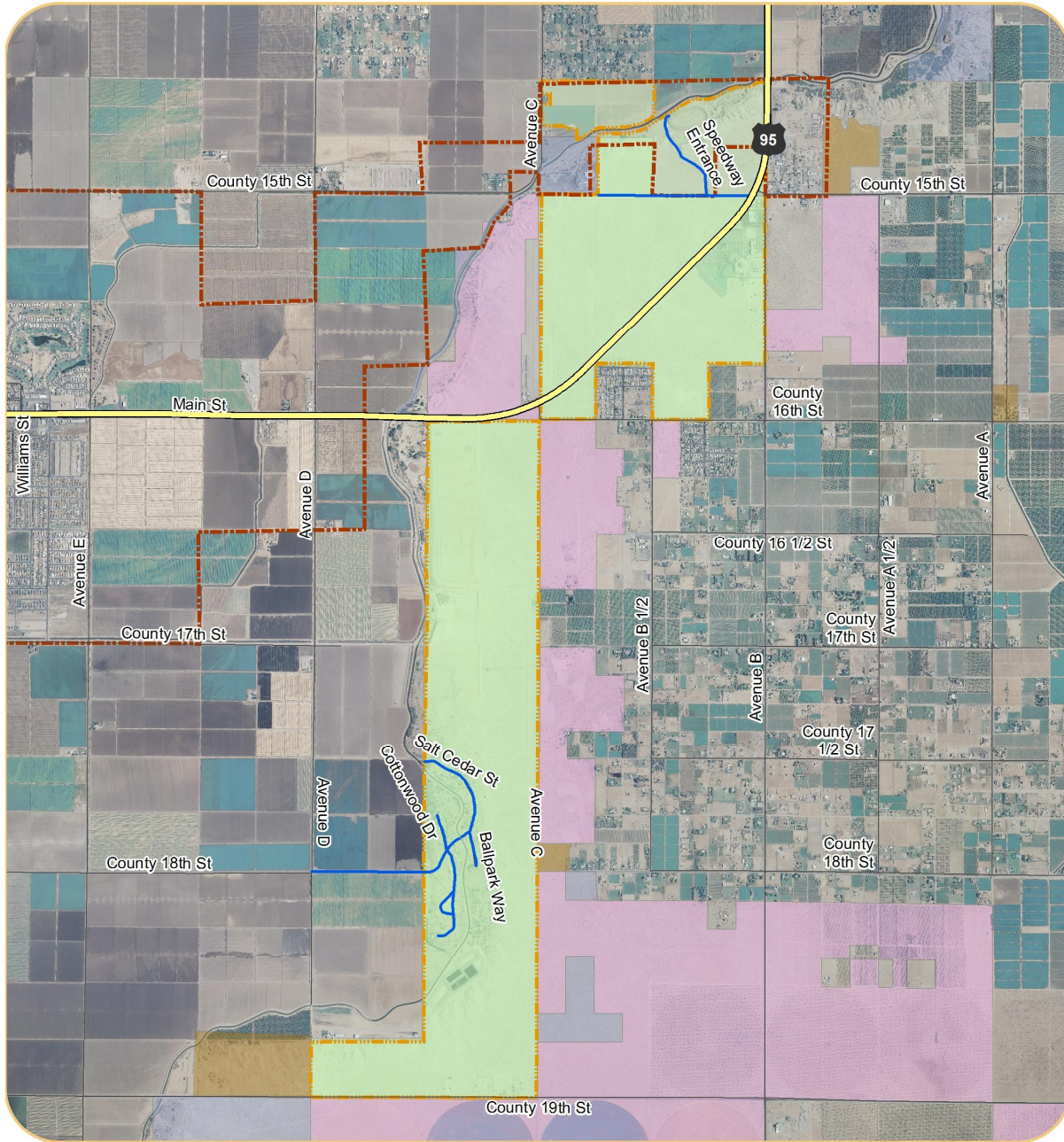
An understanding of land uses is important because land use influences travel patterns, and conversely, the design of transportation facilities such as roads, sidewalks, and bike routes has a major impact on a community's character. The following subsections provide an overview of land ownership and existing and planned land use.

#### **2.2.1 Land Ownership / Jurisdictions**

Land ownership in areas surrounding the East Reservation is primarily by private owners, Bureau of Land Management, Bureau of Reclamation, and the Arizona State Land Department. The land ownership of areas surrounding the Cocopah East Reservation is important because an issue for the study involved looking at the potential for new road connections to the East Reservation area, which could include connections through other jurisdictions. Land ownership and jurisdictional boundaries are shown in Figure 4.

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<sup>1</sup> <http://www.cocopah.com/about.html>, accesses 5/8/12



**Legend**

- US and State Highways
- Cocopah Tribal Transportation Inventory Roads
- Other Roads
- East Cocopah Reservation
- City of Somerton
- BLM
- Indian Community
- Bureau of Reclamation
- State Trust



Source: Kimley-Horn

Figure 4 – Land Ownership

## 2.2.2 Current Land Use and Activity Centers

This section provides an overview of current land uses and activity centers. Land uses within the East Reservation are shown in Figure 5, and are further described as follows.

### Commercial

The Tribe operates a casino, resort/conference center, convenience store, gas station and souvenir gift shop.



*The Cocopah Casino and Hotel/Conference Center is a major activity center on the East Reservation*

The Cocopah Casino operates under a gaming compact with the State of Arizona. The casino has 475 electronic games, slot machines, bingo, and table games. The casino employs approximately 300 persons. The Cocopah Casino is operated separately from the Resort and Conference Center. In addition to gaming, the Casino hosts a number of special events such as outdoor concerts, a marathon run, and 4<sup>th</sup> of July celebration.

The Cocopah Speedway is located on County 15<sup>th</sup> Street, west of US 95. Based on information from the Cocopah Speedway <sup>2</sup>, the Cocopah Speedway is hosting 23 dates of racing in 2012, with plans to increase to 30 dates in the near future. Average attendance is approximately 3,000 persons per

event, and attendance is growing steadily. In the future, events are planned to increase in frequency to weekly, and potentially even more frequently.

The Wild River Family Entertainment Center, located at the corner of Avenue B and County 15<sup>th</sup> Street along US 95, has a number of activities, including bowling, laser tag, arcade room, billiards, darts, and has food and beverage service. Party and meeting rooms are also available for rental.

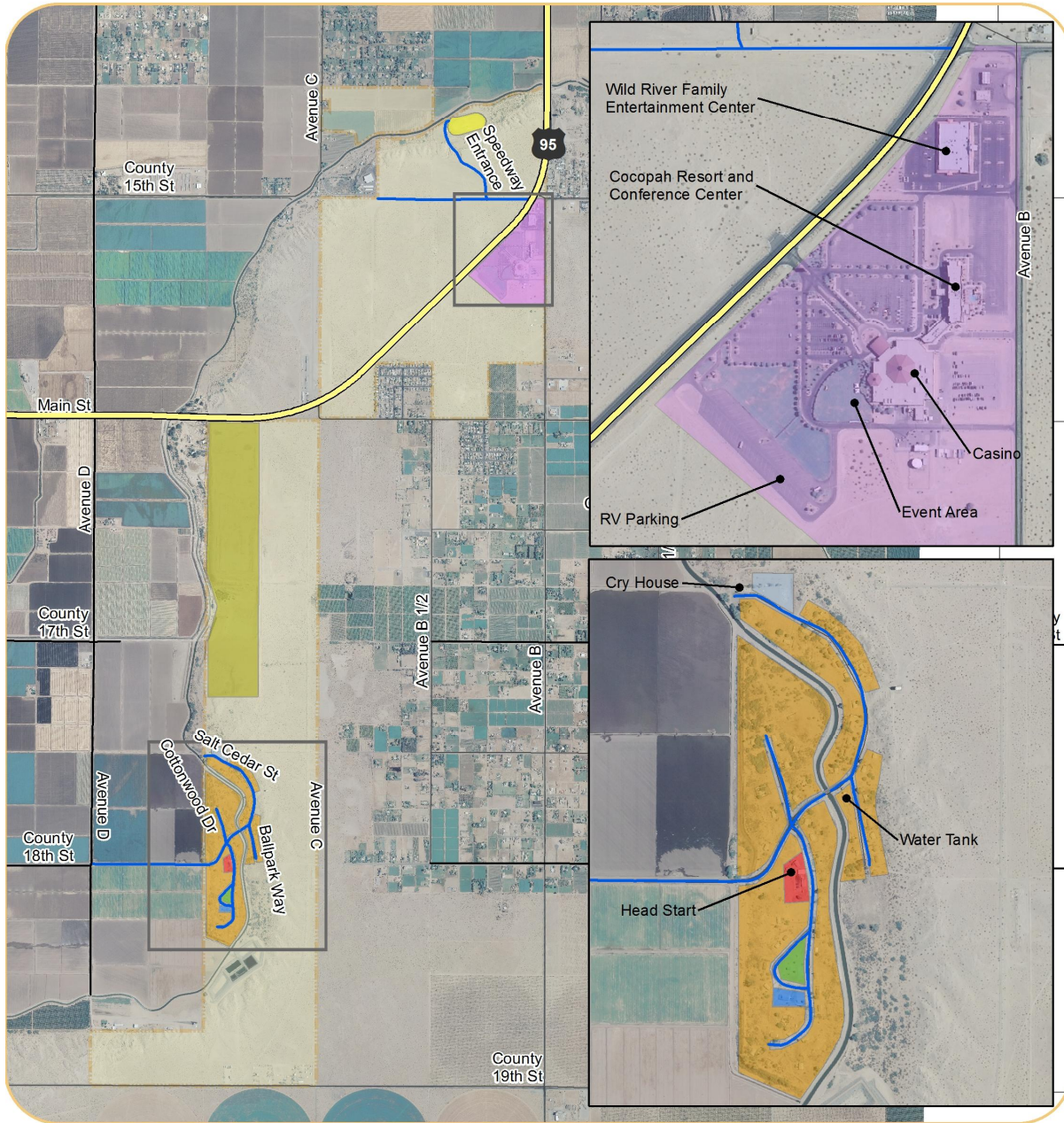
### Residential

There are single family homes on the southern end of the East Reservation. There are approximately 62 single family homes within the residential area.

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<sup>2</sup> E-mail correspondence dated 5/14/2012 from G. Burgess.



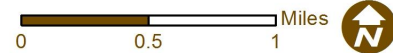


**Legend**

- US and State Highways
- Cocopah Tribal Transportation Inventory Roads
- Other Roads
- East Cocopah Reservation

- Cemetary
- Church
- Cocopah Casino
- Police and Government

- Cocopah Speedway
- Land Fill
- Park
- Residential



Source: Visual inspection

Figure 5 – Existing Land Use

## Education

The Head Start Program, located on Cottonwood Drive, serves children age three through five. Approximately 20 students attend Head Start from all areas of the Reservation.

## Recreation

A park area is located in between Cottonwood Loop and Cottonwood Drive.

## Cemetery

A cemetery and Cry House for funerals is located at the north end of Salt Cedar Street.

## Church

A church is located on Cottonwood Loop.



*The Head Start Program is located within the residential area of the East Reservation*

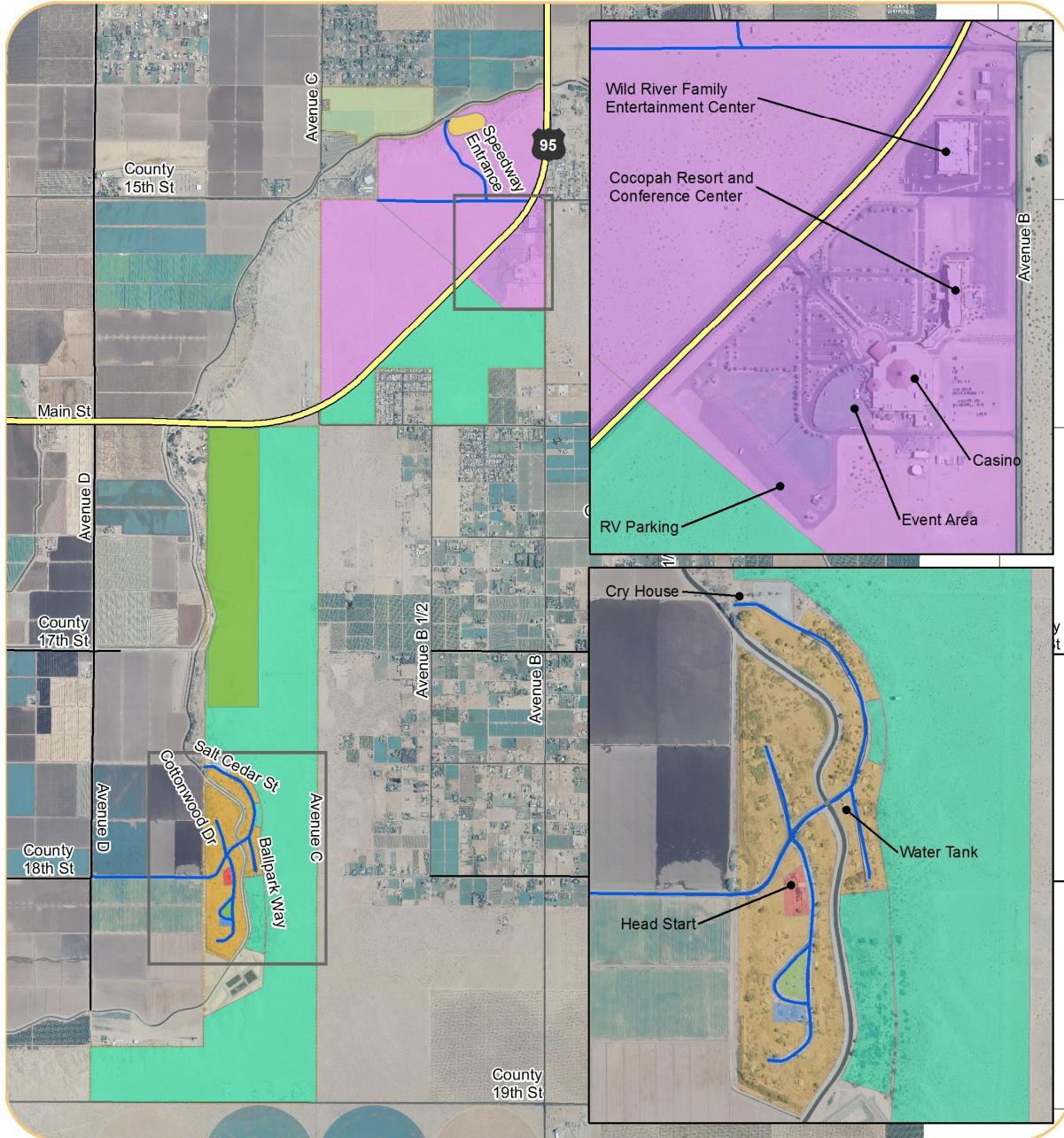
### 2.2.3 Future Land Use

Future land use plans for the East Reservation Area were obtained from the *Draft Cocopah Tribe 2009 Land Use Plan* and from discussions with Tribal planners.

Discussion with Tribal Housing Authority staff indicated that future plans for construction include two triplex housing units for elders on the East Reservation. There are no definite plans regarding the timing or specific location of this construction. There are no currently programmed future capital improvement projects in the East Reservation residential area.

Future plans for the casino are dependent on the economy, but may include expanding RV parking and adding utility hookups for longer term stays.

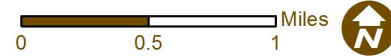
Although the future land use plan is in development, potential future land uses based on existing information are shown in Figure 6. In the north section of the East Reservation there are constraints on residential land uses because of the noise restrictions from the Yuma International Airport and Marine Corp Air Station. Future land use in this area would likely be commercial, or possibly agricultural.



**Legend**

- US and State Highways
- Cocopah Tribal Transportation Inventory Roads
- Other Roads
- East Cocopah Reservation

- |             |                       |
|-------------|-----------------------|
| Agriculture | Cocopah Speedway      |
| Commercial  | Police and Government |
| Undeveloped | Land Fill             |
| Cemetary    | Park                  |
| Church      | Residential           |



Source: Cocopah Tribe Land Use Plan

Figure 6 – Future Land Use

## 2.3 Demographics and Socioeconomic

An analysis of population and employment data was conducted and is summarized below.

### 2.3.1 Population and Employment

Population data was obtained from the 2000 and 2010 United States Census and is shown in Table 1. There are 188 residents within the East Reservation according to the 2010 U.S. Census. There are 817 residents in all three Reservation areas. For the entire Reservation, there has been a 2% rate of decline in population between 2000 and 2010, with a total population of 1,025 in 2000 and 817 in 2010. No data was available for comparison on the East Reservation.

Table 1 – Current Study Area Population

Area	2000 Population	2010 Population	Compound Annual Growth Rate, 2000-2010
Cocopah Reservation	1,025	817	-2%
East Reservation	-	188	-

Sources: 2000 Census: Profile of General Demographic Characteristics (SF4), 2010 Census: Profile of General Population and Housing Characteristics (2010 Demographic Profile Data)

### 2.3.2 Major Employers

Employment data was obtained from the 2010 United States Census Longitudinal Employer-Household Dynamics (<http://lehdmap.did.census.gov/>). Table 2 provides a breakdown of the different types of employment sectors within the Cocopah Reservation as a whole. Breakdowns were not available for the East Reservation individually. Major employment sectors include:

- Educational services, and health care and social assistance
- Arts, entertainment, and recreation and accommodation and food services
- Public administration

Table 2 – Employers and Employment Sectors

Cocopah Reservation Employees	Number of Employees	Percent of Employees
Civilian employed population 16 years and over	158	100%
Agriculture, forestry, fishing and hunting, and mining	4	3%
Construction	12	8%
Manufacturing	2	1%
Wholesale trade	13	8%
Retail trade	2	1%
Transportation and warehousing, and utilities	7	8%
Finance and insurance, and real estate and rental and leasing	2	1%
Professional, scientific, and management, and administrative and waste management services	19	12%
Educational services, and health care and social assistance	44	28%
Arts, entertainment, and recreation, and accommodation and food services	28	18%
Other services, except public administration	2	1%
Public administration	23	15%

Source: 2010 United States Census S2407

Cocopah Reservation Employment Sector	Percent
Private Sector	36.7%
Private not-for-profit	4.4%
Local, state, and federal government workers	53.2%
Self-employed	5.7%

Source: 2010 United States Census S2407

### 2.3.3 Tourism

Tourism attractions include Cocopah Resort, Casino and Conference Center and the Cocopah Wild River Family Entertainment Center, which are located in the northeast area of the East Reservation at US 95 and County 15<sup>th</sup> Street. The Cocopah Speedway also hosts events that attract both residents and tourists.

### 2.3.4 Transportation Modes

Data on types of transportation that workers are using within the Cocopah Reservation as a whole were obtained from the 2010 Census Journey to Work Data. This data reflects how workers 16 years of age and older are traveling to work. Table 3 summarizes this information and shows how the modes of travel compare to the state as a whole. These data shows that there are a higher percentage of transit users on the Cocopah Reservation as a whole compared to the state of Arizona as a whole. There is a lower percentage of bicycle use and approximately the same percentage of pedestrians compared to the state of Arizona as a whole.

Table 3 – Mode of Transportation for Workers 16 years and over

Mode of Transportation	Cocopah Reservation	Arizona
	Percent of Workers 16 and over	
Automobile	88.0	89.5
Public Transportation	4.7	1.9
Bicycle	0.4	1.0
Walk	2.9	2.6

Source: 2000 Census, QT-P23: Journey to Work Data

### 2.3.5 Title VI Populations and Environmental Justice

Transportation projects that utilize United States federal aid are required to certify non-discrimination under the requirements of Title VI of the Civil Rights Act of 1964. Also, in 1997, the U.S. Department of Transportation issued the DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations to summarize and expand upon the requirements of Executive Order 12898 on Environmental Justice. In accordance with the intent of these federal requirements, analysis was completed to identify disadvantaged populations within the study area and any likely adverse impacts on those disadvantaged populations from proposed transportation improvements.

Looking at the effects of new projects on minority populations will help ensure that no discrimination occurs.

According to the 2010 U.S. Census, the racial composition of the Cocopah Reservation is predominantly Native American, as shown in Table 4; however, there is a significant portion of white (not Hispanic) persons, and Hispanic persons, likely residing in the RV Park located on the North Reservation.

Table 4 – 2010 Census Racial Demographic Percentages

Area	White Not Hispanic	African American	Native American	Asian	Native Hawaiian	Other	Two or More Races	Hispanic or Latino
Cocopah Reservation	29.9%	0.5%	63.6%	0.1%	0%	3.5%	2.3%	11.5%

Source: 2010 Census DP-1

The Executive Order also requires the consideration of persons older than 60 years of age. According to the 2010 U.S. Census, approximately 6 percent of the population on the Cocopah Reservation is 60 years or older. Title VI population data for the year 2010 for the Cocopah Reservation is shown in Table 5. Data was not available specifically for the East Reservation.

Table 5 – 2010 Title VI Population Percentages

Population Category	Cocopah Reservation
Females	54.1%
Males	45.9%
Minority Races	70.1%
Persons over age 60	6.0%

Source: 2010 Census DP-1

Because the study area is entirely situated within Tribal lands, all areas have high percentages of disadvantaged populations. Therefore, the transportation improvement projects recommended through this study may differentially affect community members of the Tribe.

Appendix C, *Title VI and Environmental Justice: Preliminary Assessment* identifies the recommended projects and provides an initial assessment of the potential effects, both positive and negative, that these projects may have on the community members. As the recommended projects are implemented, additional efforts will be conducted in order to identify activities that can avoid, minimize, or mitigate the impacts.

For this study, consideration was given to the Title VI and Environmental Justice factors to ensure that impacted populations were included in the study public participation process. Efforts were made to reach minority and low-income populations when advertising this study's public involvement meetings, which included two public meetings. Public outreach efforts are summarized in Appendix A, Public Involvement Summary Report 1 and Appendix B, Public Involvement Summary Report 2.

### **3 TRAFFIC AND ROADWAY ASSESSMENT**

This chapter presents data on current and future transportation conditions to identify needs of the transportation system.

#### ***3.1 Summary of Completed Plans and Studies***

Several plans and studies that address transportation were reviewed as part of this study. The documents are listed below.

- Cocopah Indian Tribe Long Range Transportation Plan, Final Report, 2012
- City of Somerton 2010 General Plan Update
- City of Somerton Small Area Transportation Study, December 2006
- YMPO 2010 – 2033 Regional Transportation Long Range Transportation Plan, April 2010
- Yuma County Intergovernmental Public Transportation Authority (YCIPTA) 10 Year Capital Plan
- Yuma County 2020 Comprehensive Plan, February 2012
- Yuma Regional Transit Study, January 2012
- Yuma Expressway PARA Study Work Plan
- Yuma Metropolitan Planning Organization 2011-2016 Transportation Improvement Program, Adopted Amendment #2, August 11, 2011.
- Yuma County Rail Corridor Study Final Work Plan, January 2012
- Yuma Expressway Corridor Study Work Plan, March 2012

#### ***3.2 Summary of Stakeholder Interviews / Surveys***

Interviews with stakeholders were held to obtain information on transportation needs and improvement priorities.

Stakeholders are defined as persons whose jobs involve the transportation system. These persons have knowledge of the transportation system gained from on the job experience, knowledge, and expertise. Input from these stakeholders carries more weight for this reason. Stakeholders include representatives from the following organizations:

- Cocopah Casino
- Cocopah Head Start
- Cocopah Police Department
- Cocopah Tribe Public Involvement
- Somerton-Cocopah Fire Department
- Somerton Police Department
- Somerton School District
- Yuma County Intergovernmental Public Transportation Authority
- Yuma County Water Users Association

A survey form was developed to use in interviewing stakeholders. The questions used on the form are shown in the left column of Table 6. This table also summarizes responses to these questions.



Table 6 – Comments Received from Stakeholder Interviews

Question	Summary of responses – 9 respondents
1. What do you believe are the current transportation needs/issues in the Cocopah East Reservation area?	<ul style="list-style-type: none"> <li>- Need more than one route (2)</li> <li>- Wider roads (2)</li> <li>- Sidewalks – kids have to wait and walk on dirt areas (2)</li> <li>- Rarely or don't see bicyclists (2)</li> <li>- Tree branches are an issue-there are some areas where they need to be cut</li> <li>- Build a road from County 15<sup>th</sup> Street to traffic signal at US 95/Cocopah Casino traffic signal</li> </ul>
2. Are you aware of any studies, reports, or reference materials that may relate to this transportation study?	<ul style="list-style-type: none"> <li>- Somerton Multiuse Path Plan</li> <li>- YMPO Regional Plan</li> <li>- Cocopah Long Range Transportation Plan</li> </ul>
3. How would an improved transportation network benefit your organization?	<ul style="list-style-type: none"> <li>- Allow us to respond to assist citizens in a speedy manner (Somerton PD)</li> <li>- A new road connection would be less travel time and less hassle than on US 95. A crash on US 95 at Avenue D required a detour route for the buses. Extending Ave D to 19<sup>th</sup> would also provide better emergency access</li> <li>- Provide a faster way to get to US 95 and the casino area</li> <li>- Assist in travel for parent volunteers</li> <li>- Considering the casino location is away from the population base in Yuma, a good transportation system is important, especially for people coming from out of town to reach the Casino.</li> </ul>
4. To what extent should the following factors be considered when prioritizing new transportation improvements?	<p>Rated High:</p> <ul style="list-style-type: none"> <li>- Alternate Access (6) – more access from east, for emergency access, need more than one way in and out, provide more access from Speedway</li> <li>- Wider roads (1)</li> <li>- Improving transit access (2)</li> <li>- Improving non-motorized transportation (2)</li> <li>- Improving safety (1)</li> </ul>
5. What are your three high priority roadway improvements that impact Cocopah East Reservation and why?	<ul style="list-style-type: none"> <li>- Widen roads (3)</li> <li>- New access(2)</li> <li>- Pave County 15<sup>th</sup> Street (2)</li> <li>- Sidewalks (2)</li> <li>- Bicycle paths</li> <li>- Lighting</li> <li>- Improvements to Salt Cedar Street</li> <li>- Improvements to Cottonwood Loop</li> <li>- New bridge</li> <li>- Widen cul-de-sacs</li> <li>- Provide a road extension from County 15th Street to US 95/County 15th Street – after events, easier to exit</li> <li>- Improve traffic signal at US 95/County 15<sup>th</sup> Street – difficult to exit after events</li> <li>- Improve County 15<sup>th</sup> Street/ Avenue B intersection – traffic backups now</li> </ul>
6. What are your three highest public transit priorities that impact Cocopah East Reservation and why? (examples: connections, service types)	<ul style="list-style-type: none"> <li>- Ability to go in both directions (only go from the west now)</li> <li>- Improved frequency (every 30 minutes, frequency is hourly now)</li> <li>- Bus stop amenities (bus shelters, benches). There is one bus shelter on the East Reservation now</li> <li>- To meet the needs of the people</li> <li>- No recommendations. The YCAT system serves the casino area. There is also an internal shuttle that serves the casino, hotel and Wild River Family Entertainment Center. Would like to see a monorail from Yuma to San Diego.</li> </ul>

Table 6, continued – Comments Received from Stakeholder Interviews

Question	Summary of responses – 9 respondents
7. What should be done to improve pedestrian and non-motorized trails within the east reservation?	<ul style="list-style-type: none"> <li>- New sidewalks (4)</li> <li>- A pedestrian walkway across US 95</li> </ul>
8. Do you think new road corridors are needed within the east reservation? If so, where and why? How would it benefit your customers and the community?	<p>Yes (6) Comments:</p> <ul style="list-style-type: none"> <li>- County 18<sup>th</sup> Street</li> <li>- Ballpark Way and across from Cocopah Speedway</li> <li>- Based on analysis of land acquisition costs and impacts</li> <li>- A back way out of the East Reservation will provide an easier way to get to the casino - a different route</li> </ul>
9. Do you have any other issues or topics relating to the East Reservation Circulation plan you would like to discuss?	<p>Topics discussed included:</p> <ul style="list-style-type: none"> <li>- How the Yuma County Water Users operates and guidelines for paths</li> <li>- Somerton School District bus routes, bus stops</li> <li>- YCAT route schedule changes</li> <li>- Head Start perspectives</li> <li>- Information on crash trends and traffic at Cocopah Speedway from the Cocopah Police</li> <li>- Cocopah Public Involvement perspectives</li> <li>- Bridge needs, cul-de-sac criteria for Somerton-Cocopah Fire Department</li> <li>- A lot of equestrians in the rural residential area east of the East Reservation.</li> <li>- A future project in the County may be to widen Avenue B further south. The locals use this route rather than US 195. There is a well-known funeral home on County 16th Street / Avenue B that causes bottlenecks on Avenue B.</li> <li>- Only a small proportion of casino employees are from the East Reservation</li> </ul>

Source: Stakeholder Interviews

### **3.3 Street Inventory – Tribal Transportation Program**

The Tribal Transportation Inventory (formerly called the Indian Reservation Road (IRR) Program Inventory) is a basic requirement to receive the Tribal Transportation Program funds. The Inventory is vital since it is used in determining the tribe's road mileage. The Cocopah Tribe maintains a comprehensive database of all transportation facilities eligible for Tribal Transportation funding. The inventory is approved by both the BIA and the Cocopah Tribe.

The Tribal Transportation Inventory includes information such as route number, location, length, width, surface type and needs, pavement ratings, class of road, adequacy of design standard, construction needs, and maintenance needs.

The following sections provide a brief overview of the BIA Tribal Transportation Inventory data, which provides information about characteristics and needs of the roadway system in the study area corridor.

### 3.3.1 Laneage and Right-of-Way

All roads on the East Reservation are two-lane roadways. Right-of-way widths (where available) are shown on Figure 7 and were obtained from the Tribal Long Range Transportation Plan. These widths are total right of way widths from one edge of the roadway right-of-way to the other. Right-of-way widths on Salt Cedar Street are 40 feet. Right-of-way widths on Cottonwood Drive, Cottonwood Loop, and Ballpark Way are 30 feet. The need for wider roads was mentioned most frequently as a high priority improvement by stakeholders.

Wider roads were mentioned as a needed improvement most often by stakeholders

### 3.3.2 Roadway Surface Type

The Tribal Transportation Inventory categorizes roads in the study area corridor as one of the following types:

- Bituminous Material (<2" thick)
- Bituminous Material (>=2" thick)
- Gravel
- Concrete
- Earth Road (graded)
- Primitive (ungraded, virtually no maintenance, two track jeep or wagon trail)
- Proposed Roads - Not Open to Traffic

All roads in the residential part of the East Reservation are paved with 2"-thick bituminous material. County 15<sup>th</sup> Street and the driveway leading to the Cocopah Speedway are dirt roads. These data are shown in Figure 8.

### 3.3.3 Roadbed Condition

Roadbed condition is categorized in the Tribal Transportation Inventory. The roads on the East Reservation were characterized as "fair" within the residential area. County 18<sup>th</sup> Street east of the Reservation was characterized as "poor". These data are shown in Figure 9.

### 3.3.4 Shoulder Condition

None of the roadways in the East Reservation have shoulders. Shoulders would provide areas for emergency service providers to stage their vehicles, and would provide an area for bicyclists to ride.

### 3.3.5 Bridge Condition

There is one bridge in the East Reservation area. It is located on Salt Cedar Street. It is Bridge Number H037 and it is located over the East Main Canal. Data from the National Bridge Inventory Database indicates that the bridge sufficiency rating is 96.9%. The sufficiency rating is a method of evaluating highway bridge data by calculating four separate factors to obtain a numeric value which is indicative of bridge sufficiency to remain in service. The result of this method is a percentage in which 100 percent would represent an entirely sufficient bridge and zero percent would represent an entirely insufficient or deficient bridge. The inventory database noted that the bridge deck and superstructure are in good condition. The substructure was noted as being in satisfactory condition.

The inventory did mention some areas in which the bridge did not meet currently acceptable standards. These areas are:

- Bridge railings
- Transitions
- Approach guardrail
- Approach guardrail ends

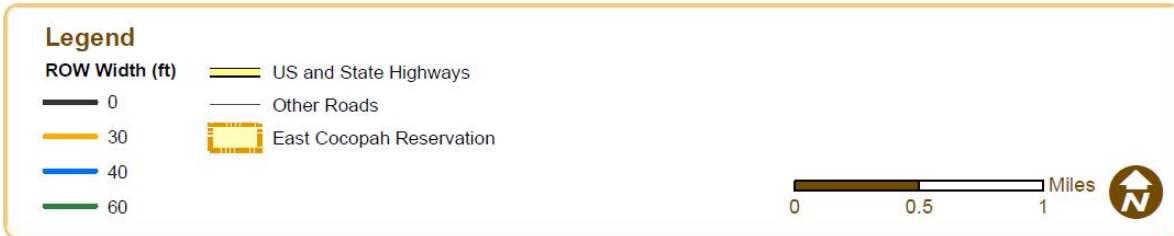
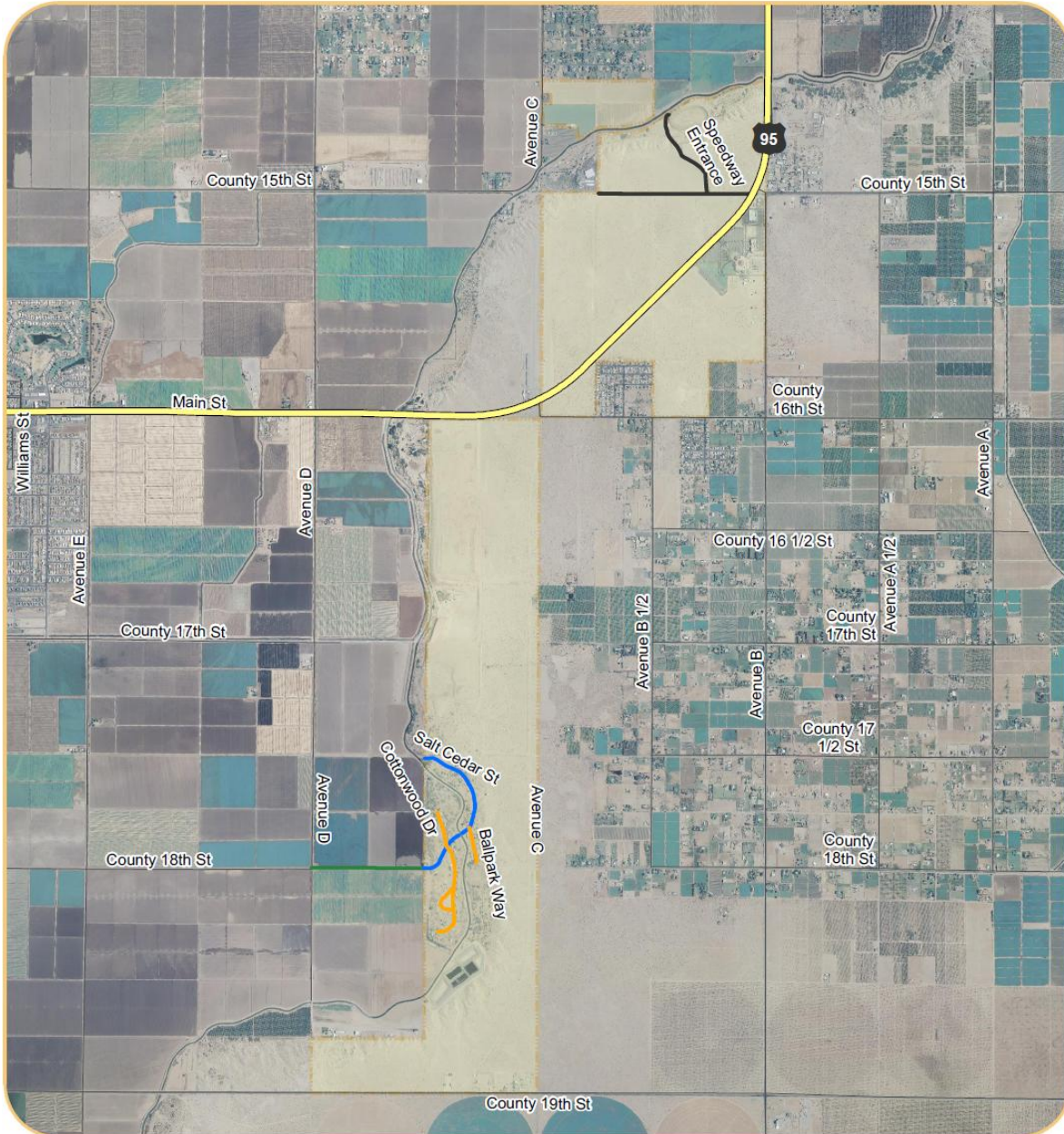
### ***3.4 Traffic Control***

In the residential area of the East Reservation, traffic is controlled using stop signs. Stop signs are located on Cottonwood Drive at the intersection of Salt Cedar Street / Cottonwood Drive, on Ballpark Way at Salt Cedar Street / Ballpark Way, and on both ends of Cottonwood Loop at Cottonwood Drive / Cottonwood Loop.

At the northern section of the East Reservation, traffic signals are located at the intersection of US 95 and the Cocopah Casino. There is also a traffic signal at the intersection of US 95 and County 15<sup>th</sup> Street, near the Cocopah Speedway. After events at the Cocopah Speedway, traffic control eastbound at the US 95/County 15th Street signalized intersection is typically provided through contracted police officers to handle the heavy traffic demands exiting the Speedway. The Somerton Police Department will assist with traffic control if they have the resources available.



### Right-of-Way Width

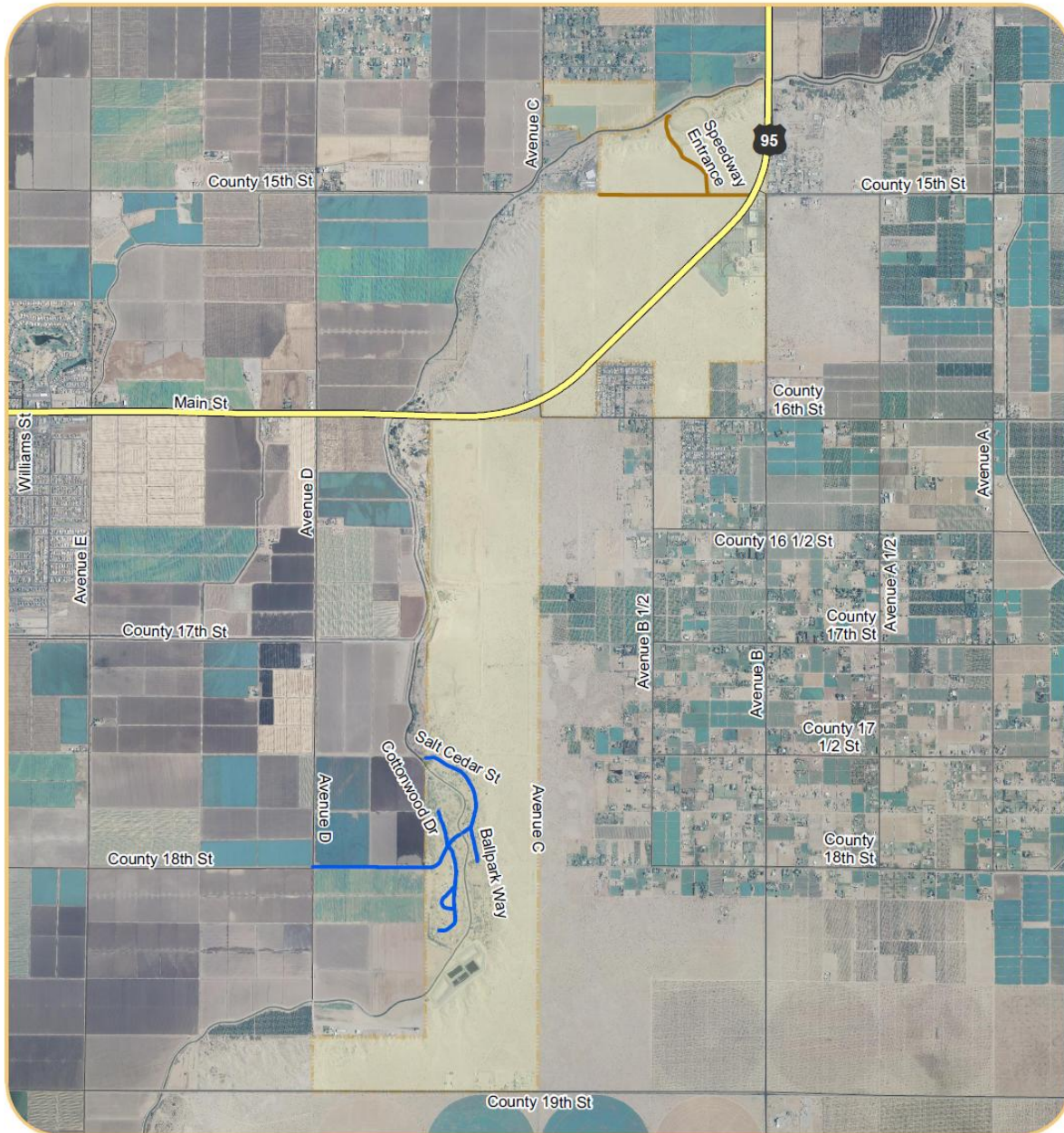


Source: BIA Tribal Transportation Inventory, 2012

Figure 7 – Right-of-Way Width



### Surface Type



**Legend**

- US and State Highways
- Other Roads
- East Cocopah Reservation

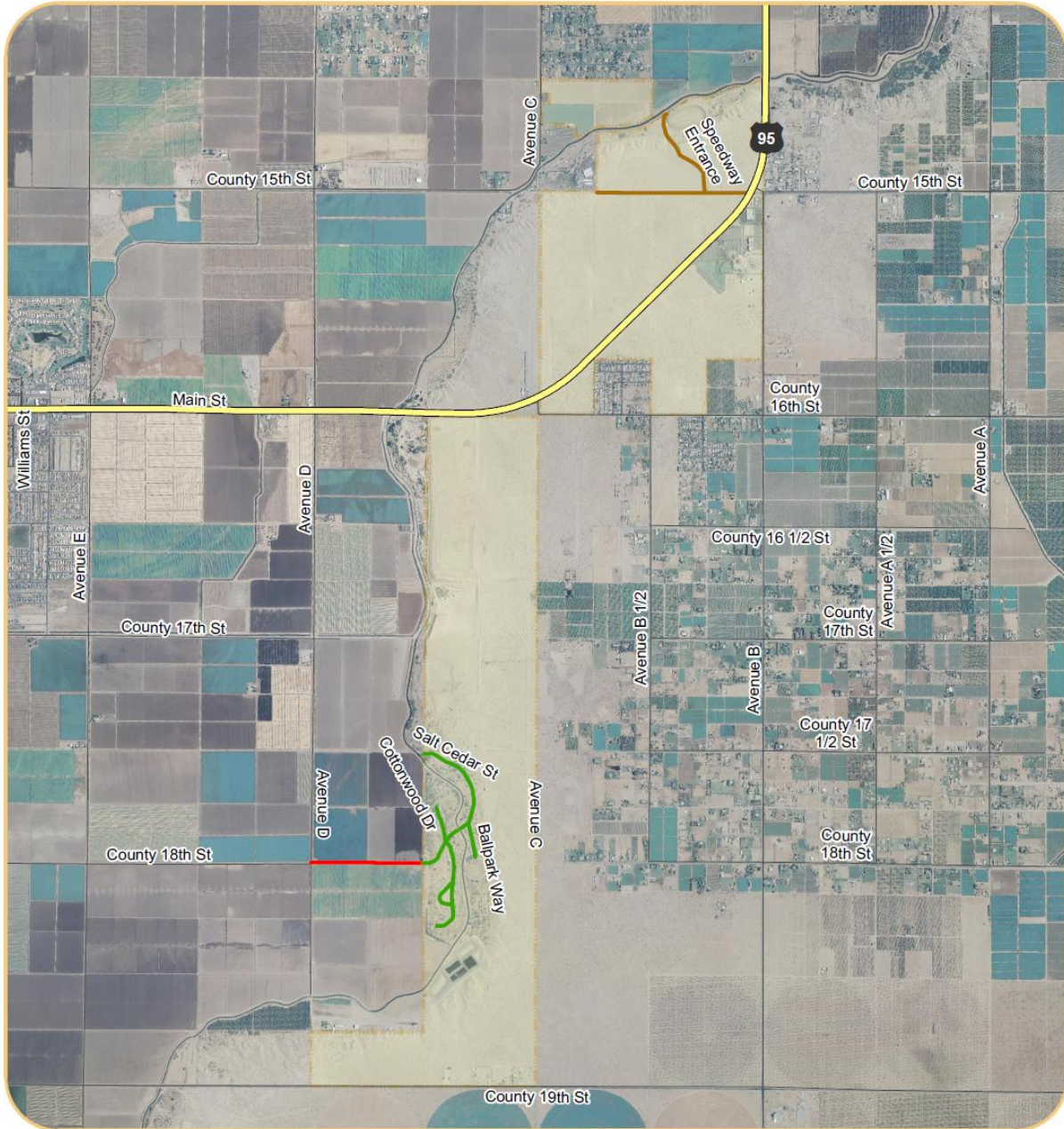
**Surface\_Type**

- 1\_Earth
- 5\_Bituminous\_GT\_2



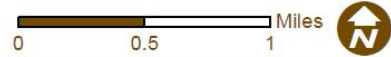
Source: BIA Tribal Transportation Inventory 2012

Figure 8 – Pavement Surface Type



**Legend**

- |                          |                        |
|--------------------------|------------------------|
| US and State Highways    | <b>Surface Wearing</b> |
| Other Roads              | Earth                  |
| East Cocopah Reservation | Poor                   |
|                          | Fair                   |



Source: BIA Tribal Transportation Inventory 2012

Figure 9 – Pavement Surface Wearing

### 3.5 Functional Classification

Roadway functional classification groups roads that have similar design and traffic characteristics. One functional class differs from another according to the degree of access and mobility. Collector and local streets provide land access, carry local traffic to the neighborhoods, and distribute traffic to the arterials. Arterial streets provide mobility over long distances with minimal access to adjoining properties.

Functional classification is used in planning, design, and to allocate federal funding.



Tribal roadways are functionally classified in the Tribal Transportation Program Inventory. The functional classifications are now aligned with FHWA's functional classifications. Within the East Reservation residential area, all the roads are classified as Community Roads, which align with the federal functional classification of Local Roads. County 18<sup>th</sup> Street and County 15<sup>th</sup> Street, both of which serve the Reservation, are classified as Rural Local Roads and align with the federal functional classification of Rural Minor Collectors. The Tribal Transportation functional classification definitions and associated federal functional classifications are summarized in Table 7. The Tribal Transportation road classifications are shown graphically in Figure 10.

Data from functional classification maps approved by the Federal Highway Administration is shown in Figure 11. Although no roads on the East Reservation are federally functionally classified on this figure, key roads surrounding the East Reservation and their federal functional classification are:

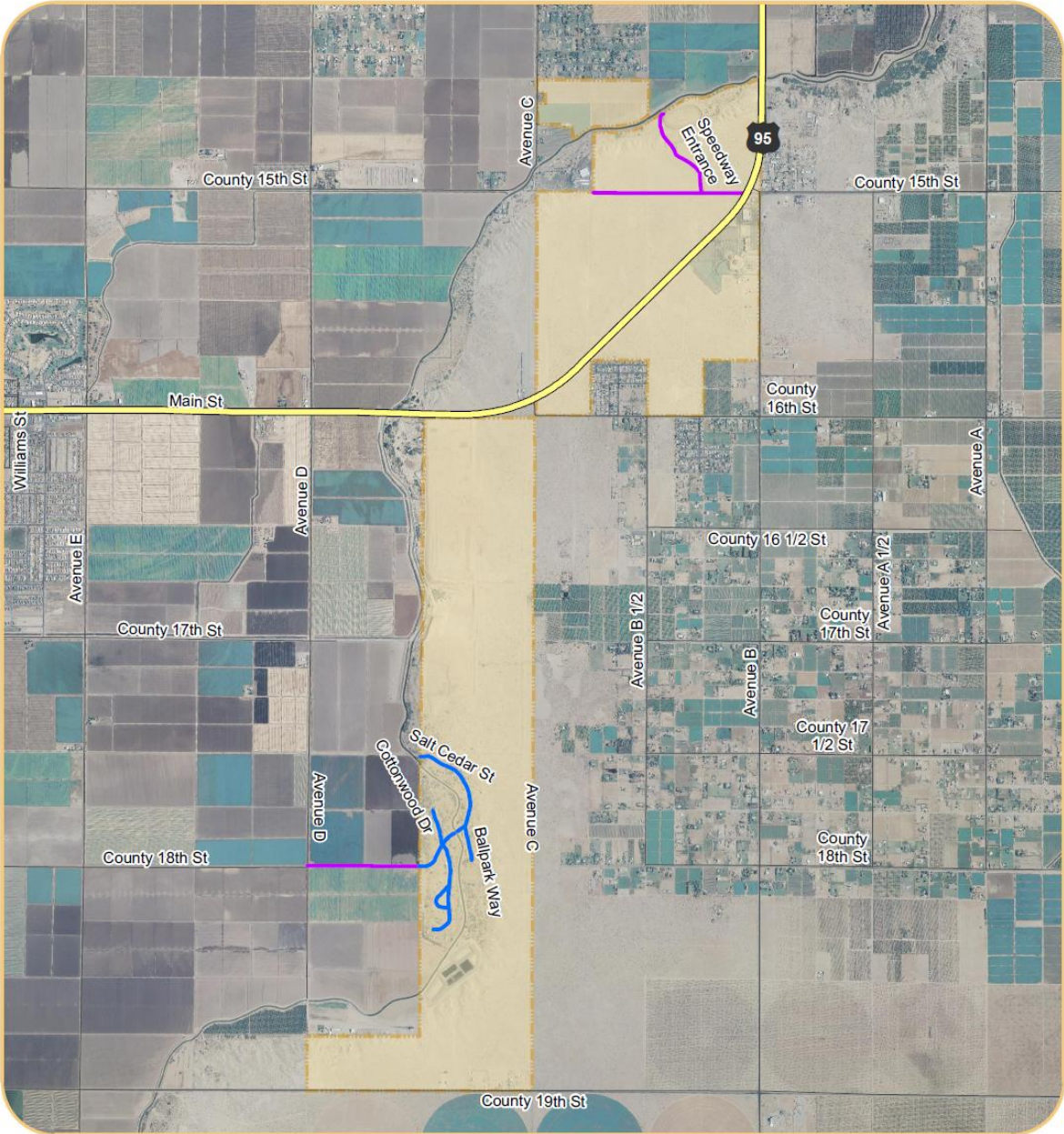
- US 95 – Rural Principal Other
- Avenue B – Rural Major Collector, transition to Urban Collector north of County 18<sup>th</sup> Street
- Avenue D – Rural Minor Collector
- County 18<sup>th</sup> Street – Rural Minor Collector
- County 15<sup>th</sup> Street – Urban Collector east of US 95, transitioning to a rural Major Collector east of Avenue A. County 15<sup>th</sup> Street is not classified west of US 95.



Table 7 – Tribal Transportation Program Roads - Functional Classification Definitions

Name / Class	Description	Example
Community Road, Class 3 – FHWA Local Road	Streets located within communities serving residential areas.	 <p data-bbox="1052 604 1266 636">Salt Cedar Street</p>
Rural Local Road, Class 5 – FHWA Rural Minor Collector	Rural local road that is either a section line and/or stub type road that makes connections within the grid of the Tribal Transportation system. This class of road may serve areas around villages, into farming areas, to schools, tourist attractions, or various small enterprises. Also included are roads and motorized trails for administration of forests, grazing, mining, oil, recreation, or other use purposes.	 <p data-bbox="1052 968 1276 999">County 18<sup>th</sup> Street</p>

Source: *Indian Reservation Roads Coding Guide and Instructions for the IRR Inventory, 2007* and BIA guidance on *Definitions for Classes 1 through 7 of the BIA IRR Program*



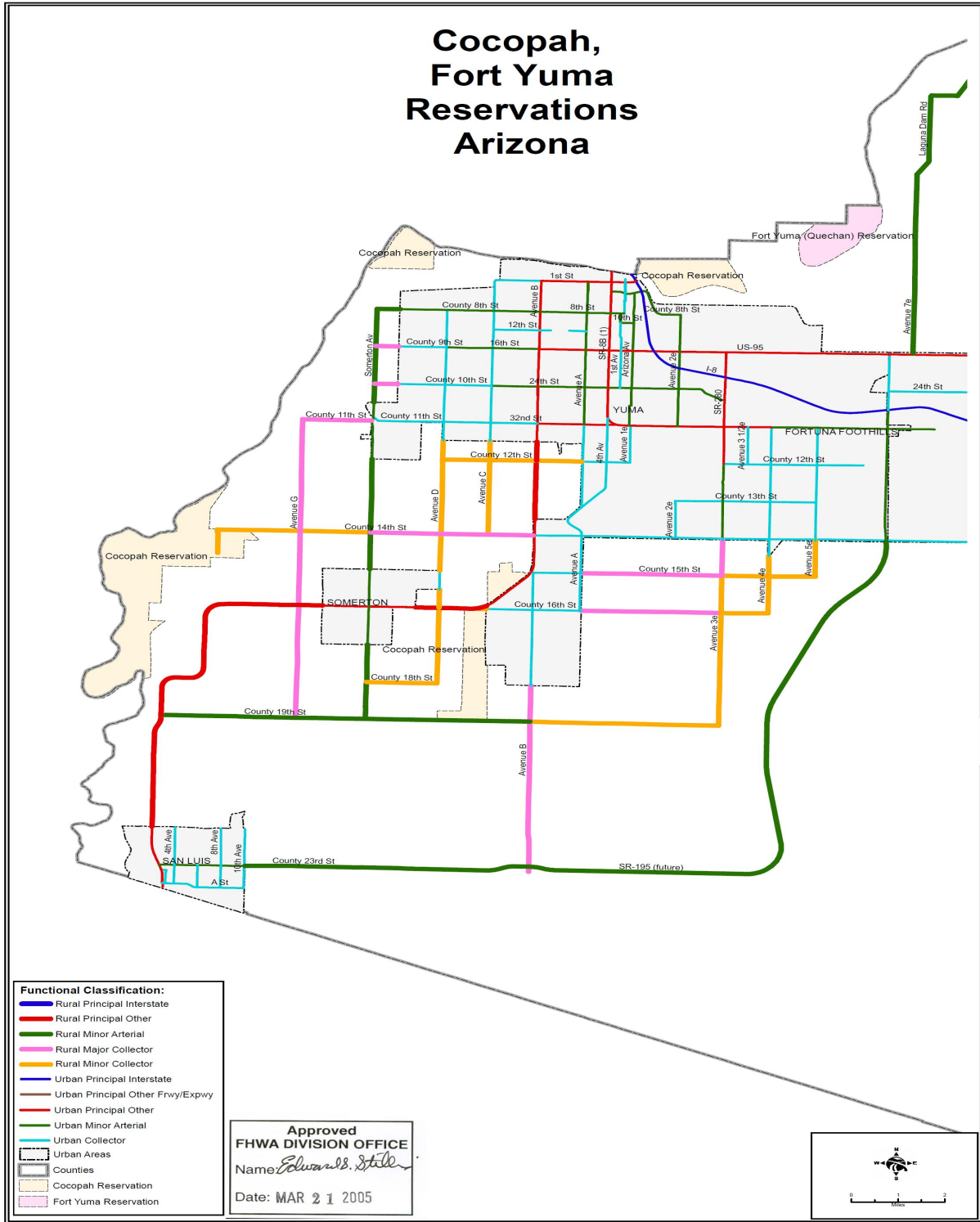
**Legend**

-  US and State Highways
-  Community Road / Local Road
-  Rural Local Road / Rural Minor Collector
-  Other Roads
-  East Cocopah Reservation

 Miles 

Source: BIA Tribal Transportation Inventory 2012

Figure 10 – Tribal Transportation Functional Classifications



Source: <http://www.azdot.gov/mpd/gis/fclass/fcmaps.asp>

Figure 11 – FHWA Functional Classifications for Roads near the East Reservation

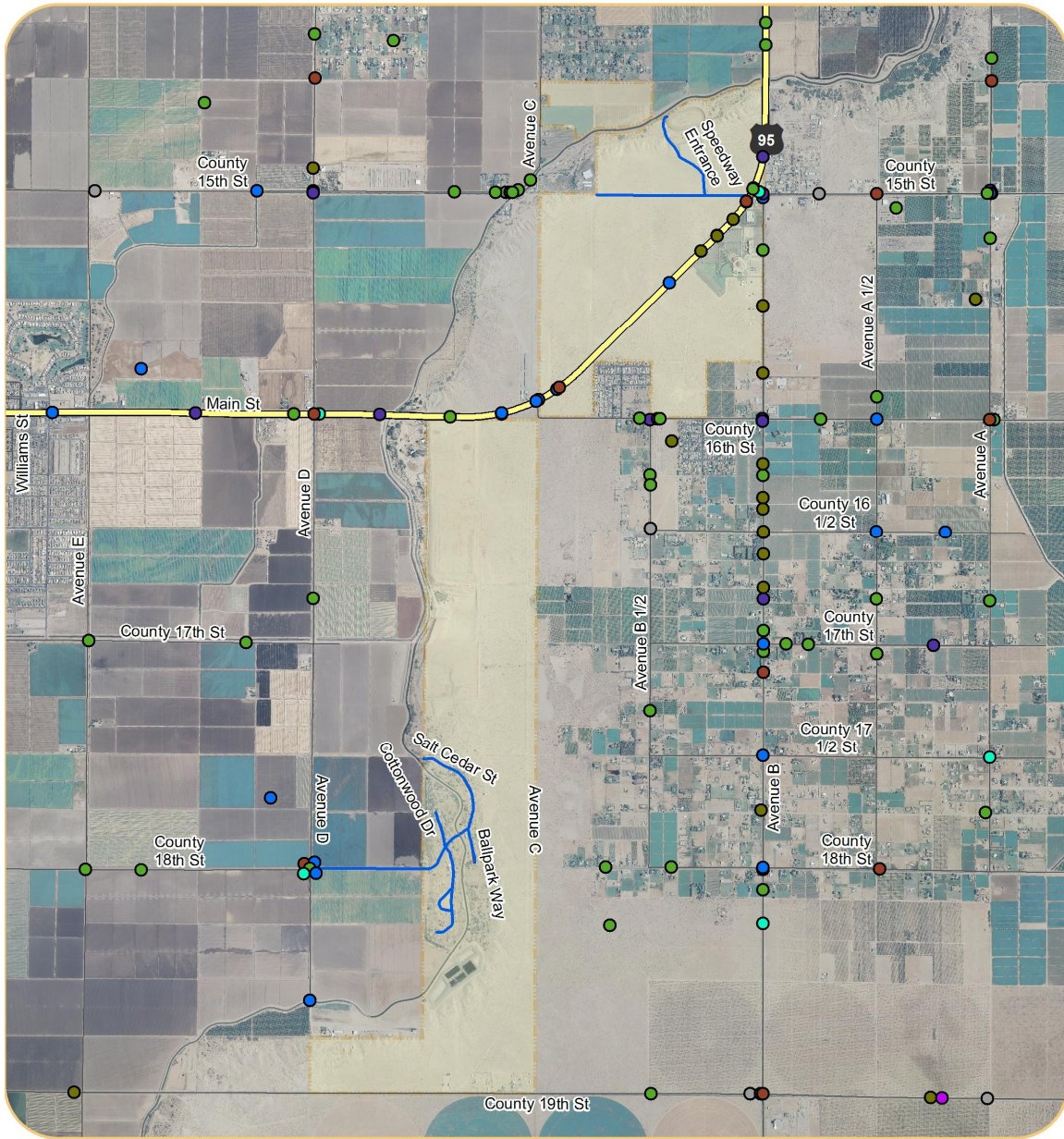
### **3.6 Crash History**

Discussions with representatives of the Cocopah Police Department and the Somerton Police Department indicated that very few crashes have occurred on the East Reservation area over the last five years and those that had occurred were minor property damage crashes. No specific crash reports were available for this time period.

Motor vehicle crash (MVC) data were available from the ADOT Accident Location Information Surveillance System (ALISS) system at the perimeter of the East Reservation for the years 2007 through 2010. Crash locations and types are shown graphically in Figure 12.

A review of crash data in areas near the East Reservation indicated:

- 10 crashes occurred at the Avenue C / County 15<sup>th</sup> Street intersection. There is a predominance of single vehicle crashes at this location.
- 11 crashes occurred at the US 95 near County 15<sup>th</sup> Street intersection. Angle and left-turn crashes are the two most predominant types of crash at this location.
- 4 crashes occurred at the Avenue B / County 15<sup>th</sup> Street intersection. There did not appear to be a predominance of one type of crash at this location.
- 5 crashes occurred at the Avenue D/County 18<sup>th</sup> Street intersection. Angle and left-turn crashes are the two most predominant types of crash at this location.



**Legend**

<b>Crashes_Study_Area_2007-2010</b>	Head-On	US and State Highways
Single Vehicle	Sideswipe Same Direction	Cocopah Tribal Transportation Inventory Roads
Angle	Sideswipe Opposite Direction	Other Roads
Left-Turn	Other	East Cocopah Reservation
Rear-End		

0 0.5 1 Miles

Source: ADOT

Figure 12 – Crash Locations, 2007- 2010

### 3.7 Existing Traffic Volumes and Level of Service

Traffic volume data is important because it shows how busy a road is and can help justify transportation needs. In the residential part of the East Reservation, traffic volumes are generally very low. Improvement recommendations will likely be based on needs other than congestion.

Daily traffic volumes were collected for the study area from a number of sources:

- BIA Tribal Transportation Program database
- ADOT Highway Performance Monitoring System (HPMS) database.
- Yuma Metropolitan Planning Organization Traffic Counts.
- Manual estimation, based on the number of homes multiplied by a trip generation factor from the *Trip Generation Manual*.

These data are shown in Table 8 and shown graphically in Figure 13. Daily traffic volumes within the East Reservation were based on traffic counts conducted by the Yuma Metropolitan Planning Organization (YMPO) in July, 2012.

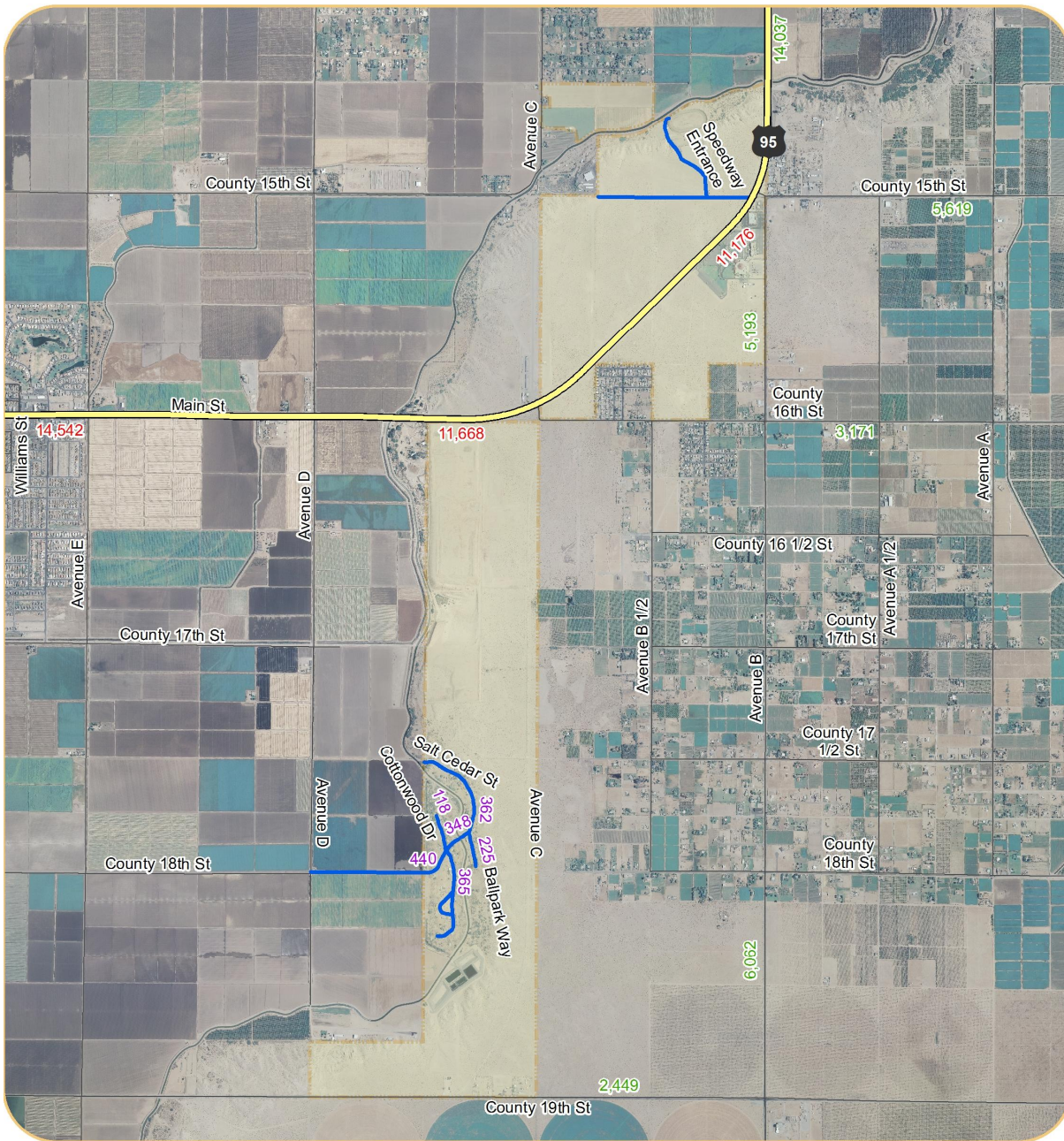
Table 8 – Annual Average Daily Traffic Volumes – East Reservation Roads

Road Name	2012 Daily Traffic Volume
Ballpark Way	225
Cottonwood Drive, north of Salt Cedar Street	118
Cottonwood Drive, south of Salt Cedar Street	365
Salt Cedar Street, north of Ballpark Way	362
Salt Cedar Street, between Cottonwood Drive and Ballpark Way	348
Salt Cedar Street, west of Cottonwood Drive	440

Source: YMPO

#### 3.7.1 Roadway Level of Service

Roadway traffic operations are defined and categorized by the delay experienced by an average driver. The operations are categorized by a grading system called level of service (LOS), which is a letter designation ranging from A (no delay) to F (severe congestion). The LOS was determined using the methodology stated in Highway Capacity Manual (2010). These levels are illustrated in Table 9.



**Legend**

- US and State Highways
- Cocopah Tribal Transportation Inventory Roads
- Other Roads
- East Cocopah Reservation

	XXX 2012 Daily Counts from YMPO	
	XXX ADOT 2011 AADT	
	XXX YMPO 2011 AADT	

0 0.5 1 Miles




Sources: YMPO, ADOT, Analysis by Kimley-Horn

Figure 13 – Existing Traffic Volumes

Existing LOS of roads on the East Reservation are summarized in Table 9. All of the roadways are currently operating at LOS A. However, one consideration is special event traffic. During discharge periods from events at the Cocopah Speedway, congestion occurs near the County 15<sup>th</sup> Street/US 95 intersection. Although no traffic count data is available for the special events, information from the Cocopah Speedway staff indicates that average attendance at the Speedway is approximately 3,000 persons per event. If one assumes average vehicle occupancy of 2 persons per car, this would indicate that 1,500 cars would be exiting an event in a short period of time, approximately a one-half hour period, of which a significant proportion would be turning left. This supports the request from police department staff that a left turn phase and a left-turn bay are needed at this intersection. The left-turn phase will be traffic actuated.

All of the East Reservation roads are currently operating at LOS A

Table 9 – Examples of Level of Service

Level of Service	Examples of Road Conditions
A-B	 <p data-bbox="670 1066 1211 1100">Salt Cedar Street</p>
C-D	 <p data-bbox="670 1413 1211 1457">Near US 95 and County 15<sup>th</sup> Street</p>
E-F	 <p data-bbox="670 1801 1211 1837">Congested street intersection in Yuma</p>

Source: Kimley - Horn and Associates



### 3.8 Posted Speed Limits



The posted speed limit is 20 miles per hour in the East Reservation residential area. There is a posted school speed limit of 15 miles per hour Monday through Friday near the Head Start School on Cottonwood Drive.

*On County 18<sup>th</sup> Street, near the transition to Salt Cedar Street, the 20 mph speed limit sign is shown on the right side of the photo*

### 3.9 Access Management

Access management is a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. Access management can increase the capacity of these roads, manage congestion, and reduce crashes.

Examples of techniques include:

- Driveway location, spacing, and design;
- Use of exclusive turning lanes;
- Median treatments, including two-way left turn lanes (TWLTL) that allow turn movements in multiple directions from a center lane and raised medians that prevent movements across a roadway;

Access management can increase safety and reduce congestion.

The Cocopah Tribe currently does not have an access management policy or program in place. The BIA access management guidelines include control of over-size and overweight vehicles as well as utility crossing and roadway access permitting.

Because traffic volumes and congestion are low, and because this is a rural residential area, access management is not a critical need.

### 3.10 Scenic Roads

There are no designated scenic roads in the study area and no new scenic roads are proposed in the 2012 Long Range Transportation Plan for the East Reservation area.

### 3.11 Planned and Programmed Transportation Projects

Planned and programmed projects were obtained from the following sources:

- *Final Cocopah Tribe Long Range Transportation Plan*
- *Yuma Metropolitan Planning Organization, 2011-2016 Transportation Improvement Program*
- *2010 – 2033 YMPO Regional Transportation Plan*

Planned projects are described further as follows:

#### Cocopah Tribe Long Range Transportation Plan

The *Final Cocopah Tribe Long Range Transportation Plan* recommended projects for the East Reservation area, which are summarized in Table 10.

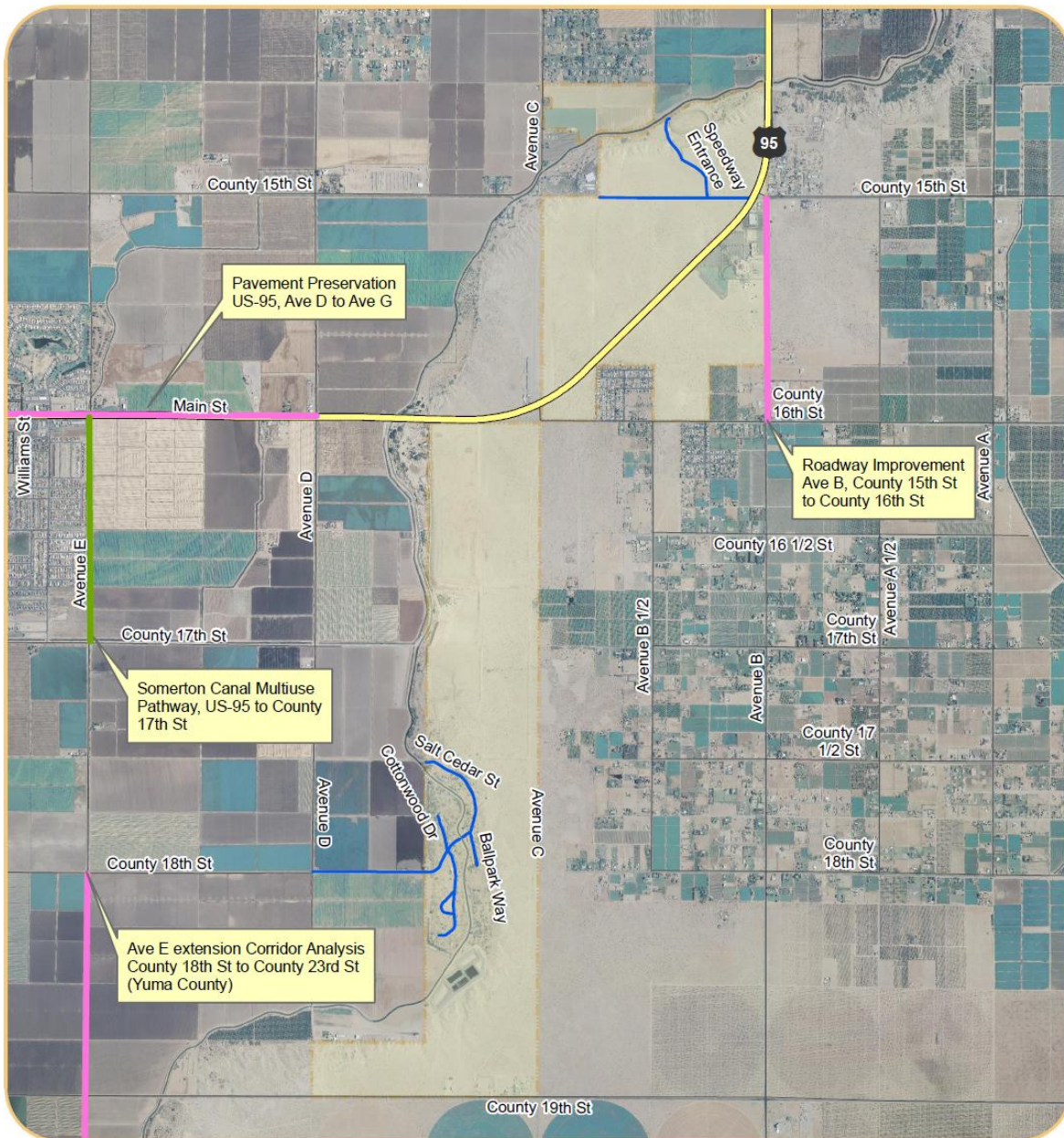
Table 10 – Recommended Projects from Final Cocopah Tribe Long Range Transportation Plan

Time Period	Street Name	Project Name/Description	Comment
Short-Range	Multiple	Street lights, bike paths and Transit turnouts – West, East, and North Reservation	The project includes the installation of street lights and construction of bike paths and turnouts for transit vehicles on all three reservation areas.
Mid-Range	Multiple	Restriping and new signage – West, East, and North Reservation	This project includes the painting of new striping on many roads in all three reservations where paint has faded or disappeared. This project also includes the replacement of old signs and placement of new signs throughout the Reservation.
Long-Range	To be Determined	Determination of an alternate access route – East Reservation	The project includes a feasibility study to determine the best route from the East Reservation to go east and north to roads adjacent to the Casino property and Highway 95.
Long-Range	Salt Cedar Street, Cottonwood Dr., Cottonwood Loop, Ballpark Way	Widening of roads – East and West Reservation	The project includes the widening of several of the existing roads to better accommodate turning and movement of fire trucks and other vehicles.

Source: Final Cocopah Tribe Long Range Transportation Plan, 2012

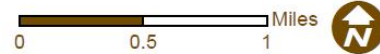
#### YMPO 2011-2016 Transportation Improvement Program (TIP) – Amendments 1-4

The Cocopah Tribe is a member of the Yuma Metropolitan Planning Organization (YMPO). The YMPO 2011-2016 Transportation Improvement Program (TIP) – Amendments 1 through 4 were reviewed to determine what improvement projects would be occurring in the vicinity of the East Reservation. These projects are shown graphically in Figure 14. A roadway improvement project on Avenue B, between County 15<sup>th</sup> Street and County 16<sup>th</sup> Street was listed as a capital improvement project for Yuma County in TIP Amendment 2.



**Legend**

- |                             |                                |
|-----------------------------|--------------------------------|
| US and State Highways       | CIP-TIP Segment Multi-use Path |
| Cocopah IRR Inventory Roads | CIP-TIP Segment Roadway        |
| Other Roads                 | CIP-TIP Intersection           |
| East Cocopah Reservation    |                                |



Source: YMPO 2011 – 2016 TIP, Amendment 2, 2011

Figure 14 – Projects near the East Reservation per the YMPO TIP

2010 – 2033 YMPO Regional Transportation Plan (RTP)

The 2010 – 2033 RTP was reviewed to determine what improvement projects would be occurring in the vicinity of the East Reservation. Key roadway projects recommended are summarized in Table 11:

Table 11 - Recommended RTP Roadway Projects near the East Reservation

Agency	Project	Location	Cost
2010-2014			
Cocopah Reservation	Misc. Improvements		\$304,700
City of Somerton	Avenue B	Avenue B/15 <sup>th</sup> Street Intersection	\$369,950
City of Somerton	US 95 Pavement Preservation	Avenue D to Avenue G	\$528,500
Yuma County	Avenue B, Phase I and II	County 15 <sup>th</sup> to County 18 <sup>th</sup> St.	\$2,300,000
Yuma County	County 18 <sup>th</sup> Street	Ave 3E and Avenue A	\$400,000
2015-2019			
Cocopah Reservation	Misc. Improvements		\$250,000
Yuma County	Avenue B – Phase III Widening	County 15 <sup>th</sup> Street to County 18 <sup>th</sup> Street	\$1,100,000
2020-2024			
Cocopah Reservation	Misc. Improvements		\$270,000
2025-2029			
Cocopah Reservation	Misc. Improvements		\$250,000
2030-2033			
Cocopah Reservation	Misc. Improvements		\$150,000
Yuma County	Avenue D (new)	County 18 <sup>th</sup> Street to County 19 <sup>th</sup> Street	\$2,250,000

Source: 2010 -2033 Regional Transportation Plan, April 2010

There were also a number of projects listed that were not included in the RTP because of they were beyond the estimated funding levels of the RTP. Projects near the East Reservation area are:

- Yuma Expressway (Avenue D to SR 195 and County 14<sup>th</sup> to I-8)
- County 15<sup>th</sup> widening (Avenue G to Avenue D)
- County 16<sup>th</sup> Street widening (US 95 to Avenue 3E)

### 3.12 Future Traffic Data

#### 3.12.1 Growth Rates

The *Cocopah Tribe Long Range Transportation Plan* assumes a 2 percent per year growth rate on tribal roads. Within the East Reservation residential area, this seems to be relatively high because there are no current development plans in the works and the land area is relatively constrained. However, to be conservative, Table 12 summarizes the future traffic volumes and levels of service assuming a 2% compound annual growth rate. The analysis indicates that the current number of lanes will provide adequate capacity through 2030 on all roads.

Table 12 – Future Traffic Volumes and Levels of Service

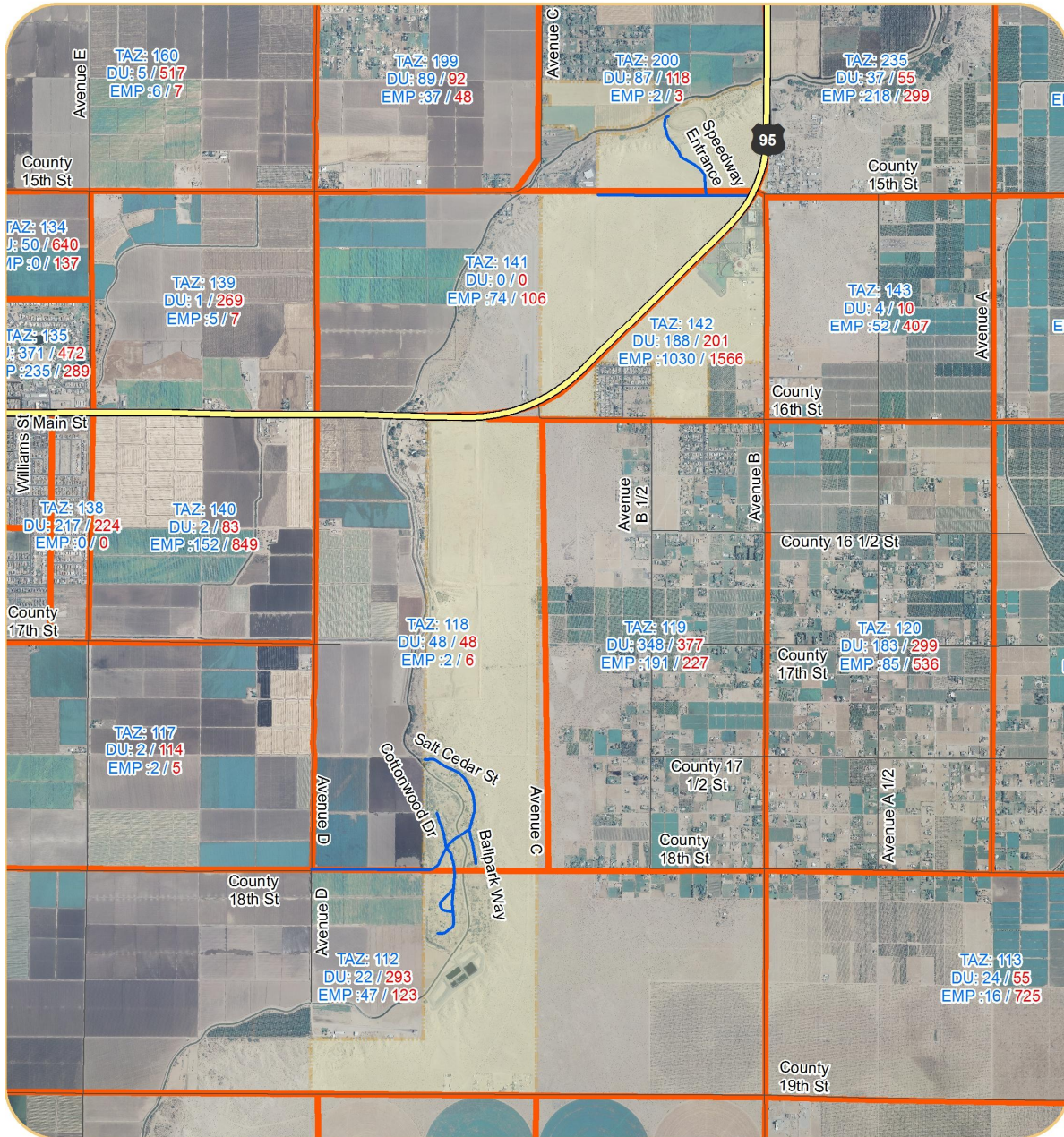
Road Name	2012 Average Daily Traffic	2015 ADT	2020 ADT	2030 ADT	2015 LOS	2020 LOS	2030 LOS
Ballpark Way	225	239	264	321	A	A	A
Cottonwood Drive, north of Salt Cedar Street	118	125	138	169	A	A	A
Cottonwood Drive, south of Salt Cedar Street	365	387	428	521	A	A	A
Salt Cedar Street, north of Ballpark Way	362	384	424	517	A	A	A
Salt Cedar Street, between Cottonwood Drive and Ball Pkwy	348	369	408	497	A	A	A
Salt Cedar Street, west of Cottonwood Drive	440	467	516	628	A	A	A

#### 3.12.2 Travel Demand Modeling

The YMPO Travel Demand Model was acquired from YMPO. The model, which consists of two scenarios, 2009 RTP and 2033 RTP, is a 4-step travel demand model based on TransCAD. Traffic analysis zone (TAZ) structure and socio-economic data of housing units and number of employees within each TAZ was available from the model for year 2009 and 2033. These data are shown in Figure 15. The residential area within East Cocopah Reservation is split in two TAZs and the number of houses counted from the residential site plan is consistent with the housing units shown in the 2009 TAZ data. The 2009 and 2033 daily volumes generated from the model are shown in Figure 16 and Figure 17 respectively. The 2009 model daily volumes are slightly higher than the 2011 daily traffic counts, which could potentially be due to the downward trend of traffic volumes as a result of the slowdown of the economy.

A key need identified early in the study was that alternative roadway access is needed to connect the East Reservation residential area either by connecting the north end of Salt Cedar Street to County 17 ½ Street or by connecting Ballpark Way to County 18<sup>th</sup> Street. A model run was conducted with both of these connections to see how traffic flow was attracted to each connection. Another key need identified was for a road connection on County 15<sup>th</sup> Street west of the Cocopah Speedway. The regional model for 2033 does include such a connection. Currently, County 15<sup>th</sup> Street is a dirt road between Avenue C and Cocopah Speedway entrance road. The 2033 model results show that more traffic would use a County 18<sup>th</sup> Street connection to Ballpark Way. One reason is that the regional model assumes development south of County 18<sup>th</sup> Street, between Avenue C and Avenue B. It does not appear that there is a high level of cut through traffic from either road connection alternative. Based on the population and land use projection, the northern half of East Cocopah residential area (TAZ 118) is not expected to have any growth in the future while population and employment growth is projected for the southern part of residential area along with areas immediate east of reservation (TAZ 112). As a result, it is more reasonable to provide alternative access to the residential area through County 18<sup>th</sup> Street. The 2033 model volumes with alternative access are shown in Figure 18.

Another 2033 model run was conducted assuming both the road connections via Salt Cedar Street and Ballpark Way and assuming that Avenue C is a paved two-lane roadway between County 16<sup>th</sup> Street and County 19<sup>th</sup> Street. The Avenue C road connection has a travel demand volume of between 2,800 to 4,500 vehicles per day. A T-intersection is assumed at US 95/Avenue C. Again, the Ballpark Way connection to County 18<sup>th</sup> Street carries more traffic, approximately 1,200 vehicles per day. This 2033 model run is shown in Figure 19.



**Legend**

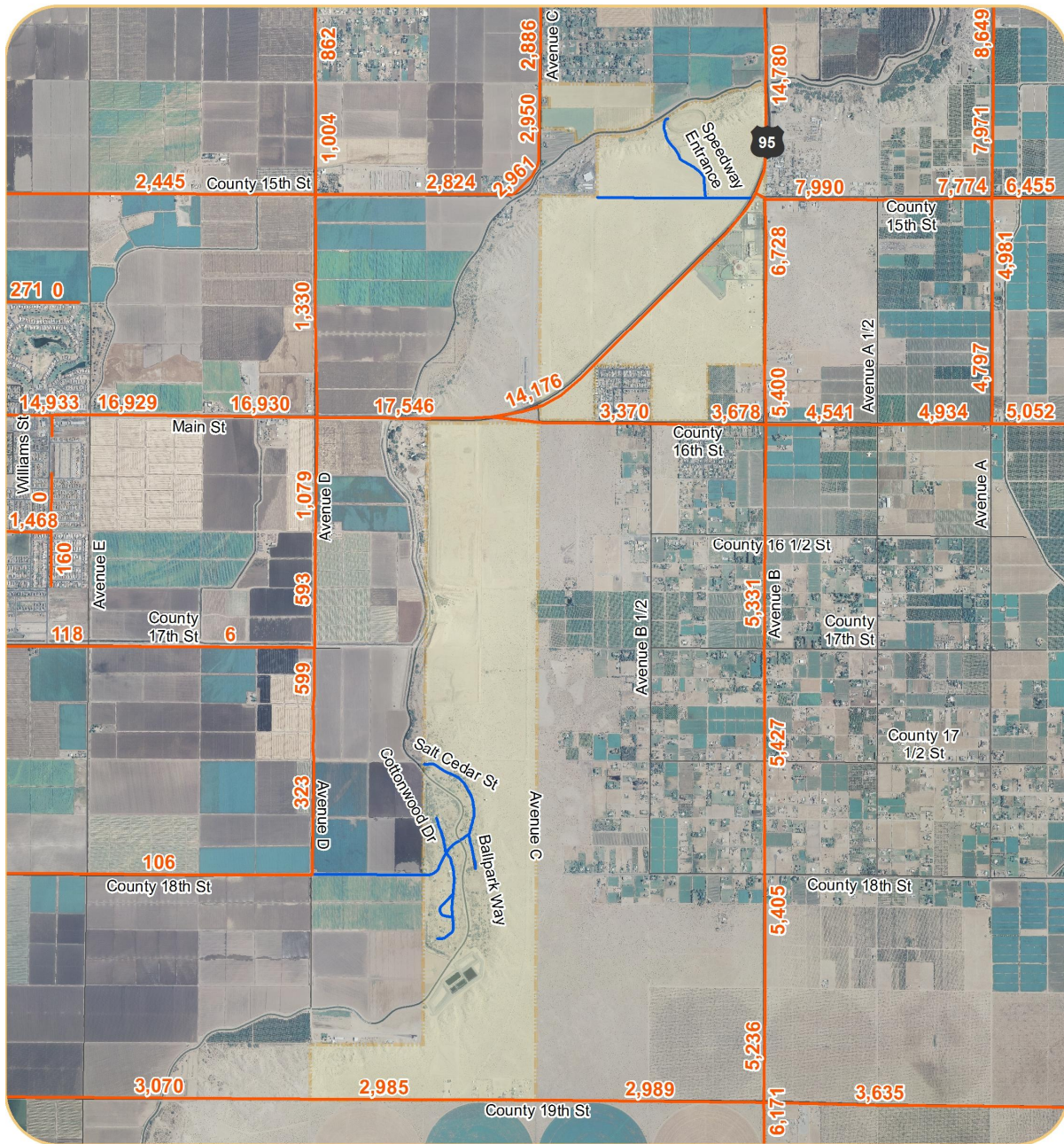
- US and State Highways
- Cocopah Tribal Transportation Inventory Roads
- Other Roads
- East Cocopah Reservation
- TAZ

XXX: 2009 Dwelling Unit & Employment  
 XXX: 2033 Dwell Unit & Employment

0 0.5 1 Miles

Source: YMPO

Figure 15 – Traffic Analysis Zone Assumptions, 2009 and 2033



**Legend**

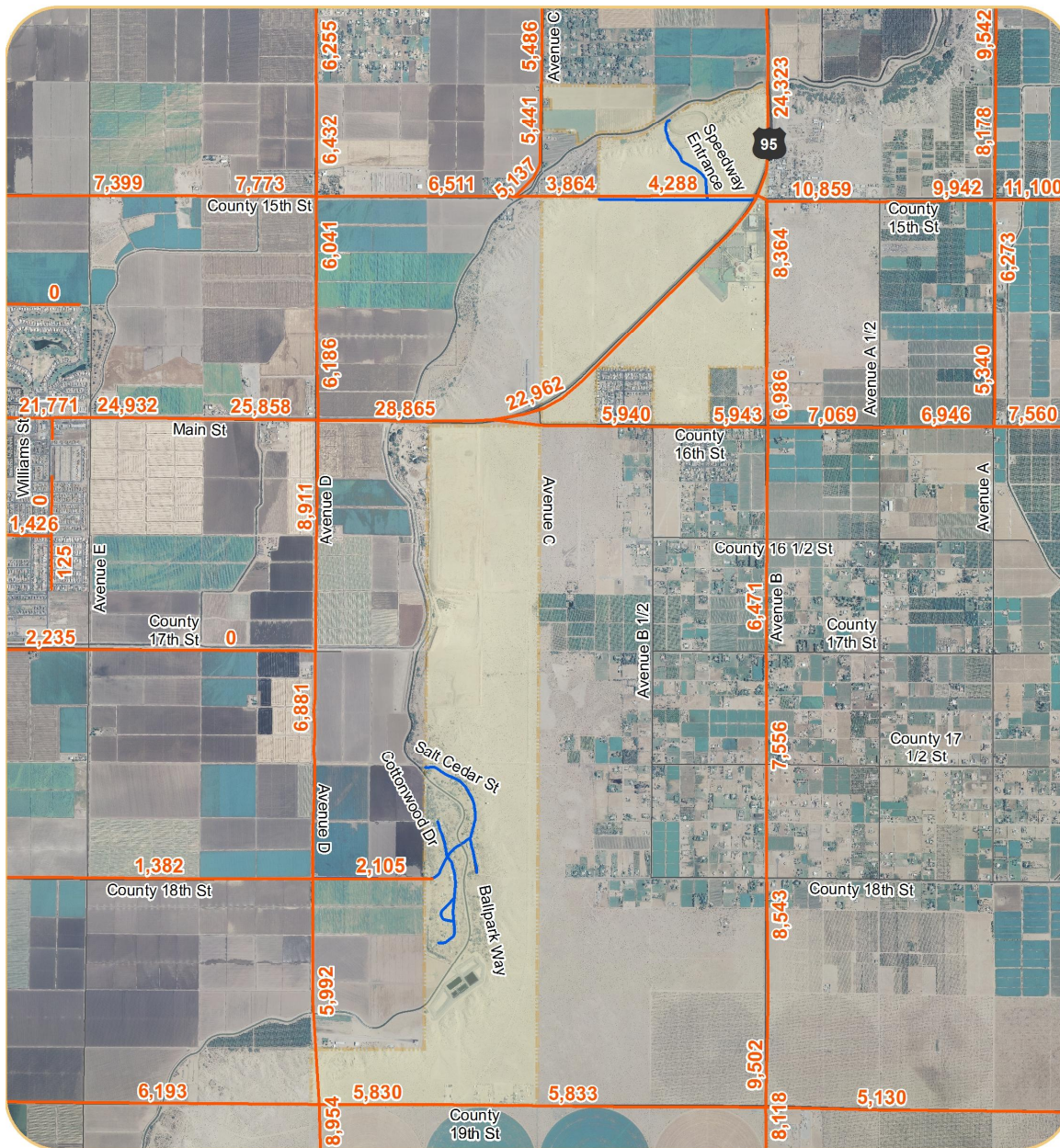
- YMPO 2009 Model Network
- Cocopah Tribal Transportation Inventory Roads
- Other Roads
- East Cocopah Reservation



Source: YMPO

Figure 16 – YMPO 2009 Model Results



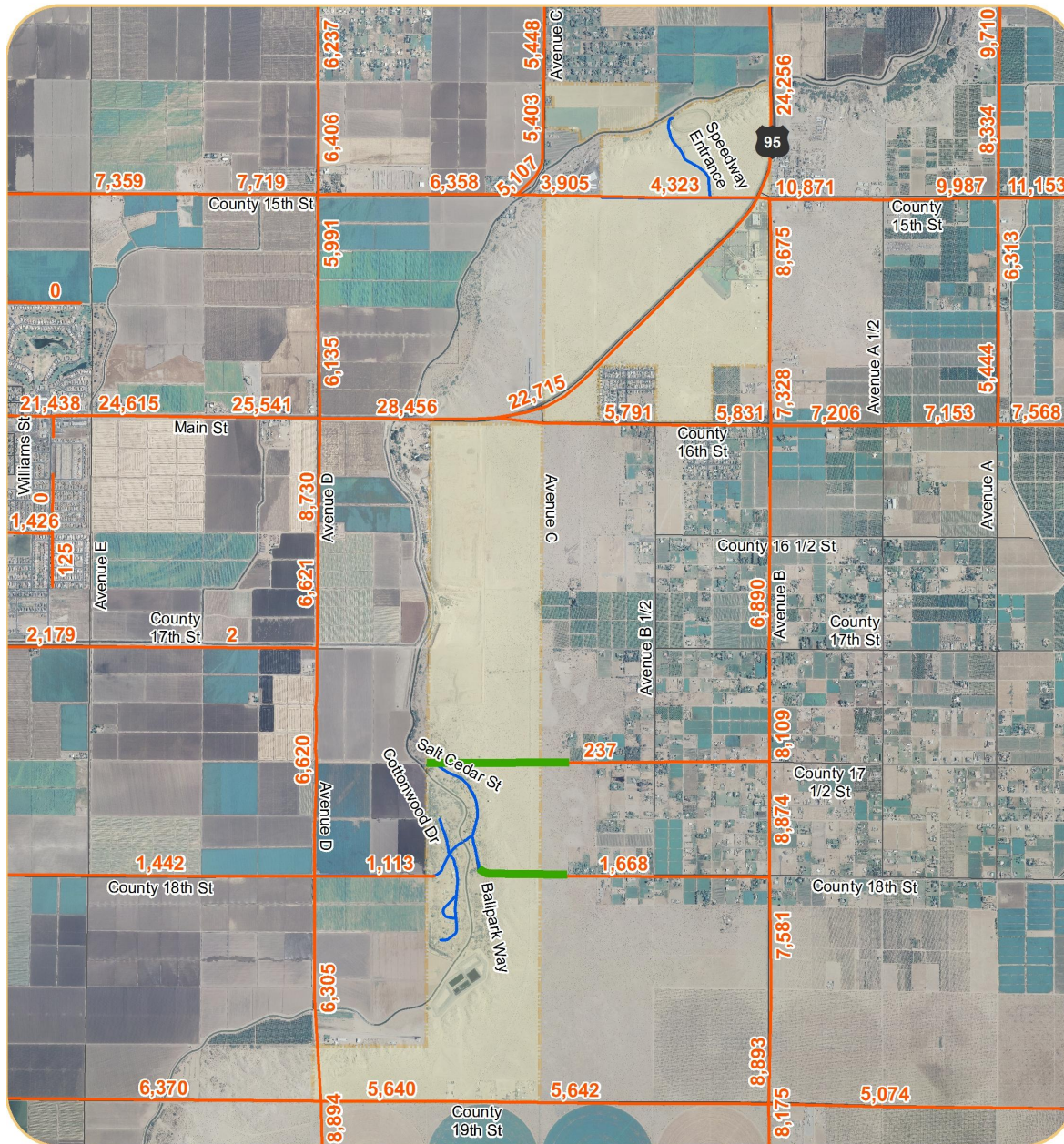


**Legend**

- YMPO 2033 Model Network
- Cocopah Tribal Transportation Inventory Roads
- Other Roads
- East Cocopah Reservation

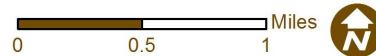
Source: YMPO

Figure 17 –YMPO 2033 Model Volumes



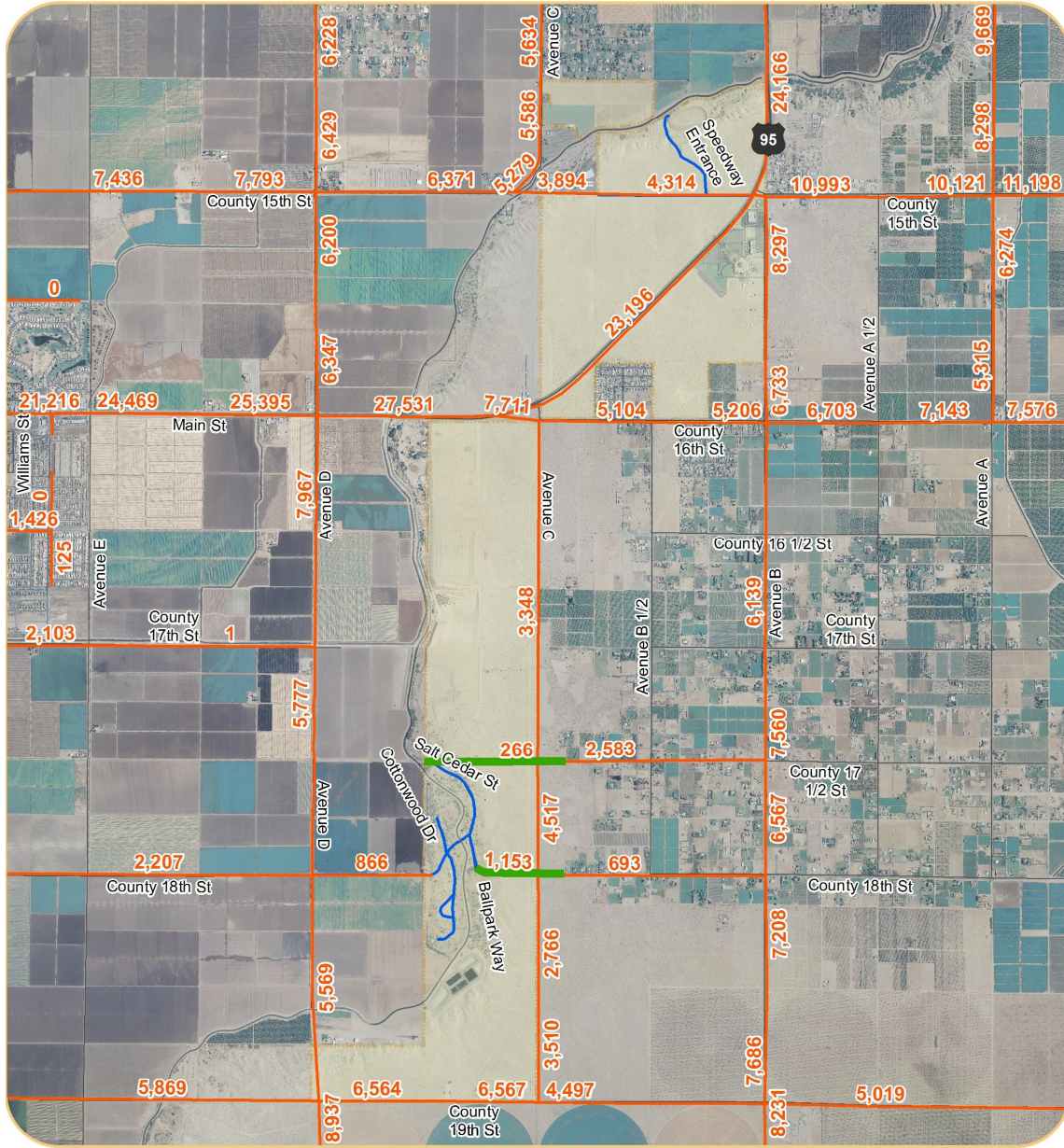
**Legend**

- YMPO 2033 Model Network
- Alternative Access
- Cocopah Tribal Transportation Inventory Roads
- Other Roads
- East Cocopah Reservation



Source: YMPO, model revisions by Kimley-Horn

Figure 18 – 2033 YMPO Model results with Alternative Access to East Reservation



**Legend**

- YMPO 2033 Model Network
- Alternative Access
- Cocopah Tribal Transportation Inventory Roads
- Other Roads
- East Cocopah Reservation

0 0.5 1 Miles

Source: YMPO, model revisions by Kimley-Horn

Figure 19 – YMPO 2033 Model Volumes assuming an Avenue C Connection

### 3.13 Transit

The Yuma County Area Transit System (YCAT) provides transit service to the East Reservation. It is operated by the Yuma County Intergovernmental Public Transportation Authority. YCAT provides fixed route and demand responsive bus service throughout Southwestern Yuma County, including the cities of Yuma, San Luis, Somerton, Town of Wellton, Cocopah Indian Reservations and unincorporated communities of Yuma County, including Gadsden, Ligturta and Fortuna. Additional services are provided to Winterhaven, California and the Quechan Indian Reservation. Changes to routes and service were implemented in January 2012.

#### 3.13.1 Current Routes and Stops

The following routes serve the Cocopah East Reservation residential area:

- Violet Route 7 – Cocopah Reservation Shuttle
- Purple Route 6 and 6A – Avenue A Cocopah Reservation Shuttle

##### 3.13.1.1 Violet Route 7 – Cocopah Reservation Shuttle

Violet Route 7 serves the Cocopah East and West Reservation areas and is shown in Figure 20. The East Reservation is served only on westbound routes. The shuttle operates on one-hour headways, Monday through Fridays. Stops on the East Reservation area are:

- Cottonwood Loop @ Salt Cedar Ave.
- Cottonwood Loop @ Head Start School
- Cottonwood Park Loop @ Cottonwood Loop
- Cottonwood Loop @ Salt Cedar Ave
- Cocopah Casino

Within the Cocopah Reservations, this route can flex off route. Passengers may request the bus operator to flex off route, up to 3/4 of a mile on either side of the route by asking the bus operator or calling 60 minutes in advance. Deviations requests are limited to the first four (4) requests per one-way trip for \$2.00 for all passengers. Violet Route 7 links the East Reservation to Somerton and the West Reservation area. It serves a number of employment centers and destinations, including:

- Cocopah Tribal Headquarters, Cocopah Police Department, Cocopah Museum
- Cocopah Community Center
- Cocopah Resort and Conference Center
- Cocopah Casino
- Cocopah Speedway
- Wild River Family Entertainment Center
- Somerton downtown area, including city offices, grocery stores, restaurants and other commercial establishments, Somerton High School, and health services.

The project team reviewed passenger boarding and deboarding data for a six month period, from January 2012 through June 2012. These data, which are recorded randomly approximately once a week, indicated that passengers who are boarding at stops at the residential area of the East Reservation are typically getting off at the Tribe's Administration offices or the Cocopah Tribe Purchasing Office on

Veteran's Way, the Cocopah Community Center, or the intersection of Main Street/State Street in downtown Somerton, which serves multiple trip purposes such as shopping, employment, and school. Another destination is the Cocopah Casino and Resort and Conference Center. Discussion with the transit manager indicated that data on how many transit riders are tribal members is not available.

With respect to future conditions, input from tribal members did not indicate the need for new destinations, but rather longer service hours, improved frequency, and transit routing in both directions. Bus stop amenities were also requested, such as bus shelters. Existing ridership is discussed in Section 3.13.1.4 and future ridership is discussed in Section 3.13.1.6.

### **3.13.1.2 Purple Route 6A**

Purple Route 6A serves the East Reservation during the one a.m. weekday run and on Saturday for three runs (every two hours between approximately 11:00am 4:00 p.m.). Transit service is provided to the East Reservation residential area in the westbound direction only. This route is shown by a dashed line in Figure 21. The bus stops on the East Reservation area are the same as described for Violet Route 7. Similar to Route 7, Passengers may request the bus operator to flex off route, up to 3/4 of a mile on either side of the route.

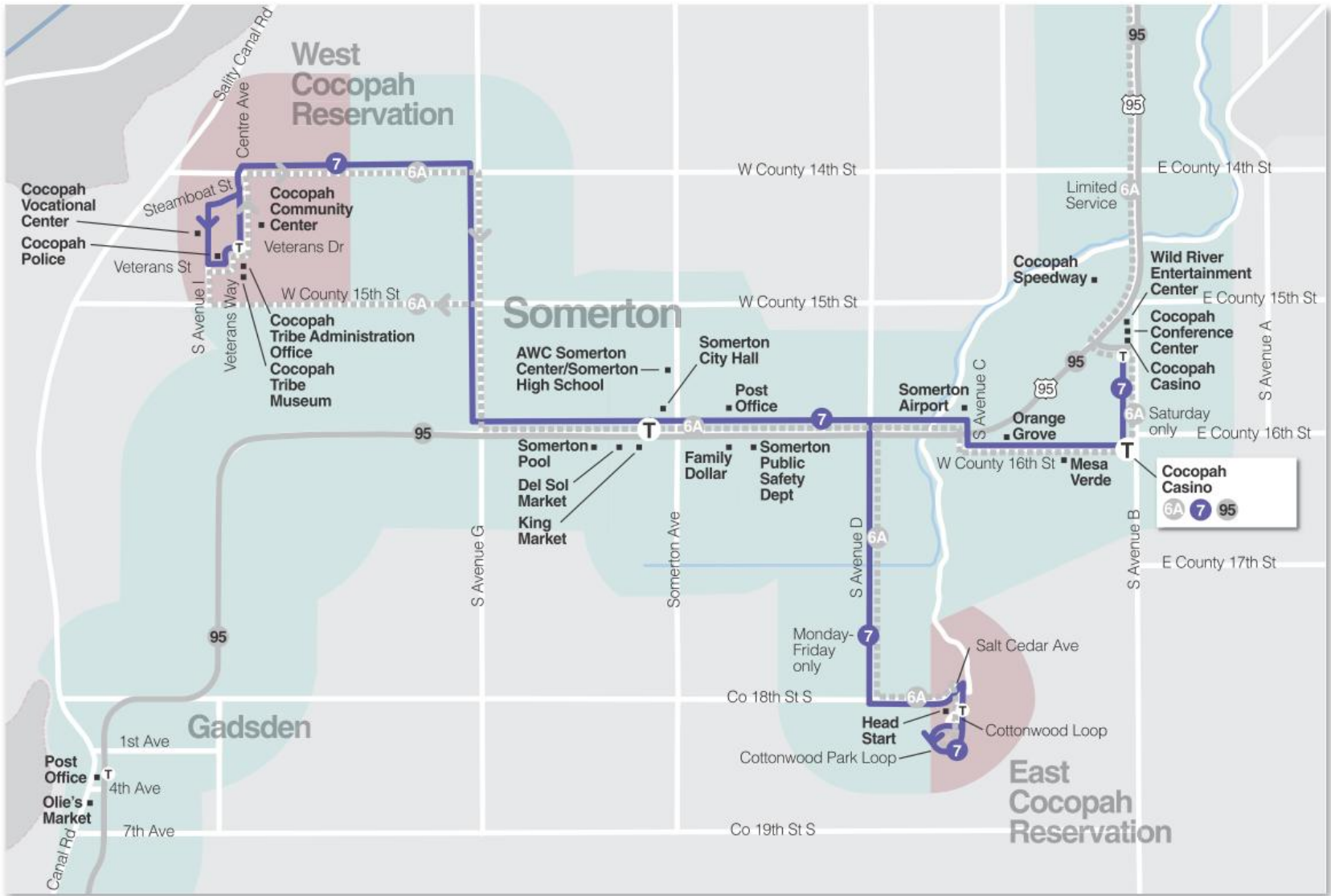
This route is a lengthy route which connects all three reservation areas during the limited times it runs to the East Reservation. It also extends north to the West Yuma Transfer Hub at 26<sup>th</sup> Street near Wal-Mart. It serves a number of employment centers and destinations, similar to Violet Route 7. In addition, this route serves destinations in the city of Yuma, including:

- Aztec High School
- Cibola High School
- Walmart Shopping Plaza
- Yuma Regional Medical Center
- Commercial locations, particularly on Avenue A and 8<sup>th</sup> Street

A review of passenger boarding and deboarding data indicated that passengers are typically use this route to travel between the East Reservation and the Tribe's Administration offices at Veteran's Way. There were also trips recorded between the Cocopah Casino and Resort to the Tribe's Administration offices.

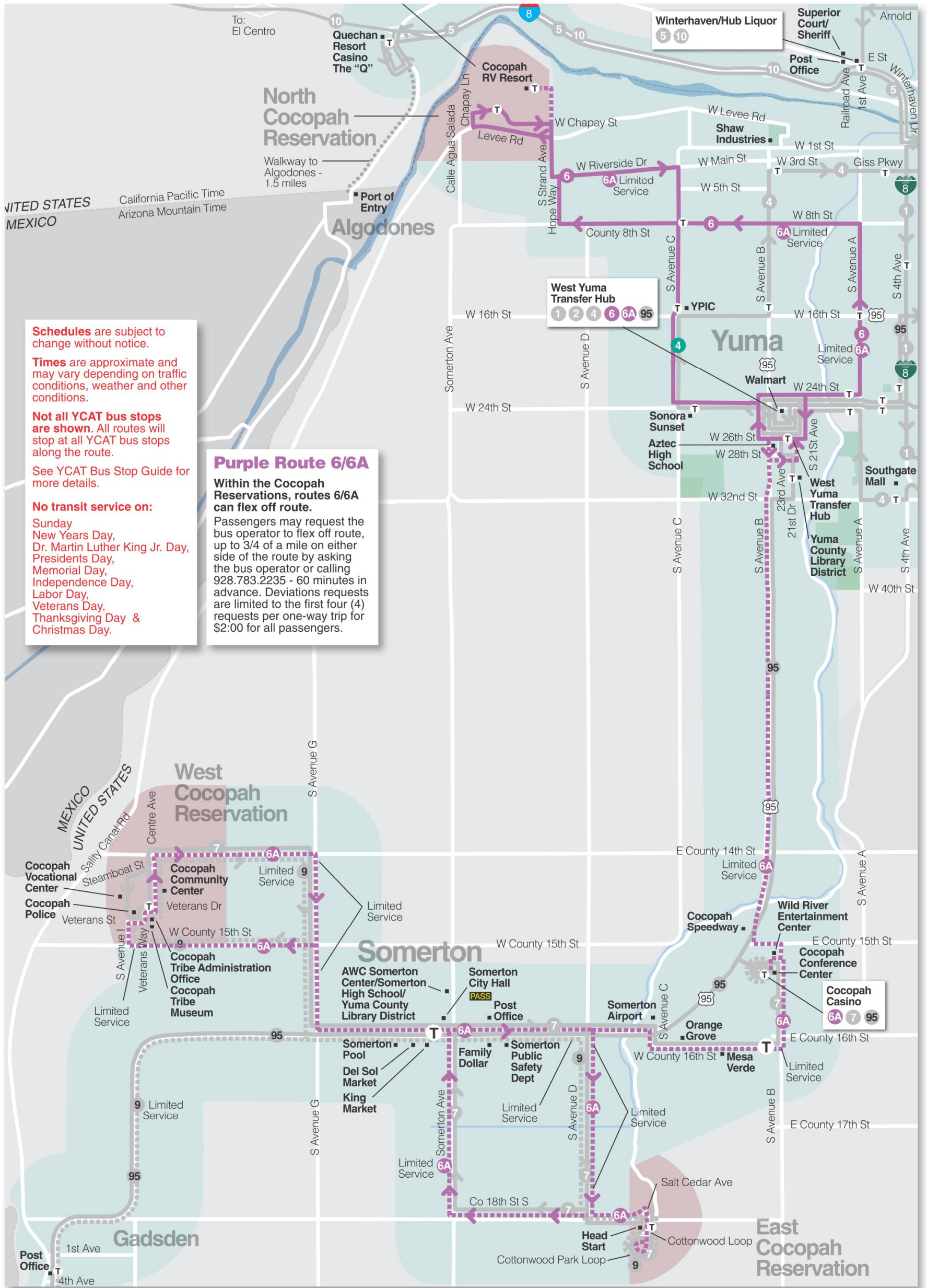
### **3.13.1.3 Yellow Route**

The Yellow Route, although not serving the East Cocopah residential area, does serve the Cocopah Casino. It travels primarily on US 95 and runs on hourly headways. This route is shown in Figure 22.



Source: YCIPTA

Figure 20 – Route Map - Violet Route 7



Source: YCIPTA

Figure 21 – Purple Route 6 and 6A Route Map





### 3.13.1.4 Ridership

Ridership data was obtained from the Yuma County Area Transit System and is shown in Table 13. Passenger trips have increased on Violet Route 7 between January and June from 1,276 to 1,347 passenger trips. Passenger trips have increased on Purple Route 6A between January and June from 173 to 253 passenger trips. Yellow Route 95 is a heavily traveled route, with passenger trips ranging between 11,408 and 14,761 passenger trips over the same time period. Data on tribal versus general public ridership was not available. Future potential ridership is discussed in Section 3.13.1.6.

Table 13 – Transit Monthly Ridership, January - June 2012

Route	Passenger Trips					
	January	February	March	April	May	June
Violet Route 7	1,276	1,137	1,158	1,068	1,296	1,347
Purple 6A	173	233	216	227	231	253
Yellow Route 95	11,408	12,900	14,548	14,361	14,761	12,468

Source: Yuma County Area Transit Monthly Summary Reports

### 3.13.1.5 Future Transit Plans

The Yuma County Intergovernmental Public Transportation Authority (YCIPTA) *Ten Year Capital Plan* was reviewed for this project. The plan of capital improvements spans the fiscal years 2011/2012 to FY 2020/ 2021. Key capital improvements potentially related to the Cocopah Reservation area are shown in Table 14.

Table 14 – Transit Planned Capital Improvements

Fiscal Year	Capital Improvements Proposed
All	Purchase additional bus shelters for placement in the service area
All, largest expenditure in FY 2012/2013	Purchase signs, info posts, poles, benches, trash cans and other passenger enhancements
Yearly from 2013/14 to 2020-21	Construct bus bays/turnouts throughout Yuma County at TBD locations

Source: YCIPTA Ten Year Capital Plan



YCAT Bus Stop on Cottonwood Drive

### 3.13.1.6 Transit Demand

Transit demand forecasts based on estimates of transit dependent population are shown in Table 15. U.S. Census data were used to estimate transit demand based on the population of elderly, disabled, and persons living below the poverty level within the East Reservation area. The Arkansas Public Transportation Needs Assessment (APTNA) model was used to estimate the 2010 transit demand based on the 2010 population. The APTNA method uses the following trip rates:

- An elderly person age 60 and over would make about 6.79 one-way passenger trips annually;
- A person with disabilities under age 60 would make about 4.49 one-way passenger trips annually (census data reported this for under age 64); and
- A person living in poverty under age 60 would make about 20.50 one-way passenger trips annually (census data reported this for under age 64).

The U.S. Census was used to determine estimates for the number of persons age 60 and above, persons with disabilities under age 60, and persons living in poverty under age 60. The analysis was conducted for Census Tract 115.01 since the data was not available at the block group or block level. This census tract encompasses the East Reservation and the West Reservation, as well as the areas between the East and West reservations. It should be noted that 2010 data was not available for disability status and therefore 2000 census data was used. The proportion of population in the East Reservation, which is 7 percent of the total census tract population, was used to compute the estimated transit demand for the East Reservation. A compound annual growth rate of 2 percent per year was used to compute estimate transit demand for 2030. The analysis indicates that one-way passenger trips for transit dependent populations are estimated to be 2,236 trips in 2012 and 3,194 trips in 2030.

Table 15 - Transit Demand Forecast for Transit Dependent Population

Transit Demand Variables	2006-2010 (Census Tract 115.01)	Current Estimated Transit Demand, One-way Passenger Trips Annually, Census Tract 115.01	Current Estimated Transit Demand, One-way Passenger Trips Annually - East Reservation	2030 Estimated Transit Demand, One-way Passenger Trips Annually – East Reservation
Persons over Age 60*	440	2,988	209	299
Persons with a disability under age 64 **	821	3,686	258	368
Persons Living below the poverty level under age 64^	1,233	25,277	1,769	2,527
Totals		31,951	2,236	3,194

\*Source: U.S. Census, 2006-2010 American Community Survey, Table B01001, analysis by Kimley-Horn

\*\*Source: U.S. Census, 2000 Census Summary File 3, Table P041, analysis by Kimley-Horn

^Source: U.S. Census, 2006-2010 American Community Survey, Table B17001, analysis by Kimley-Horn

Transit needs indicated by stakeholders were:

- Provide transit routing in both directions
- Improved frequency (every 30 minutes, currently frequency is hourly)
- Bus stop amenities (bus shelters, benches). There is one bus shelter on the East Reservation now.
- Evening bus service

Transit needs are further described in Chapter 4.

### **3.13.2 School Bus Transportation**

Students from the East Reservation attend schools in the Somerton School District. A discussion with the Somerton School Transportation Director indicated that there are four school bus stops that serve the East Reservation area, which are:

- Southwest corner of Salt Cedar Street/Cottonwood Drive
- Southwest corner of Salt Cedar Street/Ballpark Way
- Southwest corner of Cottonwood Drive/Cottonwood Loop
- South side of Salt Cedar Street, across from the cemetery

Discussion with the Somerton School District Transportation Director indicated that key needs were sidewalks, alternate access routes, and better tree trimming to avoid branches hitting school buses.

Discussion with a number of stakeholders indicated that there are few, if any, students that attend private schools. This was investigated in order to see if there were any other transportation systems serving the East Reservation.

### **3.14 Bicycle Facilities**

There are no signed bicycle routes in the East Reservation area. None of the roadways on the East Reservation area currently have shoulders suitable for marked bicycle lanes. The *2010 - 2033 Regional Transportation Plan* recommends a continuous shared use path or bike lane along the Yuma East Main Canal from Yuma to San Luis. However, there were comments that there have been drownings near the canal, and a path should not be placed along the canal.

Although stakeholder comments and observations have indicated that there are few (if any) bicycle riders on the East Reservation, provision of paved shoulders that are suitable for bicycle travel would encourage bicycle travel.

### **3.15 Sidewalks, Crossings, and Paths**

Currently there are no sidewalks on the East Reservation, with the exception of a sidewalk on one side of the bridge crossing the East Main Canal on Salt Cedar Street. There is a school crossing near the Head Start School on Cottonwood Drive. Sidewalks were indicated as a need during stakeholder interviews. For example, it was mentioned that children have to walk in the dirt to reach school bus stops and parents and children similarly have to walk in the street or the dirt to reach the Head Start School. Sidewalks or paths will encourage more physical activity and provide a safer traveling environment for walkers.



*View of Salt Cedar Street, showing the only segment of sidewalk on the East Reservation. A key need is to provide a connected sidewalk system throughout the East Reservation*

### **3.16 Airports**

There are no airports on the East Reservation. The Somerton Airport is the closest airport. It is a private airport located off US 95, two miles east of the City of Somerton and half a mile west of Cocopah Casino.

## 4 TRANSPORTATION NEEDS

This chapter provides an overview of needs for each of the modes of transportation, including roadway needs and alternate mode transportation needs, which include pedestrian needs, bicycle needs, and transit needs. Transportation needs are shown graphically in Figure 23. The needs analysis was developed through a process which considered:

- Stakeholder interviews
- Technical Advisory Committee input
- Public Open House input
- Traffic analysis
- Project team observations

### 4.1 Roadway Needs

Key roadway-related needs are:

1. Provision of alternate access routes to the East Reservation.
2. Provision of wider streets.
3. Paving needs.
4. Traffic control needs.
5. Provision of street lighting.
6. Replacement of signing.
7. Widening and signing and marking of cul-de-sac areas to better accommodate emergency vehicles.

Each of these needs is described in more detail in the following subsections.

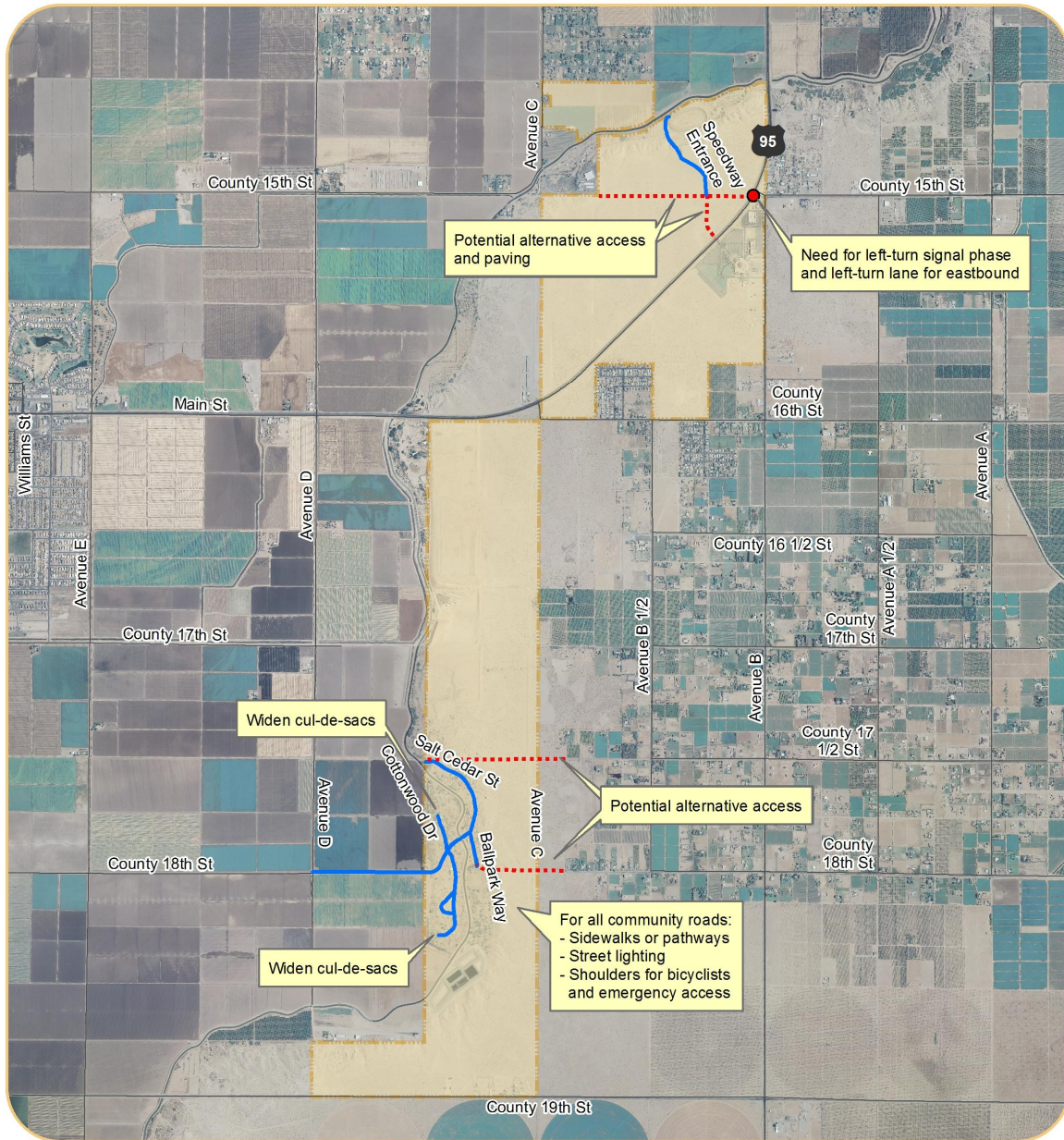
#### 4.1.1 Alternate Access Needs

Provision of alternate access roads was the improvement most requested by stakeholders. In the residential area of the East Reservation, Salt Cedar Street/ County 18<sup>th</sup> Street is the only access into and out of the residential area. In addition, this road crosses the East Main Canal, and if an earthquake or other emergency damages the bridge over the canal, there is no access to residences east of the canal.

The Cocopah Tribe Long Range Transportation Plan recommended that further studies be conducted regarding a road connection to connect Ballpark Way with County 18<sup>th</sup> Street to the east. This recommendation is also supported by transportation modeling results, which indicate that this link would support more travel demands than a link from Salt Cedar Road to County 17 1/2 Street. In addition, this link would support future development on County 18<sup>th</sup> Street to the east of the Reservation. Modeling results also indicated that a further connection to Avenue C would attract trips, although this would be more costly.



*The East Main Canal bisects the residential area in the East Reservation*



**Legend**

US and State Highways	Intersection Needs
Cocopah Tribal Transportation Inventory Roads	Needs for Alternative Access
Other Roads	
East Cocopah Reservation	

Other needs mentioned by stakeholders include:  
 - Transit routes in eastbound direction  
 - More frequent bus service, signage, and amenities

0 0.5 1 Miles

Source: Kimley-Horn

Figure 23 – Transportation Needs

Another need is a paved road connection to support traffic from the Cocopah Speedway. Options include extending and paving County 15<sup>th</sup> Street to the west to connect to Avenue C, or to construct a new road south of the Cocopah Speedway to connect to the traffic signal at US 95 and the Cocopah Casino. A new road connection at this location could stimulate growth at both locations as well as provide access to future developments in the area. As mentioned in Section 4.2.5, all new roads should accommodate bicyclists, pedestrians, and potential transit service.

#### 4.1.2 Road Widening Needs

Wider roads are needed to provide shoulders, which can be used for parking, emergency vehicle staging, and for bicycle lanes. The two through lanes are adequate to accommodate traffic volumes, which are very low. A consideration in widening of Salt Cedar Street is to make bridge improvements in these areas:

- Bridge railings
- Transitions
- Approach guardrail and guardrail ends

#### Paving Needs

Poor road conditions can lead to wear and tear on vehicles and can damage tires, suspension systems, and wheel alignment. Braking to avoid potholes or slowing for washboarded pavements can also provide additional wear for the brake system. In addition, pothole-related accidents can result in injuries. In general, paving is adequate on roads within the residential area of the East Reservation. A paving need is on County 15<sup>th</sup> street near the Cocopah Speedway, which is currently a dirt road, except at the eastbound intersection approach to US 95.

#### 4.1.3 Traffic Control

Discussions with police stakeholders have indicated a need for turn lanes and left-turn phasing at the traffic signal at County 15<sup>th</sup> Street and US 95 in order to assist in traffic control, particularly during special events. It is estimated that typically events discharge approximately 1,500 vehicles within a short time frame, and requires officers to manually control exiting traffic.

#### 4.1.4 Street Lighting

Street lighting was requested by tribal planning staff. Visibility is low on the rural roads and the lack of striping makes it difficult to see at night. The provision of lighting would also make it safer for children waiting at bus stops in the winter and for walkers at dusk. Because this is a rural area, considerations are:

- Provision of lighting that maintains the current “dark skies”
- Use of solar energy to provide lighting.

#### 4.1.5 Replacement of Signing

A field review indicated that graffiti is a problem on signage because signs become difficult to read, and it causes greater costs for sign replacement and labor. Although graffiti resistant coating can be specified on signs, the coating still must be cleaned to remove the graffiti.

#### 4.1.6 Cul-de-Sac Improvements

Field observations as well as comments from emergency service providers indicated that a need is to upgrade the cul-de-sacs at the end of Cottonwood Drive, Salt Cedar Street and Ballpark Way. The upgrade will include increase of radius and installation of appropriate signing and marking.



*Cul-de-sac at the end of Cottonwood Lane. This cul-de-sac needs to be widened to accommodate emergency vehicles and signed and marked appropriately*

### 4.2 Alternate Mode Needs

Conveniently and safely designed sidewalks, bicycle facilities, and trails do not exist for residents to walk in the East Reservation community. Transit needs are also addressed in this section. A brief overview of these needs is listed below.

#### 4.2.1 Sidewalks

There is a need to provide sidewalks throughout the community on the East Reservation. Children and adults must walk in the street. A connected sidewalk and pathway system will encourage walking within the East Reservation area. In particular, the need for sidewalks was raised by the Somerton School District Transportation staff and by Head Start representatives. Initial sidewalk priorities would be sidewalk connections to the Head Start school and to bus stops.



*Providing sidewalks along the streets within the East Reservation will encourage walking*

#### 4.2.2 Multiuse Paths and Equestrian Trails

Trails are a need on the East Reservation. A multiuse path is planned in Somerton along the East Main Canal between US 95 and County 17<sup>th</sup> Street. A potential project could be to continue the multiuse path through the East Reservation area. However, safety concerns have been raised because there have been drownings in the canal.



Discussions with stakeholders have indicated that there are equestrians east of the East Reservation, but not within the East Reservation. The stakeholder discussions and observations indicate there is no travel by horses on the East Reservation. Therefore, equestrian trails do not appear to be a need.

#### 4.2.3 Bicycle Facility Needs

There are no routes with shoulders that are currently suitable to serve as bicycle routes. Providing wider shoulders will provide a safer environment to encourage bicycling and provide room for emergency service vehicles to stage and park. A need is to provide shoulders on all the streets in the East Reservation, to provide the basis of a bicycle system.

#### 4.2.4 Transit Needs

Current transit routes only serve the East Reservation in the westbound direction. An initial need is for the bus routes to serve the East Reservation in both directions. As ridership increases, other needs include expanding the frequency of service and providing more bus stop amenities, such as shelters and benches. Public input indicated a desire for longer (evening and Sunday) transit service to accommodate workers. Other suggestions for improvements were more bus stops, better transit connections, and service on holidays.

In the future, residential population growth on the East Reservation is anticipated to be limited. However, an important consideration will be to stimulate ridership through providing transit service in both directions of travel to provide enhanced service for trips.

#### 4.2.5 Alternate Mode Needs on Future Roads

It is recommended that all new road projects be designed as "Complete Streets" whenever possible. According to the National Complete Streets Coalition, Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a Complete Street.

### **4.3 Summary of Commercial and Residential Transportation Needs**

As discussed earlier in this chapter, the southern section of the East Reservation is primarily residential in nature. The streets within the residential area (Salt Cedar Street, Cottonwood Drive, Cottonwood Loop, and Ballpark Way) are narrow and there is only one access point into and out of this area. Key transportation needs in this area include:

1. Provision of alternate access routes to the East Reservation.
2. Provision of wider streets
3. Provision of street lighting
4. Replacement of signing
5. Widening and signing and marking of cul-de-sac areas to better accommodate emergency vehicles.

Transit needs in the area include the provision of transit service in the eastbound direction, more frequent service, and bus stop amenities, such as additional bus shelters and benches.

Pedestrian needs include the provision of sidewalks throughout the residential area. Bicycle needs include the need for shoulders to provide a safer riding area. Currently bicycle riders must ride in the roadway.

The northern section of the East Reservation is primarily commercial and key needs in this area involve providing an improved road system to support traffic from the Cocopah Speedway, the Cocopah Casino and Resort area, and to support future commercial development. These needs could be addressed through improvements such as:

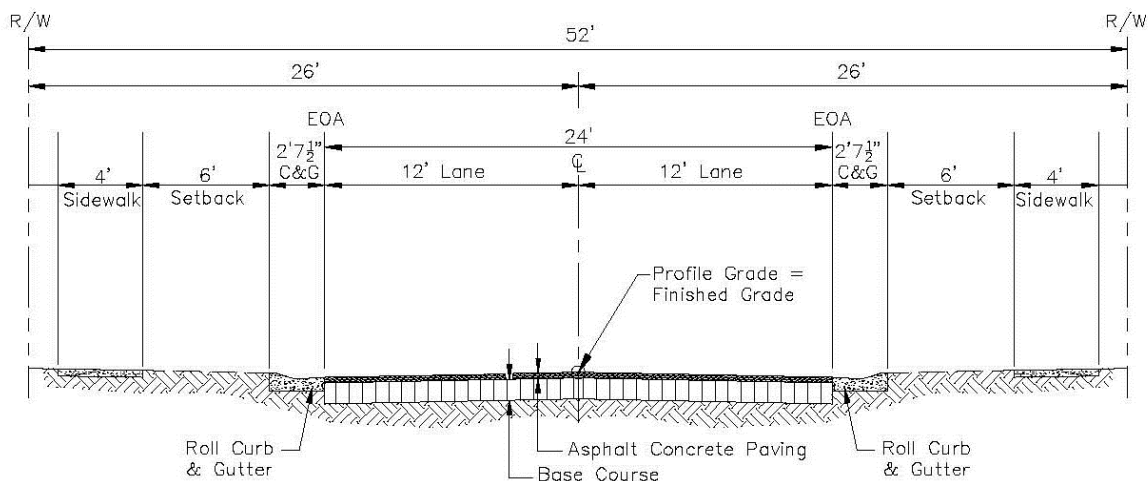
- Paving County 15<sup>th</sup> Street between US 95 and Avenue C. A new bridge over the East Main Canal will be required to provide access to Avenue C.
- Constructing a new road south of the Cocopah Speedway to connect to the traffic signal at US 95 and the Cocopah Casino and Resort.
- Providing turn lanes and left-turn phasing at the traffic signal at County 15th Street and US 95.

## 5 RECOMMENDED TRANSPORTATION PLAN

Recommended transportation projects are summarized in Table 16, and are shown graphically on Figure 24. More detailed project descriptions of each project begin on page 70. These descriptions include information on the project name, location, description, justification, construction cost estimate, potential funding sources, and comments. Some key objectives that these projects will achieve are:

- New access roads in two areas:
  - East access to East Reservation residential area - based on input from Tribal planners, and consistency with the Tribal Long Range Transportation Plan, a road connection via Ballpark Way is preferred. Cultural resource surveys that were conducted in the area resulted in a determination of No Historic Properties Affected. However, all future construction work will be completed with a tribal cultural monitor present. If additional resources are discovered during construction then work will be halted and the Cultural Resources Manager for the Cocopah Tribe will be notified.
  - Access road between Cocopah Casino, Resort and Conference Center, and Cocopah Speedway – a new road connection between County 15<sup>th</sup> Street and US 95 will support future development, link two major commercial land uses on the East Reservation, and provide additional access for the East Reservation. A stubbed out street connection is already located at the north leg of the US 95 / Cocopah Casino and Resort traffic signal.

Discussions with the Cocopah Tribal planners have indicated that the new road connections should initially be constructed as a two-lane cross section, with curb and gutter. In the future, sidewalks could be added as needed. An example of this cross section is shown below.



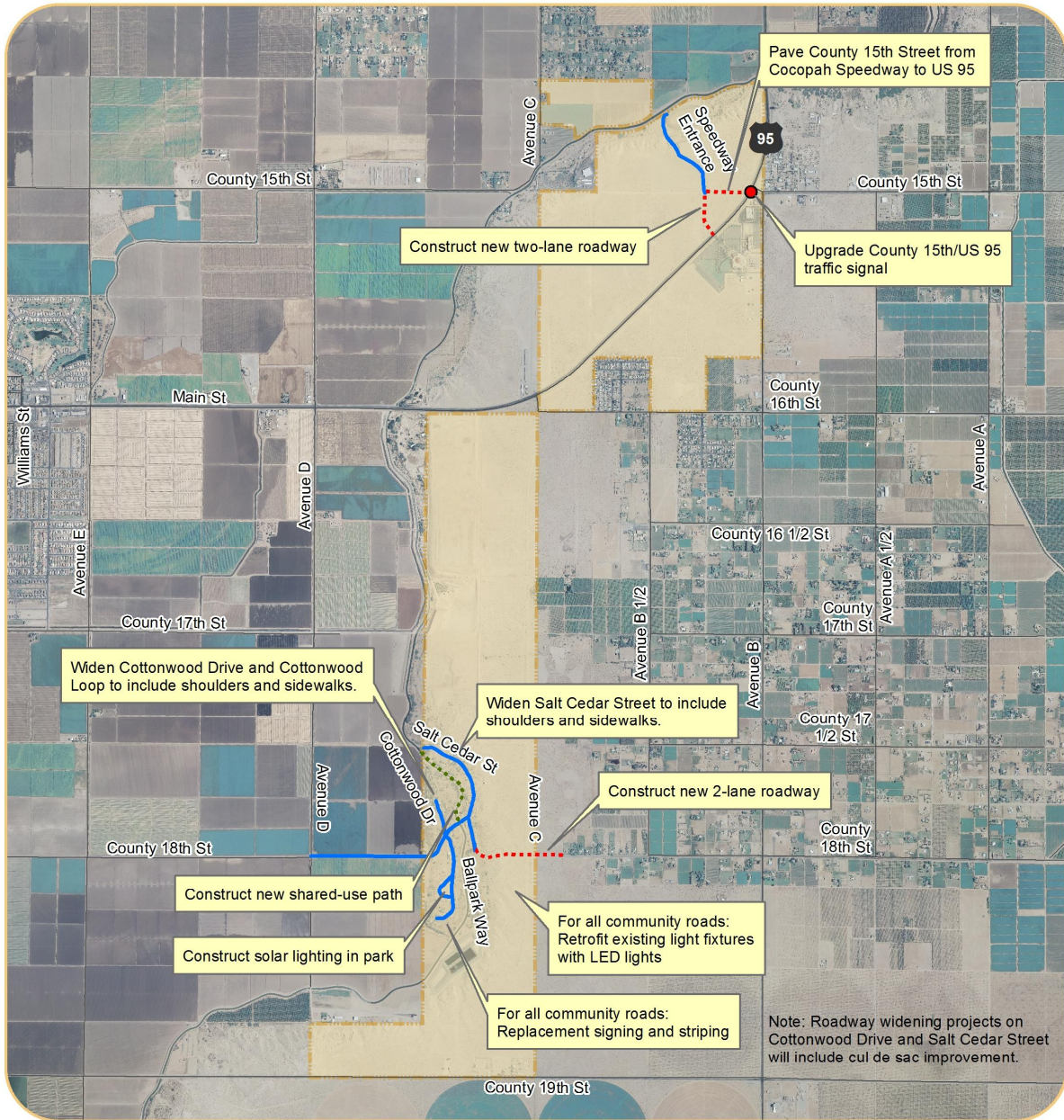
Concept plans for these new access roads are shown in the yellow shaded areas of Figures 25 and 26.

Table 16 - Proposed Transportation Projects

Project Name	Street Name	Project Limits	Project Description	Is this project in the Tribal Long Range Transportation Plan (LRTP)?	If yes, what time frame?	Project Owner
East Reservation restriping and new signage	Cottonwood Drive, Cottonwood Loop, Salt Cedar Street, Ballpark Way	Not applicable	Painting of new striping where paint has faded or disappeared and includes the replacement of old signs and placement of new signs.	Yes	Short range	Cocopah Tribe
Cottonwood Drive and Cottonwood Loop road widening	Cottonwood Drive and Cottonwood Loop	Entire lengths of Cottonwood Drive and Cottonwood Loop	Widen to include two through lanes, and shoulder and sidewalk on one side of street. Widen two cul-de-sacs as part of construction.	Yes	Long-range	Cocopah Tribe
Salt Cedar Street road widening	Salt Cedar Street	Entire length of Salt Cedar Street	Widen to include two through lanes, and shoulder and sidewalk on one side of street. Widen two cul-de-sacs as part of construction.	Yes	Long-range	Cocopah Tribe
Ballpark Way road widening	Ballpark Way	Entire length of Ballpark Way	Widen to include two through lanes, and shoulder and sidewalk on one side of street.	Yes	Long-range	Cocopah Tribe
East Reservation Park Lighting	Not applicable	Community Park	Install pedestrian level solar lights in park.	No	N/A	Cocopah Tribe
Street Lighting Rehabilitation	Cottonwood Drive, Cottonwood Loop, Salt Cedar Street, Ballpark Way	Entire length of all streets	Install LED bulbs and upgrade street lighting fixtures on Cottonwood Drive, Salt Cedar Street, Cottonwood Loop and Ballpark Way - East Reservation.	Yes	Short-range	Cocopah Tribe
New Road – Ballpark Way Extension	New 2-lane road	Ballpark Way to Avenue C	New two-lane road with two through lanes, and curb and gutter. Construct stop sign controlled intersection at Ballpark Way and new road.	Yes	Long-range	Cocopah Tribe

Table 16, Cocopah East Reservation Circulation Study Proposed Transportation Projects-(Continued)

Project Name	Street Name	Project Limits	Project Description	Is this project in the Tribal Long Range Transportation Plan (LRTP)?	If yes, what time frame?	Project Owner
New access road - County 15 <sup>th</sup> Street to US 95	New road to connect County 15 <sup>th</sup> Street to US 95	County 15 <sup>th</sup> Street to US 95	Construct a new two lane road that will link the Cocopah Speedway with the Cocopah Resort and Conference Center area and provide alternate access. Modify existing traffic signal at US 95/Cocopah Casino.	No	N/A	Cocopah Tribe
County 15 <sup>th</sup> Street Paving	County 15 <sup>th</sup> Street	Cocopah Speedway to US 95	Provide a paved two lane roadway and upgrade lanes, signs, and striping at intersection.	No	N/A	Cocopah Tribe/City of Somerton
County 15 <sup>th</sup> Street / US 95 Intersection Improvement	County 15 <sup>th</sup> Street / US 95 intersection	N/A	Intersection improvement to include turn lane and left turn signal phasing.	No	N/A	Cocopah Tribe/City of Somerton
Provide evening hours for transit service	East Reservation	N/A	Extend transit service hours to 10 p.m. on weekdays.	No	N/A	YCIPTA
Provide Sunday transit service	East Reservation	N/A	Extend transit service on Route 6A to Sundays.	No	N/A	YCIPTA
New bus shelter/stop	To be determined	N/A	Construct 1 new bus shelter.	No	N/A	YCIPTA
Reconfigure bus route to serve East Reservation in both directions and extend route on Salt Cedar Street	East Reservation	N/A	Provide transit service eastbound and extend route to north end of Salt Cedar Street.	No	N/A	YCIPTA
Improve transit service frequency	East Reservation	N/A	Provide service on one-half hour headways.	No	N/A	YCIPTA
New shared use path near East Main Canal	East Reservation	N/A	Construct shared use path near the East Main Canal, connecting to proposed sidewalks on Salt Cedar Street	No	N/A	Cocopah Tribe



**Legend**

US and State Highways	Intersection Needs
Cocopah Tribal Transportation Inventory Roads	Recommended Projects
Other Roads	Alternative Access
East Cocopah Reservation	Shared-use Path

Transit Projects:  
 - Construct additional bus shelter  
 - Improve frequency to one half-hour headway  
 - Route improvement to provide service in both directions  
 - Extend transit service hours to evenings and Sundays

0 0.5 1 Miles

Source: Kimley-Horn and Associates

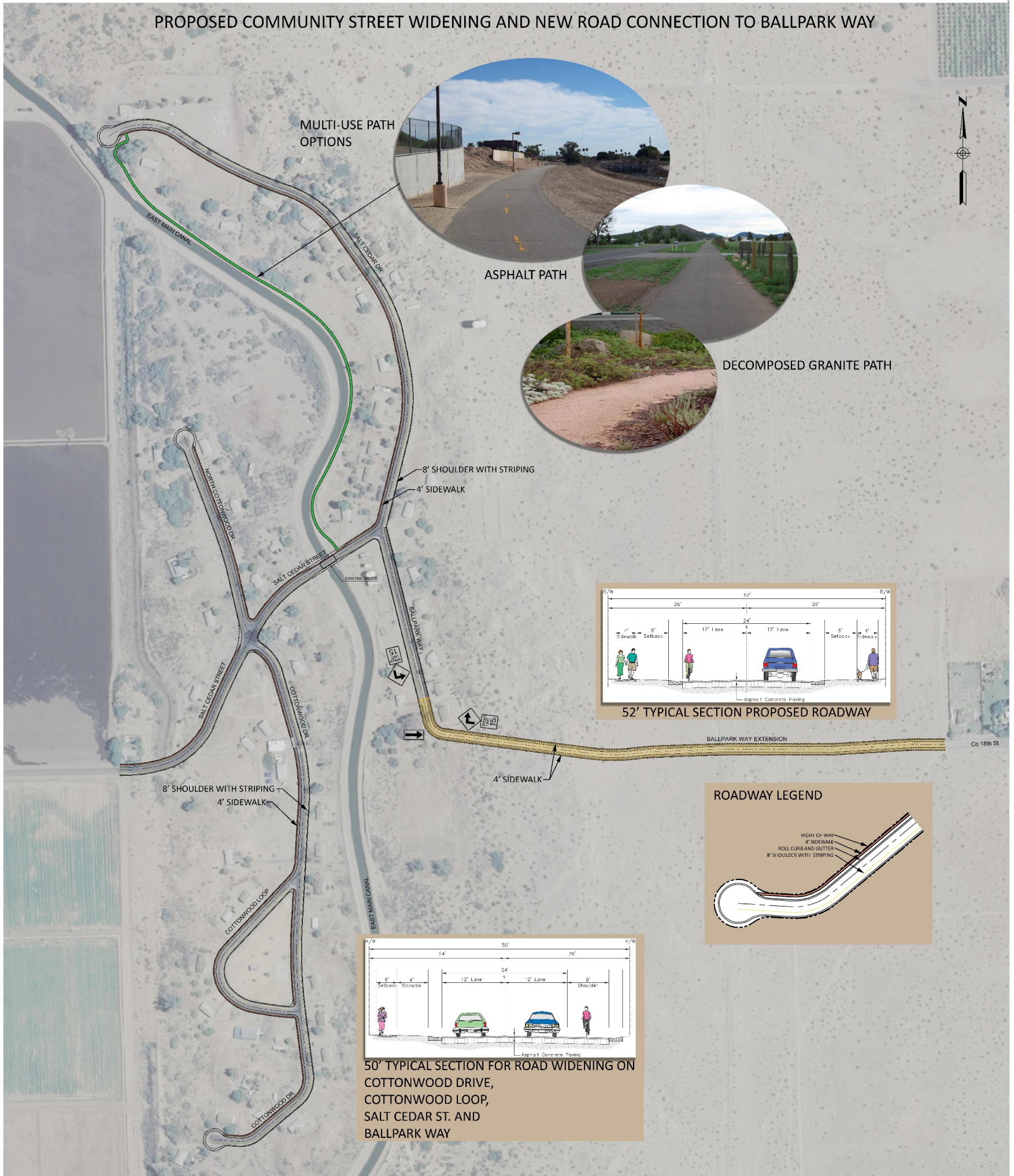
Figure 24 - Recommended Projects



# COCOPAHI TRIBE

## EAST RESERVATION CIRCULATION PLAN

### PROPOSED COMMUNITY STREET WIDENING AND NEW ROAD CONNECTION TO BALLPARK WAY



Source: Kimley-Horn and Associates

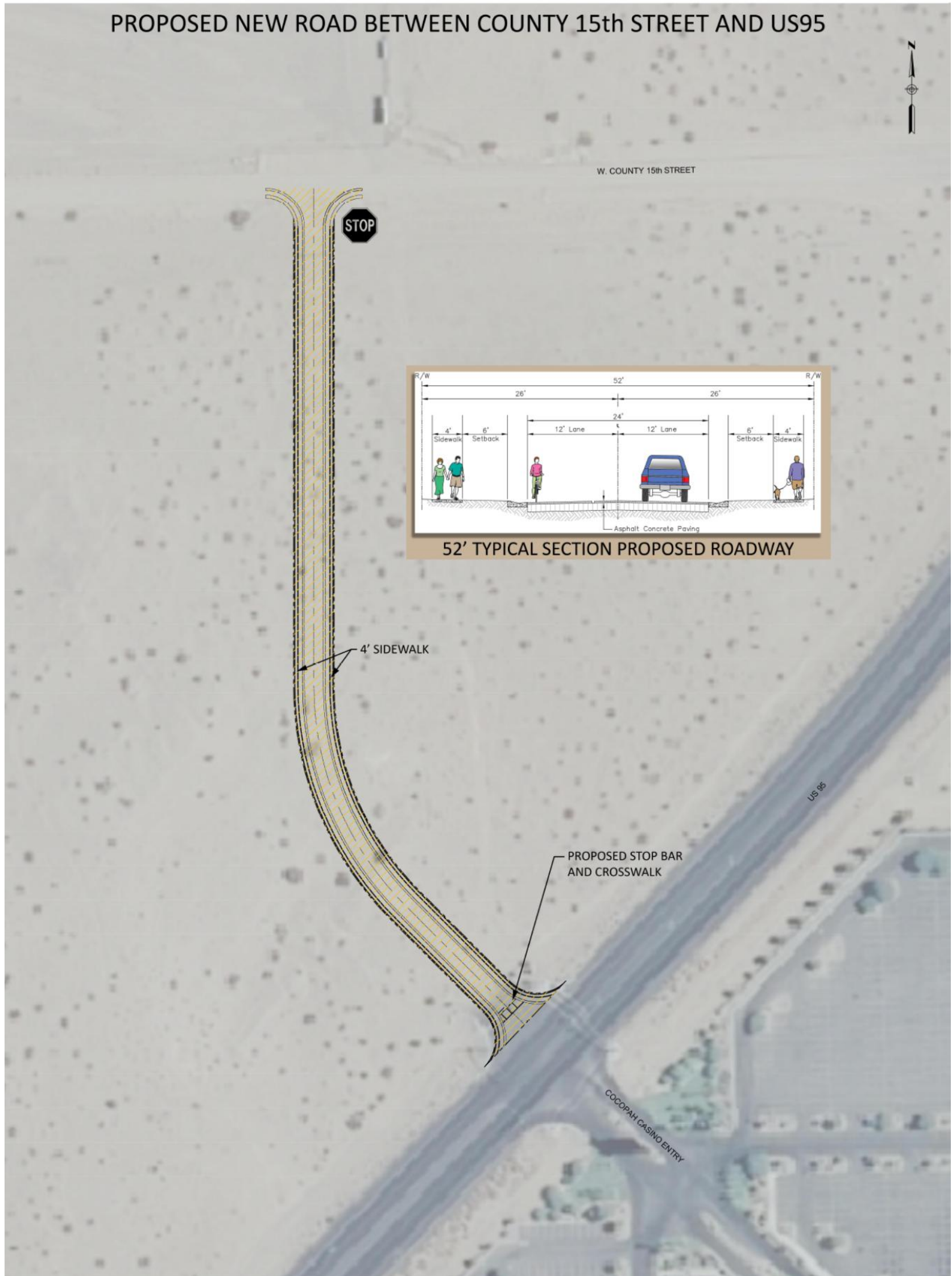
Figure 25 - Proposed Road Connection between Ballpark Way and County 18th Street



# COCOPAHE TRIBE

## EAST RESERVATION CIRCULATION PLAN

### PROPOSED NEW ROAD BETWEEN COUNTY 15th STREET AND US95



Source: Kimley-Horn and Associates

Figure 26 - Proposed New Road between County 15th Street and US 95



- A pedestrian system – by including sidewalks (on one side) for road widening projects on Cottonwood Drive, Cottonwood Loop, Salt Cedar Street, and Ballpark Way, residents will have a connected sidewalk system throughout the East Reservation. This will make it safer for schoolchildren to walk to bus stops and make it easier for elders and residents to walk throughout the community. A trail is also recommended to provide a loop between the sidewalk system on Salt Cedar Street and the canal area. An example of a canal path within the City of Yuma is shown in the photo at right. A key consideration in the development of a canal path will be coordination with the Yuma County Water Users' Association



*City of Yuma shared use path by East*



*Asphalt shared use path near Flagstaff, AZ*

An option to sidewalks is a shared use path – Paved shared-use paths are designed to accommodate pedestrians, slow-speed bicyclists (e.g., children riding to and from school), and wheeled devices such as strollers. Bicyclists travelling at higher speeds (e.g., in excess of 10 to 15 mph) should not utilize the paved shared-use path, but should utilize the adjacent roadway and paved shoulder or bike lane. Signage or pavement markings on the shared-use paths may be considered, such as speed limit signs or pavement markings that encourage bicycles to

maintain low speeds. Shared use paths are typically 8-10 feet wide to accommodate multiple types of users. Another surfacing option is the use of decomposed granite. A map showing the proposed pedestrian system is shown in Figure 27.



*Example of decomposed granite path*



**Legend**

-  Study Area (East Cocopah Reservation)
-  Recommended Pedestrian System
-  Recommended Shared-Use Path

0 0.1 0.2 Miles

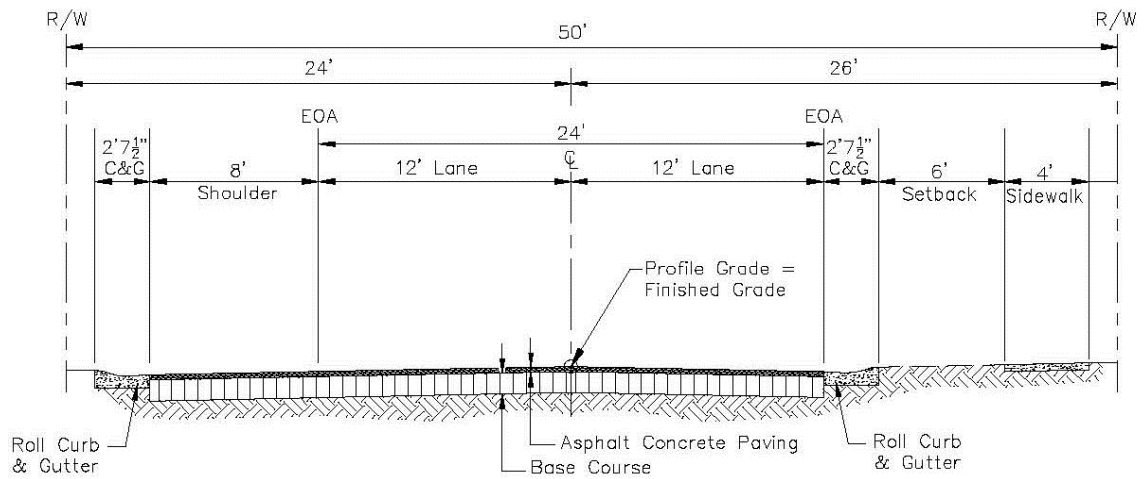


Source: Kimley-Horn and Associates

Figure 27 - Recommended Pedestrian System

- A bicycle system – the road widening projects on East Reservation streets include provision of a shoulder (on one side of the street) that can be used as a bicycle lane, as well as an area for emergency service providers to park. In order to minimize right-of-way required in this developed area, the following cross section was preferred by tribal planners to address bicycle and pedestrian needs. The bicycle system is shown in Figure 28.

The neighborhood street cross section to accommodate a shoulder and sidewalk on one side of the street is shown in the cross section below.





**Legend**

-  Study Area (East Cocopah Reservation)
-  Recommended Bicycle System
-  Recommended Shared-Use Path



Source: Kimley-Horn and Associates

Figure 28 – Recommended Bicycle System

- Transit improvements – At the public meeting in August, 2012, residents indicated a need to extend YCAT transit service hours and days. The Yuma County Intergovernmental Public Transportation Authority (YCIPTA) administers, plans, operates and maintains public transit services throughout Yuma County, including the Cocopah East Reservation area. Recommended YCIPTA projects include extending transit service on the Violet Route 7 on weekdays from 6 p.m. until 10 p.m. and providing transit service on Sundays via Purple Route 6A. An initial dial-a-ride service could be used in lieu of a fixed route service to initially build ridership for both of these projects. Another project is to provide an additional bus shelter on the East Reservation. A longer term project is to reconfigure the Violet Route 7 to serve the East Reservation on both directions. Current transit routes only serve the East Reservation in the westbound direction. As ridership increases, longer term transit needs include more frequent service. It should be noted that the transit service is not owned and operated by the Tribe, but they do subsidize services to the Reservation area. In the past, funding for the routes serving the Cocopah Tribe has been from Section 5311 grants (Rural Public Transportation Program), from providing a local share for Section 5307 grant (Urbanized Area Grant), and from Federal Transit Administration Tribal transit funds.
- Street lighting and park lighting – there are lighting fixtures throughout the East Reservation residential area; however, they are not operational for the most part. A cost effective solution to provide lighting will be to provide pedestrian level solar lighting in the park area and install LED light bulbs on the existing lighting fixtures.
- Replacement of signage and striping upgrades – maintenance upgrades of signing and striping are needed to maintain the street system over time.
- Paving County 15<sup>th</sup> Street and US 95/County 15<sup>th</sup> Street improvements – Currently County 15<sup>th</sup> is a dirt road, and paving this road between the Cocopah Speedway entrance and the US 95 intersection approach will reduce dust and improve traffic flow in this area. At the County 15<sup>th</sup> Street/ US 95 intersection, improvements to the west leg of the intersection will improve traffic flow, especially during special events.

### **5.1 Functional Classification Update Recommendations**

A review of the functional classification of the Cocopah Tribe East Reservation roads that are currently in the inventory indicated no changes to functional classification were warranted, however the two new roads that are proposed to be included in the inventory are recommended to be classified as local collector roads when the roads meet the criteria for inclusion in the Tribal Transportation Inventory.

### **5.2 Recommendations for Future Studies**

Future studies would include project assessments and environmental clearances for the two new road connections recommended in this study, which are the Ballpark Way extension and the new road from County 15<sup>th</sup> Street to US 95.

## Project Information Sheet – East Reservation Streets: Restriping and New Signage

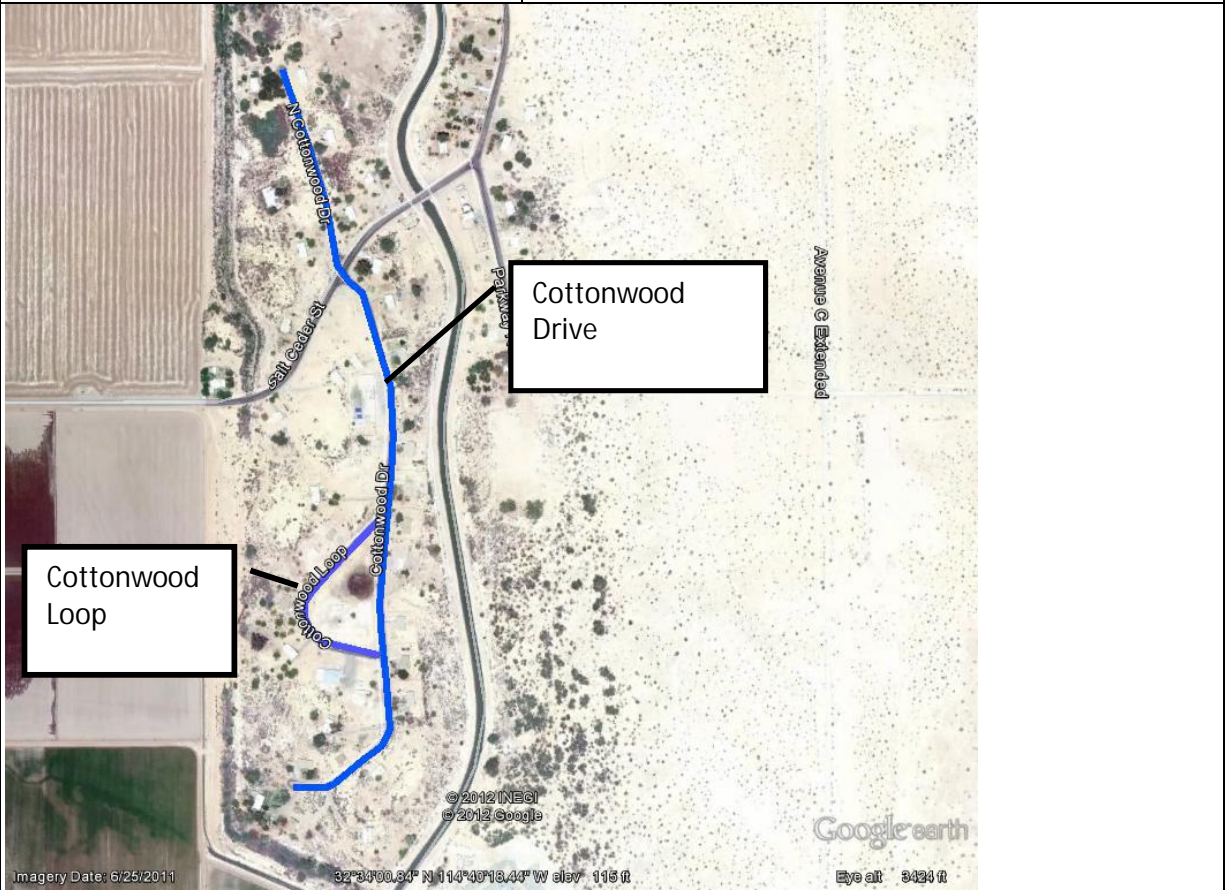
<b>Street Name (s)</b>	Cottonwood Drive, Cottonwood Loop, Salt Cedar Street, Ballpark Way
<b>Project Location</b>	East Reservation residential area.
<b>Project Description</b>	Painting of new striping where paint has faded or disappeared and includes the replacement of old signs and placement of new signs.
<b>Project Justification</b>	Upgrade of signing and striping will improve safety in the community.
<b>Cost Estimate</b>	\$20,000
<b>Potential Funding Sources</b>	Tribal Transportation Program Tribal Highway Safety Grants State or Local Highway Safety Improvement Program IHS Injury Prevention Program
<b>Comments</b>	This is a short-range transportation project in the Tribal Long Range Transportation Plan



School speed limit sign marked with graffiti on Cottonwood Drive. It is an example of signage to be replaced. Also note the lack of edge line striping.

## Project Information Sheet – Cottonwood Drive and Cottonwood Loop: Road Widening

<b>Street Name (s)</b>	Cottonwood Drive and Cottonwood Loop street widening
<b>Project Location</b>	Cottonwood Drive and Cottonwood Loop
<b>Project Description</b>	Widen to include two through lanes, and shoulder and sidewalk on one side of street. Widen cul-de-sacs as part of construction, 0.76 miles.
<b>Project Justification</b>	Widening the road to provide for shoulders and sidewalks will improve safety and provide better facilities for walkers and bicyclists in the community. Wider cul-de-sacs will improve safety and access for emergency service vehicles
<b>Cost Estimate</b>	\$486,000
<b>Potential Funding Sources</b>	State or Local Highway Safety Improvement Program Transportation Alternatives Program Tribal Transportation Program Tribal Highway Safety Grants Indian Community Development Block Grant Program
<b>Comments</b>	This is a long range transportation project in the Tribal Long Range Transportation Plan



### Project Information Sheet – Salt Cedar Street: Road Widening

<b>Street Name (s)</b>	Salt Cedar Street
<b>Project Location</b>	Salt Cedar Street (entire length)
<b>Project Description</b>	Widen to include two through lanes, and shoulder and sidewalk on one side of street. Widen cul-de-sac as part of construction, 0.72 miles.
<b>Project Justification</b>	Widening the road to provide for shoulders and sidewalks will improve safety and provide better facilities for walkers and bicyclists in the community. Wider cul-de-sacs will improve safety and access for emergency service vehicles
<b>Cost Estimate</b>	\$460,000
<b>Potential Funding Sources</b>	State or Local Highway Safety Improvement Program Transportation Alternatives Program Tribal Transportation Program Tribal Highway Safety Grants Indian Community Development Block Grant Program
<b>Comments</b>	This is a long range transportation project in the Tribal Long Range Transportation Plan.





### Project Information Sheet – Ballpark Way: Road Widening

<b>Route Name</b>	Ballpark Way
<b>Project Location</b>	Ballpark Way, Salt Cedar Street to south terminus of road, 0.16 miles
<b>Project Description</b>	Widen to include two through lanes, shoulders and sidewalks.
<b>Project Justification</b>	Widening the road to provide for shoulders and sidewalks will improve safety and provide better facilities for walkers and bicyclists in the community.
<b>Cost Estimate</b>	\$120,000
<b>Potential Funding Sources</b>	State or Local Highway Safety Improvement Program Transportation Alternatives Program Tribal Transportation Program Tribal Highway Safety Grants Indian Community Development Block Grant Program
<b>Comments</b>	This is a long range transportation project in the Tribal Long Range Transportation Plan.



## Project Information Sheet – East Reservation Park Lighting

<b>Street Name (s)</b>	N/A
<b>Project Location</b>	Install pedestrian – level solar street lighting on East Reservation Park
<b>Project Description</b>	Pedestrian level lighting around the park area of the East Reservation
<b>Project Justification</b>	Solar street lighting will improve safety within the park area, and solar street lighting is a cost efficient solution that can be constructed without wiring to a grid. Solar lighting in the park will allow more evening recreation for children.
<b>Cost Estimate</b>	\$12,000
<b>Potential Funding Sources</b>	Transportation Alternatives Program Tribal Transportation Program
<b>Comments</b>	Design to minimize light intrusion.



## Project Information Sheet – East Reservation Lighting Rehabilitation

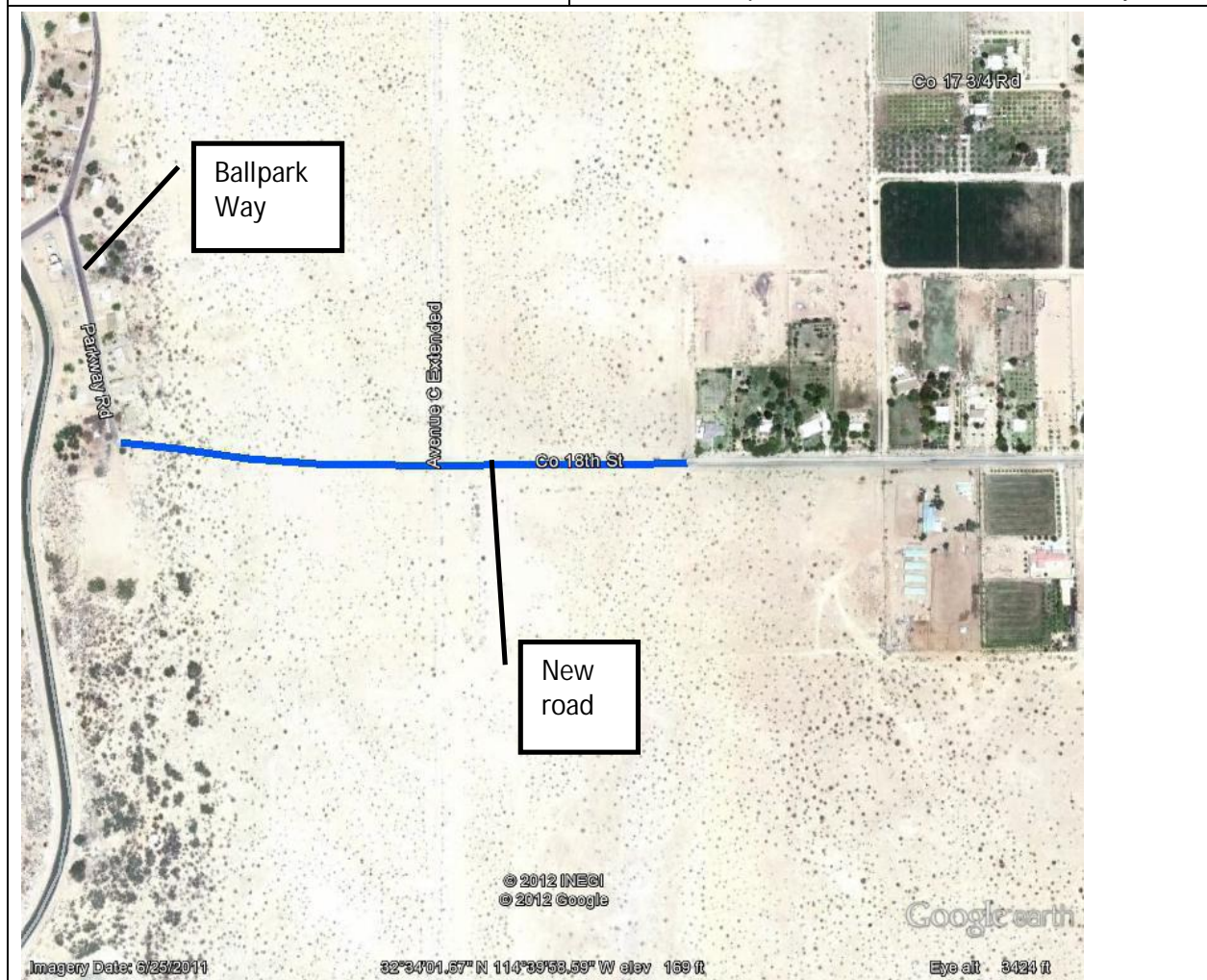
<b>Street Name (s)</b>	Salt Cedar Street, Cottonwood Drive, Cottonwood Loop, Ballpark Way
<b>Project Location</b>	East Reservation streets
<b>Project Description</b>	Upgrade existing street light luminaires with LED bulbs.
<b>Project Justification</b>	New energy efficient luminaires will reduce electricity costs and last longer.
<b>Cost Estimate</b>	\$60,000 (assumes fixture material costs of \$2,500 and labor costs of \$1,500 per luminaire).
<b>Potential Funding Sources</b>	Transportation Alternatives Program Tribal Transportation Program
<b>Comments</b>	Note: the cost of LED lights is frequently changing since it is a new and evolving technology. There are 15 luminaires on the East Reservation.



Existing light fixtures

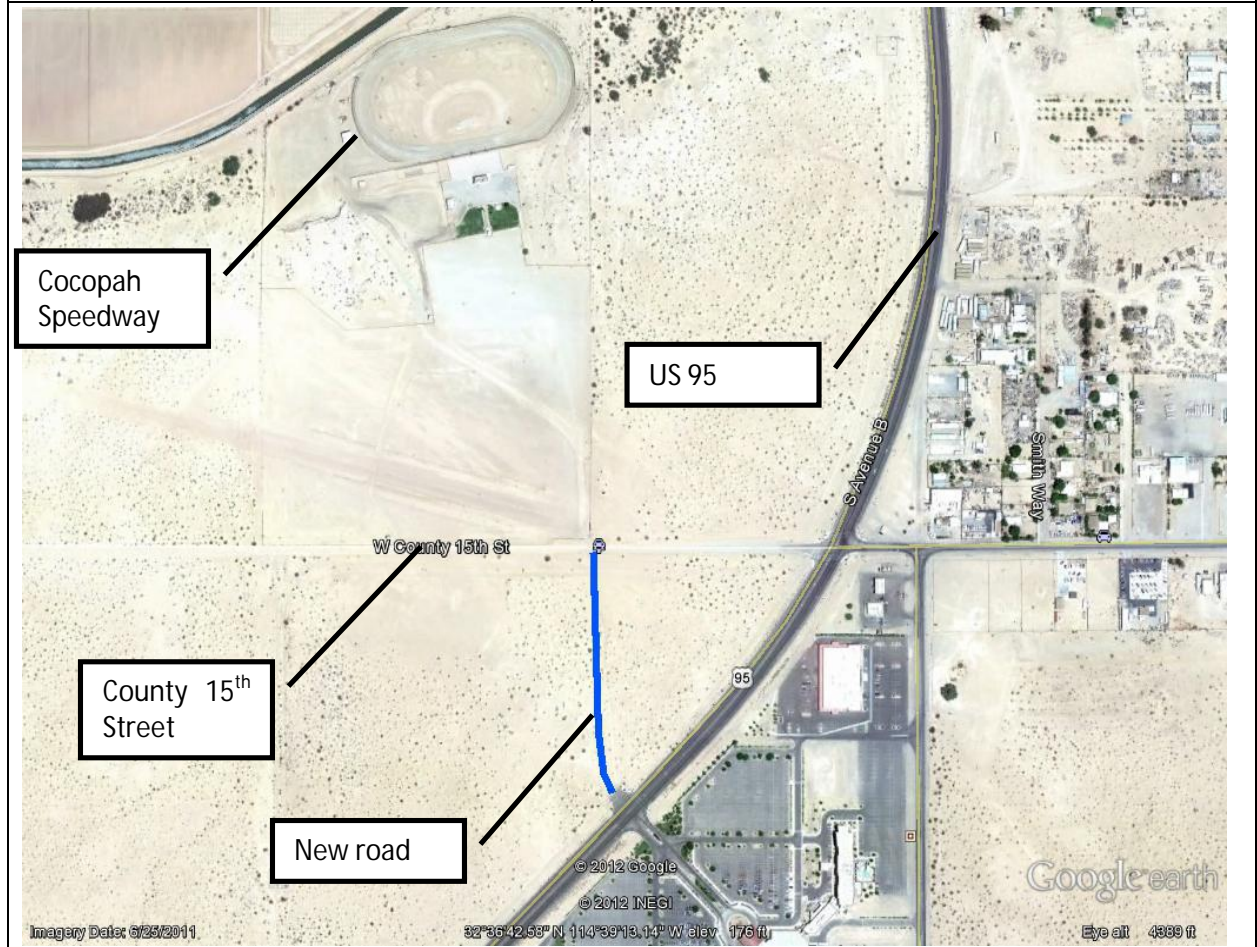
## Project Information Sheet – New Access Road- Ballpark Way Extension

<b>Route Number</b>	New Access Road to East Reservation – Ballpark Way Extension
<b>Project Location</b>	Ballpark Way to paved section of County 18 <sup>th</sup> Street, 0.38 miles
<b>Project Description</b>	New two lane road with curb and gutter. Right-of-way designed to allow for future sidewalk.
<b>Project Justification</b>	This project will provide a new access into the East Reservation residential area, which currently has one-way in and one way out.
<b>Cost Estimate</b>	\$490,000
<b>Potential Funding Sources</b>	Tribal Transportation Program
<b>Comments</b>	This project will require coordination with the Arizona State Land Department, BLM, and Yuma County.



## Project Information Sheet – New Access Road, County 15<sup>th</sup> Street to US 95

<b>Route Number</b>	New Road to East Reservation – County 15 <sup>th</sup> Street to US 95
<b>Project Location</b>	New road between County 15 <sup>th</sup> Street and US 95, 0.18 miles
<b>Project Description</b>	This project would construct a new two-lane road with shoulders
<b>Project Justification</b>	This project will provide a new access road to serve commercial land uses within the East Reservation and provide access to encourage new development.
<b>Cost Estimate</b>	\$230,000
<b>Potential Funding Sources</b>	Tribal Transportation Program
<b>Comments</b>	This road connection will extend from County 15 <sup>th</sup> Street to the traffic signal at the US 95/Cocopah Casino and Resort intersection. A traffic signal modification is required.



## Project Information Sheet - County 15<sup>th</sup> Street Paving, Cocopah Speedway to US 95

<b>Route Name</b>	County 15 <sup>th</sup> Street
<b>Project Location</b>	County 15 <sup>th</sup> Street, west of US 95
<b>Project Description</b>	This project would pave County 15 <sup>th</sup> Street between the Cocopah Speedway entrance and US 95, 0.18 mi.
<b>Project Justification</b>	This project will reduce dust in the area and provide better access on County 15 <sup>th</sup> Street.
<b>Cost Estimate</b>	\$210,000
<b>Potential Funding Sources</b>	Tribal Transportation Program Congestion Mitigation and Air Quality Improvement Program (CMAQ)
<b>Comments</b>	County 15 <sup>th</sup> Street is a county road. This project would likely be a joint project between the Cocopah Tribe, and Yuma County.



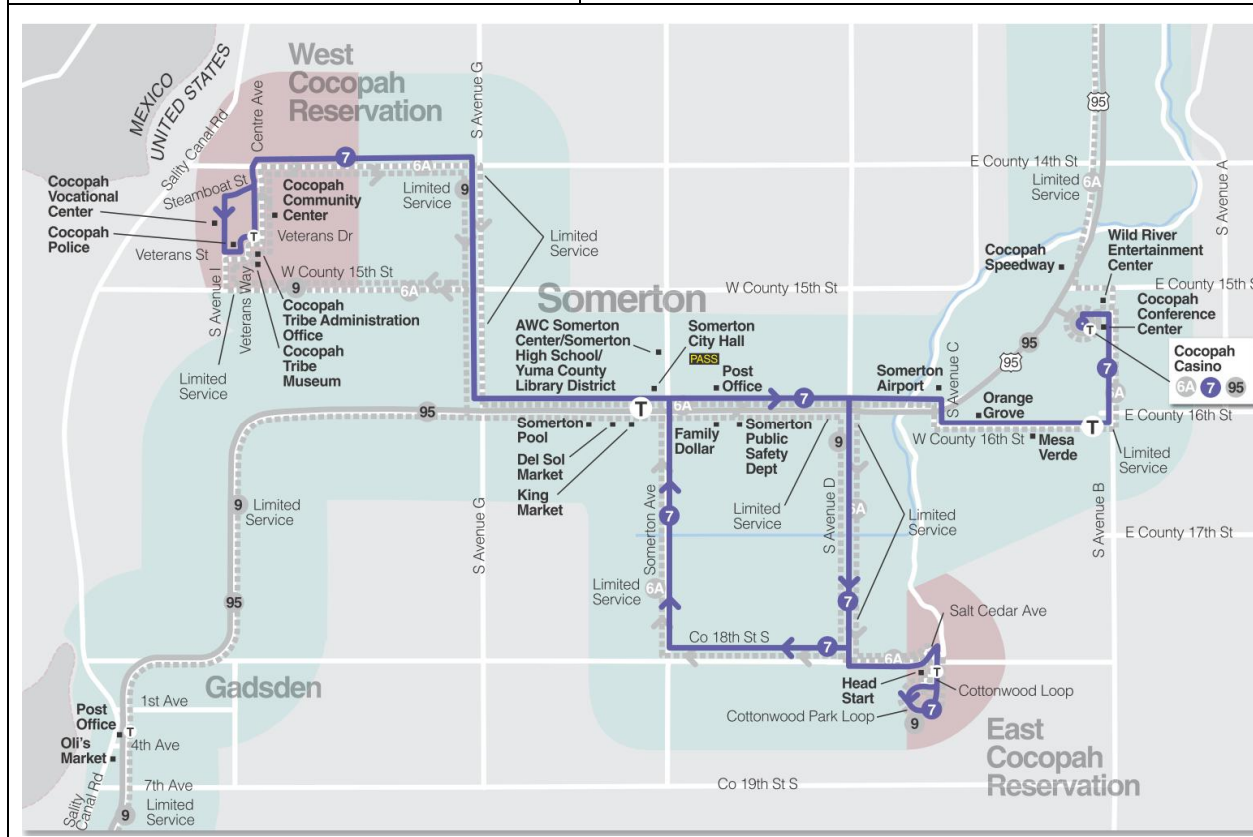
## Project Information Sheet - County 15<sup>th</sup> Street / US 95 Intersection Improvement

<b>Route Name</b>	County 15 <sup>th</sup> Street / US 95 Intersection
<b>Project Location</b>	County 15 <sup>th</sup> Street/ US 95 Intersection
<b>Project Description</b>	This project will provide a left turn lane on the EB approach and left turn phase when warranted.
<b>Project Justification</b>	The improvements will reduce delays, especially during special events.
<b>Cost Estimate</b>	\$250,000
<b>Potential Funding Sources</b>	Tribal Transportation Program
<b>Comments</b>	County 15 <sup>th</sup> Street is a county road. This project would likely be a joint project between the Cocopah Tribe, Yuma County, and the City of Somerton.



## Project Information Sheet – Evening Service Hours on Route 7

<b>Project Name</b>	Extend Transit Service Hours on Violet Route 7
<b>Project Location</b>	East Reservation
<b>Project Description</b>	Extend Violet Route 7 transit service hours from 6 p.m. to 10 p.m. weekdays
<b>Project Justification</b>	This project was requested by East Reservation residents to provide more flexibility for workers to take the bus.
<b>Cost Estimate</b>	\$69,985.44/year <sup>3</sup> or \$375,295 over 5–year period.
<b>Potential Funding Sources</b>	Section 5311– Rural Public Transportation Program Tribal Transportation Program
<b>Comments</b>	Requested at public meeting. An option to initially build demand is an alternate service such as dial-a ride.



<sup>3</sup> Cost estimate based on \$69.43 cost/hour\* 4 hours/day\*252 days/year. This cost escalates 3.5% per fiscal year.

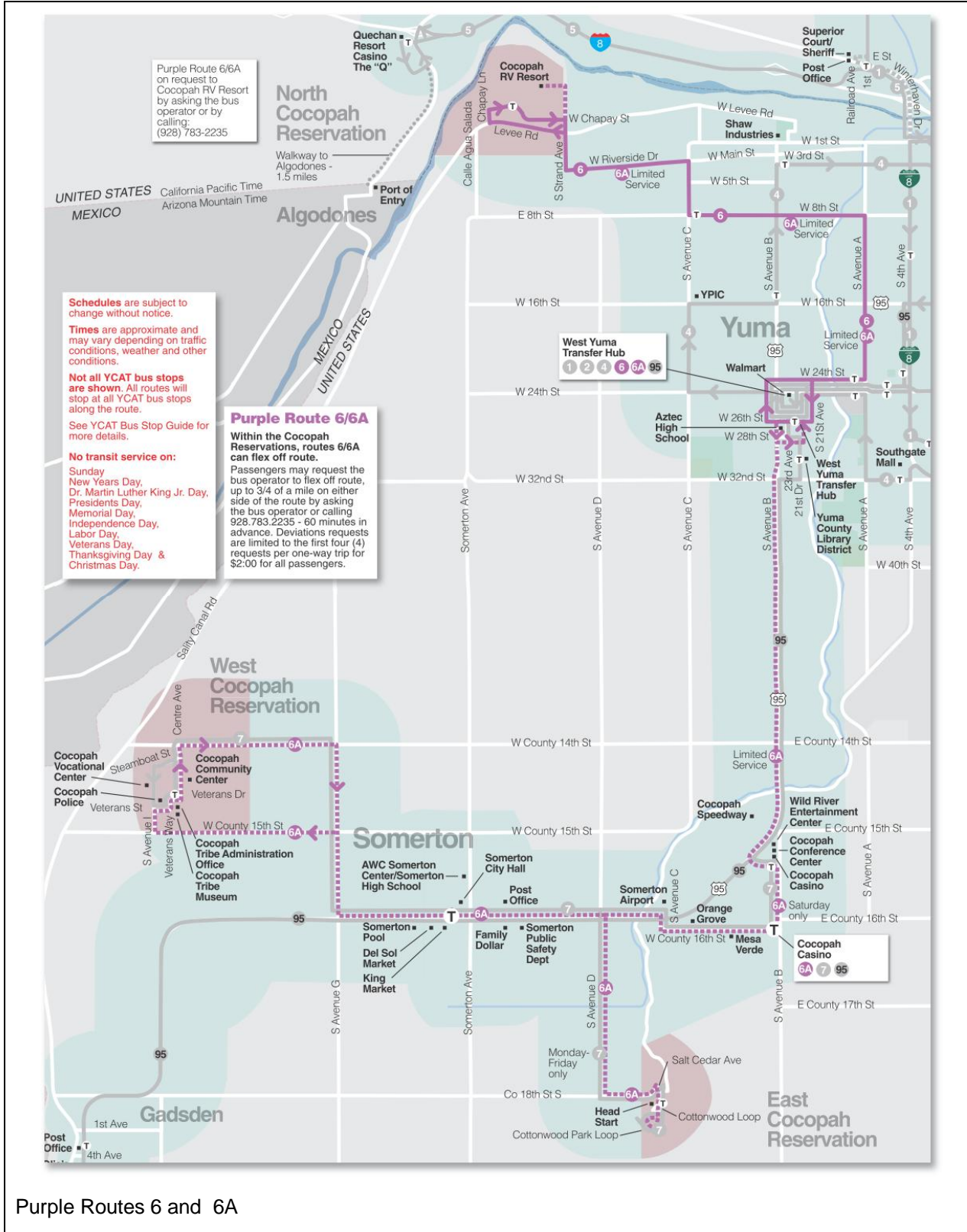


### Project Information Sheet – Provide Sunday Transit Service on Route 6A

<b>Project Name</b>	Provide Sunday Transit Service Hours on Purple Route 6A
<b>Project Location</b>	East Reservation
<b>Project Description</b>	Provide Sunday Transit Service, similar to existing Saturday service (2 hour headways, between 10 a.m. and 4 p.m.)
<b>Project Justification</b>	This project was requested by East Reservation residents.
<b>Cost Estimate</b>	\$24,839.28 / year <sup>4</sup> or \$ 133,200 over 5-year period
<b>Potential Funding Sources</b>	Section 5311(c) – Rural Public Transportation on Indian Reservation Program Tribal Transportation Program
<b>Comments</b>	See next page for Purple Route 6A map

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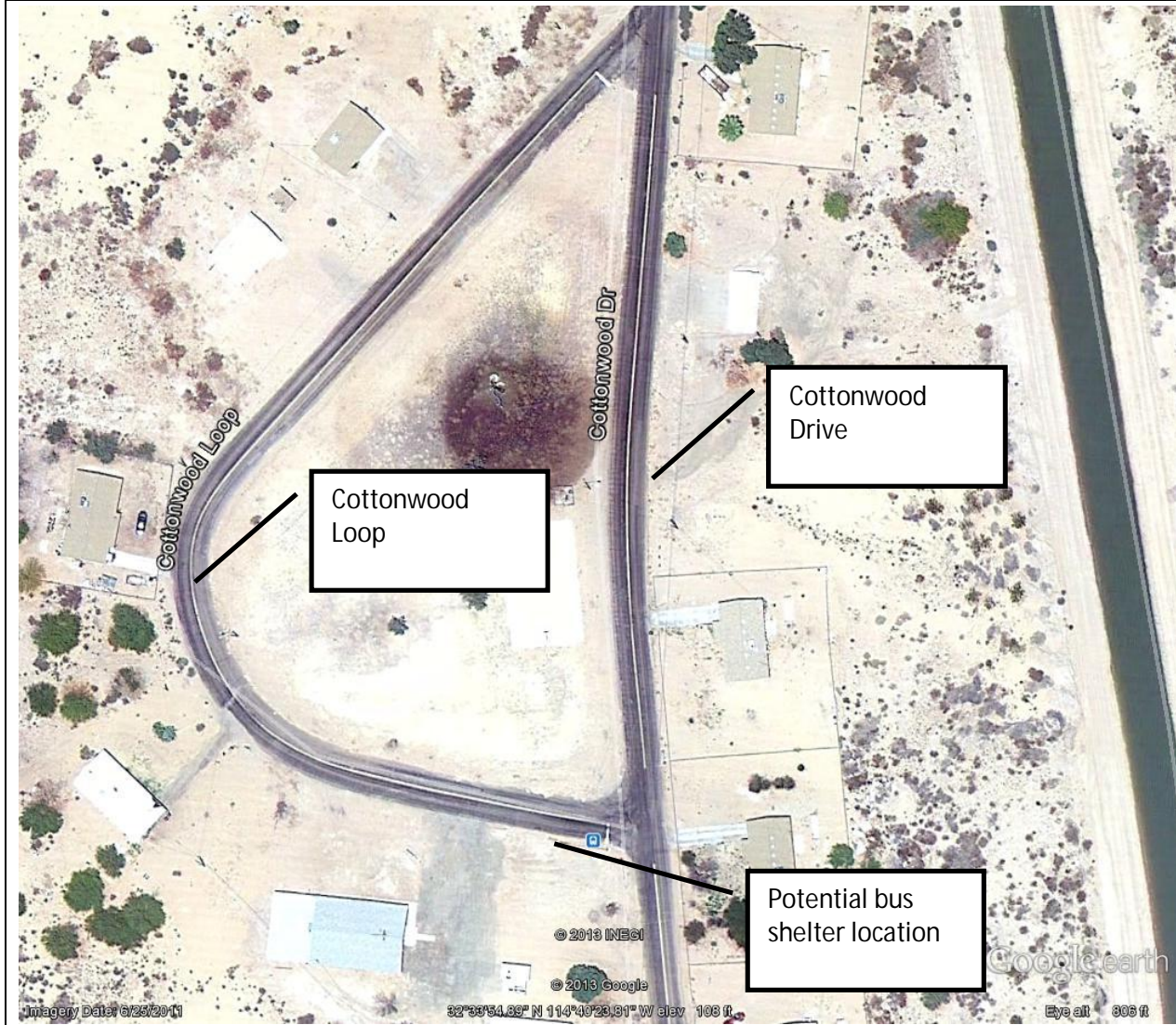
<sup>4</sup> Cost estimate based on \$69.43/hour \*6.88 hours per day\*52 days /year. This cost escalates 3.5% per fiscal year.



Purple Routes 6 and 6A

### Project Information Sheet – Construct New Bus Shelter on East Reservation

<b>Project Name</b>	New bus shelter
<b>Project Location</b>	Cottonwood Loop at Cottonwood Drive
<b>Project Description</b>	Construct one new bus shelter on East Reservation
<b>Project Justification</b>	A bus shelter will encourage transit ridership by making it more comfortable to wait for the bus.
<b>Cost Estimate</b>	\$20,000
<b>Potential Funding Sources</b>	Section 5311(c) – Rural Public Transportation on Indian Reservation Program
<b>Comments</b>	



## Project Information Sheet – Redesign Transit Routes to Serve East Reservation in Both Directions

<b>Project Name</b>	Redesign transit routes 7 and 6A to serve East Reservation in both directions
<b>Project Location</b>	East Reservation
<b>Project Description</b>	Redesign transit routes to serve East Reservation in both directions and extend route to north end of Salt Cedar Street.
<b>Project Justification</b>	Having the bus run in both directions will make it more attractive to potential transit riders because the trip lengths will be shorter.
<b>Cost Estimate</b>	\$249,754—first year cost <sup>5</sup> . Increases by 3.5% per year thereafter.
<b>Potential Funding Sources</b>	Section 5311(c) – Rural Public Transportation on Indian Reservation Program Tribal Transportation Program
<b>Comments</b>	Ridership would need to increase to support improved service.



Existing transit stop at Cottonwood Loop and Cottonwood Drive Intersection

<sup>5</sup> Cost estimate based on :

1. Increase headways from 60 minutes to 75 minutes –  $0.25 \times 252 \times 10 \times \$69.43 = \$43,740.90$  (weekday) +  $0.25 \times 52 \times 6.88 \times \$69.43 = \$6,209.82$  (Saturday) (escalates 3.5% each fiscal year).
2. Add second bus to keep 60 minute headway –  $10 \times 252 \times \$69.43 = \$174,963.60$  (weekday) and  $\$69.43 \times 6.88 \times 52 = \$24,839.28$  (Saturday) (escalates 3.5% each fiscal year).

## Project Information Sheet – Increase Transit Service Frequency

<b>Project Name</b>	Improve transit frequency
<b>Project Location</b>	East Reservation
<b>Project Description</b>	Improve transit frequency to half hour service
<b>Project Justification</b>	More frequent bus service will make it easier and more attractive to using bus service.
<b>Cost Estimate</b>	\$199,803 - first year cost <sup>6</sup> . Cost increases 3.5 % per year thereafter.
<b>Potential Funding Sources</b>	Section 5311(c) – Rural Public Transportation on Indian Reservation Program Tribal Transportation Program
<b>Comments</b>	Ridership would need to increase to support improved service.



YCAT bus at Cottonwood Loop

<sup>6</sup> Cost for second bus on route to increase frequency -  $10 \times 252 \times \$69.43 = \$174,963.60$  (weekday) and  $\$69.43 \times 6.88 \times 52 = \$24,839.28$  (Saturday) =  $\$199,802.88$ .

### Project Information Sheet – Shared Use Path

<b>Project Name</b>	Shared use path along East Main Canal
<b>Project Location</b>	East Reservation
<b>Project Description</b>	Eight - foot wide shared use path, 0.43 miles
<b>Project Justification</b>	This shared use path, when connected to a future planned sidewalks on Salt Cedar Street, will create a loop for walkers and bicyclists.
<b>Cost Estimate</b>	\$150,000
<b>Potential Funding Sources</b>	Transportation Alternatives Program
<b>Comments</b>	Shared use path will need to be developed using Yuma County Water Users' Association Guidelines
	
<p>View of East Main Canal and existing access, looking north from Salt Cedar Street</p>	

## 6 EVALUATION CRITERIA AND PROJECT PRIORITIZATION

### 6.1 *Criteria for Prioritizing Roadway Improvements*

The roadway improvement projects that were identified in Chapter 2 will address critical needs through 2030 and beyond. These projects were further prioritized into the following categories:

Short-range, lower cost projects (less than 5 years out) – In general, short-range projects are those needed to address current needs and deficiencies, for which funding can reasonably be identified. Short range projects also include currently programmed projects in the 2012 Tribal Transportation Improvement Plan (TTIP).

Mid-range projects (less than 6 to 10 years out) – These are higher cost projects that have higher priorities due to safety or connectivity. Mid-range projects also include projects that can be linked to projects currently programmed or planned in the mid-range time frame.

Long-range projects (less than 11 to 20 years out) – These are higher cost projects that may need additional lead time to obtain funding, or can be linked to long-range projects currently planned. These projects also include currently planned long-range projects.

To guide this implementation, project phasing was accomplished through a process, which involved assessing each project through looking at the following criteria:

- Is the project included in the Tribal Long Range Transportation Plan and if so, what time frame is it planned for?
- Construction or operating cost
- Does the project address a safety need?
- Complexity of design – for example, is new ROW required, or environmental issues to be addressed?
- Does the project provide more travel options?

The following sections provide more details for each prioritization category as well as tables summarizing the projects within each category. A summary of this assessment is provided in Table 17.

It should be noted that in the Comment section, it is noted whether the project is part of the Tribal Transportation Improvement Program (short range program) or the Long Range Transportation Plan (contains long, mid- and short range projects).

Table 17- Project Prioritization Matrix

Project Name	Prioritization Criteria						Suggested Prioritization	Comments
	Is the project included in the Tribal Long Range Transportation Plan (LRTP)?	If so, what time frame is it planned for?	Construction or Operating Cost	Does the project address a safety need?	Complexity of design – for example, is new ROW required, or environmental issues to be addressed?	Does the project provide more travel options?		
East Reservation: Restriping and new signage	Yes	Short Range	\$20,000	Yes	Not complex	No	Short-Range	Part of <i>Re-striping and new signage on West, East, and North Reservation project</i> in the LRTP.
Cottonwood Drive and Cottonwood Loop: Road widening	Yes	Long Range	\$486,000	Yes	Right-of-way required	No	Long-Range	Part of <i>Widening of Streets</i> project in the LRTP.
Salt Cedar Street: Road widening	Yes	Long Range	\$460,000	Yes	Right-of-way required	No	Long-Range	Part of <i>Widening of Streets</i> project in the LRTP.
Ballpark Way: Road widening	Yes	Long Range	\$120,000	Yes	Right-of-way required	No	Long-Range	Part of <i>Widening of Streets</i> project in the LRTP.
East Reservation: Solar park lighting	No	Not applicable	\$12,000	Yes	Not complex	No	Short-Range	
East Reservation: Street lighting rehabilitation	Yes	Not applicable	\$60,000	Yes	Not complex	No	Short-Range	Part of <i>Street lights, Bike paths, and transit turnouts</i> project in the LRTP.
New Road: Ballpark Way Extension	Yes	Long Range (feasibility study)	\$490,000	Yes	Complex – right-of-way required and environmental clearance as well as coordination with other property owners.	Yes, a new alternate route is a key concern to address the need for more emergency access options.	Long-Range	The LRTP includes a feasibility study called <i>Determination of alternate access route</i> as a long range project.
New Road: County 15 <sup>th</sup> Street to US 95	No	Not applicable	\$230,000	No	Complex – right-of-way required and environmental clearance as well as coordination with other property owners.	Yes	Mid-Range	
County 15 <sup>th</sup> Street: Paving Project	No	Not applicable	\$210,000	No	Not complex	No	Mid-Range	
County 15 <sup>th</sup> Street / US 95 Intersection Improvement	No	Not applicable	\$250,000	No	Would likely require a project assessment	No	Mid-Range	
Provide evening hours for transit service	No	Not applicable	\$70,000 – first year operating cost, increases 3.5% per year thereafter	No	Would require coordination between Cocopah Tribe and YCIPTA	Yes	Short-Range	Providing a dial-a-ride service initially is an option to build ridership.



Table 17, Project Prioritization Matrix (Continued)

Project Name	Prioritization Criteria						Suggested Prioritization	Comments
	Is the project included in the Tribal Long Range Transportation Plan (LRTP)?	If so, what time frame is it planned for?	Construction or Operating Cost	Does the project address a safety need?	Complexity of design – for example, is new ROW required, or environmental issues to be addressed?	Does the project provide more travel options?		
Provide Sunday transit service for East Reservation	No	Not applicable	\$25,000 – first year operating cost, increases 3.5 % per year thereafter	No	Would require coordination between Cocopah Tribe and YCIPTA	Yes	Mid-Range	Providing a dial-a ride service initially is an option to build ridership.
Construct new bus shelter – Cottonwood Loop	No	Not applicable	\$20,000	No	Would require coordination between Cocopah Tribe and YCIPTA	No	Short-Range	
Reconfigure transit route to provide service to East Reservation in eastbound and westbound direction and extend service to Salt Cedar Street	No	Not applicable	\$250,000 – first year operating cost, increases 3.5 % per year thereafter	No	Would require coordination between Cocopah Tribe and YCIPTA	Yes	Long-Range	
Improve transit service frequency from one hour to one-half hour	No	Not applicable	\$200,000 – first year operating cost, increases 3.5 % per year thereafter	No	Would require coordination between Cocopah Tribe and YCIPTA	Yes	Long-Range	
Shared use path on east side of East Main Canal	No	Not applicable	\$150,000	No	Would require coordination between Cocopah Tribe and Yuma County Water Users' Association	Yes	Mid-Range	

## 6.2 Project Prioritization – Short-Range Projects

Short range projects are those identified for implementation within five years. Others could reasonably be funded through existing sources or would need committed funds in order to be built. Implementation of these short range projects would greatly improve connectivity and multimodal options for residents and visitors. Table 18 summarizes the short range projects. In Table 19, these projects are presented in the standard format for inclusion in the Tribal Transportation Improvement Program (TIP). The current Tribal TIP is provided in Appendix D.

Table 18 - Short Range Projects

Project Name	Project Limits	Project Description	Length (miles)	Estimated Cost*	Comments
Street lighting Rehabilitation	East Reservation streets	Install LED lighting and rehabilitate as needed	N/A	\$60,000	Not currently in the Tribal Transportation Improvement Plan (TTIP).
Solar park Lighting	East Reservation Community park	Install solar lighting	N/A	\$12,000	Not currently in the TTIP.
Transit service evening hours	N/A	Extend transit service to 10 p.m.	N/A	\$70,000 – first year of operation, escalating 3.5% per year thereafter.	YCIPTA project in conjunction with Cocopah Tribe. For 2013-2014, the Cocopah Tribe will provide upfront contribution for transit service to the Cocopah Reservation and will be reimbursed through a Federal Transit Administration Grant. An option may be to implement a dial-a ride service initially in order to build ridership.
East Reservation restriping and resigning	East Reservation streets	Replace signage and restripe streets	N/A	\$20,000	Listed as a short-range project in the TTIP.
New bus shelter/stop on East Reservation	Cottonwood Loop transit stop	Construct bus shelter/stop at Cottonwood Loop bus Stop	N/A	\$20,000	YCIPTA project. Currently the bus shelter is on order and is planned to be installed by mid-2013.

\* These are planning level design cost estimates, and are based on construction prices in 2012. These costs are projected to increase an estimated 3 % per year to account for future costs. It should be noted that fluctuations on the market price for asphalt and concrete can further affect these estimates.

Table 19 - Summary of Projects Recommended in the Five Year Time Frame

Road Name/Route Number	Beginning/ending Point of Project	Project Mileage	Existing Roadway / Site Conditions	Functional Classification	Proposed Improvement	Existing and/or Proposed Development served by road	Benefit derived from the project	Existing average daily traffic, vehicles per day (vpd)	Projected average daily traffic
East Reservation streets	Street lighting fixtures Ballpark Way, Cottonwood Drive, Cottonwood Loop, Salt Cedar Street	N/A	Existing two lane roads	All streets are community roads	Street lighting Rehabilitation	East Reservation	Improved safety	<ul style="list-style-type: none"> <li>• Ballpark Way -225 vpd</li> <li>• Cottonwood Drive, north of Salt Cedar Street -118 vpd</li> <li>• Cottonwood Drive, south of Salt Cedar Street – 365 vpd</li> <li>• Salt Cedar Street, north of Ballpark Way- 362 vpd</li> <li>• Salt Cedar Street, between Cottonwood Drive and Ballpark Way-348 vpd</li> <li>• Salt Cedar Street, west of Cottonwood Drive- 440 vpd</li> </ul>	<ul style="list-style-type: none"> <li>• Ballpark Way -321 vpd</li> <li>• Cottonwood Drive, north of Salt Cedar Street -169 vpd</li> <li>• Cottonwood Drive, south of Salt Cedar Street – 521 vpd</li> <li>• Salt Cedar Street, north of Ballpark Way- 517 vpd</li> <li>• Salt Cedar Street, between Cottonwood Drive and Ballpark Way-497 vpd</li> <li>• Salt Cedar Street, west of Cottonwood Drive- 628 vpd</li> </ul>
East Reservation Community Park	N/A	N/A	N/A	N/A	Solar park Lighting	East Reservation	Improved safety	N/A	N/A
YCAT Transit Violet Route	N/A	N/A	N/A	N/A	Transit service evening hours	East Reservation	Improved travel options	N/A	N/A
East Reservation streets	Ballpark Way, Cottonwood Drive, Cottonwood Loop, Salt Cedar Street	1.64 miles	Existing two lane roads	All streets are community roads	Replace signage and restripe streets	East Reservation	Improved safety	<ul style="list-style-type: none"> <li>• Ballpark Way -225 vpd</li> <li>• Cottonwood Drive, north of Salt Cedar Street -118 vpd</li> <li>• Cottonwood Drive, south of Salt Cedar Street – 365 vpd</li> <li>• Salt Cedar Street, north of Ballpark Way- 362 vpd</li> <li>• Salt Cedar Street, between Cottonwood Drive and Ballpark Way-348 vpd</li> <li>• Salt Cedar Street, west of Cottonwood Drive- 440 vpd</li> </ul>	<ul style="list-style-type: none"> <li>• Ballpark Way -321 vpd</li> <li>• Cottonwood Drive, north of Salt Cedar Street -169 vpd</li> <li>• Cottonwood Drive, south of Salt Cedar Street – 521 vpd</li> <li>• Salt Cedar Street, north of Ballpark Way- 517 vpd</li> <li>• Salt Cedar Street, between Cottonwood Drive and Ballpark Way-497 vpd</li> <li>• Salt Cedar Street, west of Cottonwood Drive- 628 vpd</li> </ul>

Table 19, Continued - Summary of Projects Recommended in the Five Year Time Frame

Road Name/Route Number	Beginning/ending Point of Project	Project Mileage	Existing Roadway / Site Conditions	Functional Classification	Proposed Improvement	Existing and/or Proposed Development served by road	Benefit derived from the project	Existing average daily traffic, vehicles per day (vpd)	Projected average daily traffic
Bus shelter on Cottonwood Loop Road	N/A	N/A	Shelter to be placed at existing bus stop	community road	New bus shelter/stop on East Reservation	East Reservation	Provides shelter to bus riders and a location to post bus schedule information	N/A	N/A

### 6.3 Project Phasing – Mid-Range Projects

Mid-range projects are summarized in Table 20. Mid-range projects are those that may be implemented within the next six to ten years. These projects have a reasonable expectation of funding in the time period from 2018-2022, and address transit needs, safety, paving concerns, and the need for an additional route to serve the northern area of the East Cocopah Reservation. These projects would need committed funds in order to be built.

Table 20 - Mid-Range Projects

Project Name	Project Limits	Project Description	Length (miles)	Estimated Cost*	Comments
New north-south road: County 15 <sup>th</sup> Street to US 95	County 15 <sup>th</sup> Street to US 95	Two lane paved road with curb and gutter	0.18	\$230,000	Not included in LRTP.
County 15 <sup>th</sup> Street paving	Cocopah Speedway to US 95	Pave existing dirt road	0.18	\$210,000	Joint project with Yuma County.
County 15 <sup>th</sup> Street/US 95 Intersection improvements	County 15th Street/US 95 Intersection	Turn lane improvements on west leg of intersection and signal modifications.	N/A	\$250,000	Joint project with Yuma County.
Provide Sunday Transit Service	N/A	Provide Sunday Transit Service on Purple Route 6A (assume additional 352 vehicle hours/year)	N/A	\$25,000 – first year, escalating 3.5% per year thereafter.	YCIPTA project in conjunction with Cocopah Tribe. For 2013-2014, the Cocopah Tribe will provide upfront contribution for transit service to the Cocopah Reservation and will be reimbursed through a Federal Transit Administration Grant. Providing dial-a ride service initially is an option to build ridership.
Shared use path	Salt Cedar Street(near canal bridge) to north end of Salt Cedar Street	Construct 8-foot wide shared use path	0.43 miles	\$150,000	Coordination needed with Yuma County Water Users' Association.

\* These are planning level design cost estimates, and are based on construction prices in 2012. These costs are projected to increase an estimated 3 % per year to account for future costs. It should be noted that fluctuations on the market price for asphalt and concrete can further affect these estimates.

### 6.4 Project Phasing – Long-Range Projects

Long-range projects are those that are recommended for implementation in the period from 2022 to 2032. Some of these projects are scheduled to correspond with projects already programmed in the LRTP, such as East Reservation road widening projects, and the Ballpark Way Road extension. Transit long range project include improving transit service frequency to one-half hour headways and providing transit service in both directions. These projects are summarized in Table 21.

Table 21 - Long Range Projects

Project Name	Project Limits	Project Description	Length (miles)	Estimated Cost*	Comments
Cottonwood Drive and Cottonwood Loop: Road widening	Cottonwood Drive and Cottonwood Loop	Widen to include shoulder and sidewalk on one side of street	0.76	\$486,000	Listed as a long-range project in the LRTP
Salt Cedar Street: Road widening	Salt Cedar Street	Widen to include shoulder and sidewalk on one side of street	0.72	\$460,000	Listed as a long-range project in the LRTP
Ballpark Way: Road widening	Ballpark Way	Widen to include shoulder and sidewalk on one side of street	0.16	\$120,000	Listed as a long-range project in the LRTP
New road: Ballpark Way Extension	Ballpark Way to paved section of County 18 <sup>th</sup> Street, east of Avenue C	Two lane paved road with curb and gutter	0.38	\$490,000	A feasibility study is recommended as a long-range project in the LRTP
Improve transit service frequency	East Reservation	Improve transit service frequency from one hour to one half hour	N/A	\$200,000 – first year operating cost, increases 3.5 % per year thereafter	YCIPTA project in conjunction with Cocopah Tribe
Reconfigure transit route to provide service to East Reservation	N/A	Reconfigure transit route to provide service to East Reservation in eastbound and westbound direction and extend service to Salt Cedar Street	N/A	\$250,000 – first year operating cost, increases 3.5 % per year thereafter	YCIPTA project in conjunction with Cocopah Tribe

\* These are planning level design cost estimates, and are based on construction prices in 2012. These costs are projected to increase an estimated 3 % per year to account for future costs. It should be noted that fluctuations on the market price for asphalt and concrete can further affect these estimates.

## 7 FUNDING SOURCES

This chapter describes funding resources available to provide funding for the types of projects identified in the previous chapters. Financing a transportation program is complicated. It involves the potential for using many funding sources and multiple strategies.

There is a wide range of activities required to satisfy the transportation needs of the Cocopah Tribe. Funding for these activities is potentially available from multiple sources. The purpose of this section is to provide a brief description of some of the major funding sources and financing options and also to identify some of the principal contacts to learn more detail about the funding sources and requirements for acquiring the funds.

In July, 2012, law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. MAP-21 extends current law (SAFETEA-LU) for the remainder of FY 2012, with new provisions for FY 2013 and beyond taking effect on October 1, 2012. The *Tribal Transportation Program* under MAP-21 provides \$450 million annually for projects that improve access to and within Tribal lands. This program generally continues the previous Indian Reservation Roads (IRR) Program, while adding new set asides for tribal bridge projects (in lieu of the existing Indian Reservation Road Bridge program) and tribal safety projects. The Program was established to provide for construction of public roads and bridges under Bureau of Indian Affairs (BIA) administration. The purpose of the program is to provide safe and adequate transportation facilities including public road access to and within Indian reservations, Indian trust land, or Native American communities. The Tribal Transportation Roads Inventory by definition include BIA, state, county, and other local government public roads located within or providing access to an Indian reservation.

The Tribal Transportation Program continues to provide set asides for program management and oversight and tribal transportation planning. A new statutory formula for distributing funds among tribes, based on tribal population, road mileage, and average funding under SAFETEA-LU, plus an equity provision, is to be phased in over a 4 year period.

MAP-21 also authorizes the *Tribal High Priority Projects Program*, a discretionary program modeled on an earlier program that was funded by set aside from the Indian Reservation Roads Program. MAP-21 provides \$30 million per year from the General Fund (subject to appropriation) for this new program.

The funding sources are described for the following types of projects:

- Roadway (Table 22)
- Safety (Table 23)
- Pedestrian and Bicycle (Table 24)
- Transit (Table 25)

Table 22 – Road Project Funding Sources

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
Tribal Transportation Program	BIA-DOT Western Regional Office	The Tribal Transportation Program provides \$450 million annually for projects that improve access to and within Tribal lands. This program generally continues the existing Indian Reservation Roads program, while adding new set asides for tribal bridge projects (in lieu of the existing Indian Reservation Road Bridge program) and tribal safety projects. It continues to provide set asides for program management and oversight and tribal transportation planning. A new statutory formula for distributing funds among tribes, based on tribal population, road mileage, and average funding under SAFETEA-LU, plus an equity provision, is to be phased in over a 4 year period.	Varies for each tribe based on population and mileage	Funds are allocated to BIA Regional Office on a formula basis	TTIP has to be submitted to FHWA by Aug	Bob Maxwell, Regional Roads Planner BIA Western Regional Office BIA Division of Transportation 400 N. 5th Street Two Arizona Center, 12th Floor Phoenix, AZ 85004 Phone: (602) 379-6782 Fax: (602) 379-3837 Email: <a href="mailto:Bob.Maxwell@bia.gov">Bob.Maxwell@bia.gov</a>
Tribal High Priority Projects Program	BIA-DOT Western Regional Office	This program is for Tribes that receive insufficient funding to carry out their highest priority project.	Maximum \$1M per project	Application-based		Bob Maxwell, Regional Roads Planner BIA Western Regional Office BIA Division of Transportation 400 N. 5th Street Two Arizona Center, 12th Floor Phoenix, AZ 85004 Phone: (602) 379-6782 Fax: (602) 379-3837 Email: <a href="mailto:Bob.Maxwell@bia.gov">Bob.Maxwell@bia.gov</a>
Tribal Transportation Planning	BIA-DOT Western Regional Office	Tribal transportation planning.	2% of construction funding	Funds are allocated directly to Tribe based on a formula, and distributed on a project by project basis.	N/A	Bob Maxwell, Regional Roads Planner BIA Western Regional Office BIA Division of Transportation 400 N. 5th Street Two Arizona Center, 12th Floor Phoenix, AZ 85004 Phone: (602) 379-6782 Fax: (602) 379-3837 Email: <a href="mailto:Bob.Maxwell@bia.gov">Bob.Maxwell@bia.gov</a>



Table 22- Road Project Funding Sources (Continued)

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
National Bridge and Tunnel Inventory	BIA-DOT Western Regional Office	Tribal bridges will need to be inspected, classified, and inventoried. <ul style="list-style-type: none"> <li>Bridges will be classified according to serviceability, safety, and essentiality for public use; and</li> <li>Based on the classification, each bridge will be given a risk-based priority for systematic preventive maintenance, replacement or rehabilitation.</li> </ul>	To be determined	To be determined	To be determined	Bob Maxwell, Regional Roads Planner BIA Western Regional Office BIA Division of Transportation 400 N. 5th Street Two Arizona Center, 12th Floor Phoenix, AZ 85004 Phone: (602) 379-6782 Fax: (602) 379-3837 Email: <a href="mailto:Bob.Maxwell@bia.gov">Bob.Maxwell@bia.gov</a>
Surface Transportation Program (STP)	ADOT, YMPO	Construction, transit, safety, Intelligent transportation systems, management systems, environmental, transportation planning and enhancement on roads with functional classifications of urban collector, major rural collector or higher.	Varies by year	Project is scoped and request for funding submitted to YMPO Project is funded if it is added to RTIP and STIP.		Charles Gutierrez, Traffic Data Mgmt. Supervisor Yuma Metropolitan Planning Organization 502 S. Orange Avenue Yuma, AZ 85364 Phone: (928) 783-8911 Fax: (928) 329-1674 Email: <a href="mailto:cgutierrez@ympo.org">cgutierrez@ympo.org</a>
Planning Assistance for Rural Areas (PARA) Program	ADOT	Small area transportation studies to develop short, medium and long range transportation plans.	Up to \$250,000 per study depending on the project area and scope of work.	Competitive applications for planning projects are submitted to ADOT Multimodal Planning Division (MPD) on an annual basis.	Applications for planning projects are submitted to ADOT on an annual basis in early summer.	Justin Feek, Senior Transportation Planner PARA Program Manager Phone: (602) 712-6196 Email: <a href="mailto:jfeek@azdot.gov">jfeek@azdot.gov</a> Web: <a href="http://mpd.azdot.gov/mpd/systems_planning/PDF/PARA/PARA.As.asp">http://mpd.azdot.gov/mpd/systems_planning/PDF/PARA/PARA.As.asp</a>

Table 22- Road Project Funding Sources (Continued)

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
Indian Community Development Block Grant Program	US Dept. of Housing and Urban Development	Infrastructure construction, e.g., roads, water and sewer facilities; and, single or multipurpose community buildings. Also for housing and economic development projects. There are also Imminent Threat Grants to provide solutions to a problem of an urgent nature	Nationally , single purpose grants were \$60M, Imminent threat grants up to \$3.9M	Single-purpose grants are competitively awarded- must primarily benefit low or moderate income persons	Mid-June annually	<p>Southwest Office of Native American Programs Phoenix Office One North Central Avenue, Suite 600 Phoenix, AZ, 85004-2361 Phone: (602) 379-7200</p> <p>-----</p> <p>Sharon Mitchell, Western Arizona Council of Governments (also coordinates this program for YMPO area) 208 N. 4th Street Kingman, AZ 86401 Phone: (928) 377-1070 (Office) (928) 919-1695 (Cell) Email: <a href="mailto:sharonm@wacog.com">sharonm@wacog.com</a></p>

Table 23 - Safety Project Funding Sources

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
Alcohol Impaired Driving	NHTSA & GOHS	Costs for high visibility enforcement; Costs of training and equipment for law enforcement, Costs of advertising and educational campaigns that publicize checkpoints, increase law enforcement efforts and target impaired drivers under 34 years of age, Costs of vehicle or license plate impoundment.	\$129 million per year nationally	GOHS submits application for funding. Tribe should work with GOHS for use of funds.		
Highway Safety Improvement Program (HSIP)	ADOT and YMPO	Elimination of safety hazards on any public road, public surface transportation facility; any publicly owned bicycle or pedestrian pathway or trail; or any traffic calming measure.	To be determined	Project is scoped and request for funding submitted to YMPO.  HSIP Local Government Coordinator provides assistance to local agencies throughout the process of identifying and developing the projects.	May 1st	Maysa Hanna, State Traffic Engineer ADOT Traffic Group Phone: (602) 712-8888 Email: <a href="mailto:MHanna@azdot.gov">MHanna@azdot.gov</a> Web: <a href="http://www.azdot.gov/highways/traffic/TSS/HSIP/AzHSIP2010.pdf">http://www.azdot.gov/highways/traffic/TSS/HSIP/AzHSIP2010.pdf</a> ----- Charles Gutierrez, Traffic Data Mgmt. Supervisor Yuma Metropolitan Planning Organization 502 S. Orange Avenue Yuma, AZ 85364 Phone: (928) 783-8911 Fax: (928) 329-1674 Email: <a href="mailto:cgutierrez@ympo.org">cgutierrez@ympo.org</a>

Table 23 –Safety Project Funding Sources (Continued)

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
Tribal Safety Program	BIA	Funds to be provided based on identification and analysis of highway Safety issues and opportunities on tribal lands	Approx. \$9 million/year nationally	To be determined, new program under MAP-21	To be determined, new program under MAP-21	Bob Maxwell, Regional Roads Planner BIA Western Regional Office BIA Division of Transportation 400 N. 5th Street Two Arizona Center, 12th Floor Phoenix, AZ 85004 Phone: (602) 379-6782 Fax: (602) 379-3837 Email: <a href="mailto:Bob.Maxwell@bia.gov">Bob.Maxwell@bia.gov</a>
State & Community Highway Safety Grant Program	NHTSA & GOHS	Alcohol counter measures, Occupant protection, Police traffic services (primarily enforcement), Emergency medical services, Traffic records, Motorcycle safety, Pedestrian and bicycle safety, Roadway safety, Speed control, school bus safety, training, and accident reconstruction.	Approx. \$2.5 million/year for Arizona	Competitive proposals submitted to the GOHS	Competitive proposals submitted to the GOHS during April and May	
Injury Prevention Program	IHS	Build Tribal capacity for preventing any type of identified injury problem facing a tribal government. Develop, implement, and evaluate proven or promising injury prevention intervention programs. Projects include, but are not limited to, programs designed to reduce alcohol-related injuries, e.g. supporting initiatives to reduce drinking and driving.	\$75,000 maximum per project	Work with IHS Office to obtain project funding.	N/A	

Table 23- Safety Project Funding Sources (Continued)

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
Road Safety Assessment	ADOT Traffic Safety Section	The RSA program will conduct Road Safety assessments on state, local and tribal road facilities. An RSA is defined as a formal examination of user safety of a future or existing roadway by an independent multidisciplinary audit team, which includes qualified experienced members.	Technical assistance, no actual awards of funds	Submit application	On-going	Mike Blankenship, P.E. Phone: 602-712-7601 Road Safety Assessment Program Manager Fax: 602-712-3243 1615 West Jackson St., Mail Drop 065R Phoenix, AZ 85007-3217 Email: <a href="mailto:mblankenship@azdot.gov">mblankenship@azdot.gov</a>

Another reference source for funding programs that address tribal traffic safety issues is the Tribal Traffic Safety Funding Guide, which was developed through the Arizona Transportation Research Center - Research Program. The guide summarizes the various transportation safety programs and can be obtained through the ATRC website at [http://www.azdot.gov/TPD/ATRC/publications/project\\_reports/PDF/AZ592s.pdf](http://www.azdot.gov/TPD/ATRC/publications/project_reports/PDF/AZ592s.pdf)

Table 24 – Pedestrian and Bicycle Project Funding Sources

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
Transportation Alternatives Program	ADOT and YMPO	Under MAP-21 provisions, the Safe Routes to School (SRTS), Transportation Enhancement (TE) and Recreational Trails will be funded under this program.	To be determined	To be determined	September of each year	<p>Transportation Enhancement and Scenic Roads Section                      Arizona Department of Transportation                      Phone: (602) 712-7545                      Fax: (602) 712-3347                      Web: <a href="http://www.azdot.gov/highways/SWProjMgmt/enhancement_scenic/enhancement/Index.asp">http://www.azdot.gov/highways/SWProjMgmt/enhancement_scenic/enhancement/Index.asp</a></p> <p>-----                      Charles Gutierrez, Traffic Data Mgmt. Supervisor                      Yuma Metropolitan Planning Organization                      502 S. Orange Avenue                      Yuma, AZ 85364                      Phone: (928) 783-8911                      Fax: (928) 329-1674                      Email: <a href="mailto:cgutierrez@ympo.org">cgutierrez@ympo.org</a></p>
Southwest Conservation Corps	Southwest Conservation Corps	Although not a funding source, this non-profit organization engages and trains youth and completes conservation projects for the public benefit	N/A	Contact Southwest Conservation Corps to partner on a project	N/A	<p>Ancestral Lands                      Acoma, NM                      (505) 552-4074                      Four Corners                      701 Camino del Rio                      Suite 101                      Durango, CO 81301                      Phone: (970) 259-8607</p>

Table 25 - Transit Project Funding Sources

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Transit Program	ADOT	The Section 5310 Program has been renamed under the new federal surface transportation legislation (MAP-21) to be the "Enhanced Mobility of Seniors and Individuals with Disabilities" Program. Section 5310 funding is allocated among three area population ranges – rural (less than 50,000), small urbanized (50,000 to 200,000) and large urbanized (over 200,000). Tribes must compete with other governments for Section 5310 funding.	Unknown, previously was approximately 3.9 million statewide	Application-based process.	Regional application workshops – (by webinar)  Applications due Feb/March 2012	Dan Harrigan, ADOT Coordinated Mobility Program Manager Phone: (602) 712-8232 Email: <a href="mailto:DHarrigan@azdot.gov">DHarrigan@azdot.gov</a> Web: <a href="http://www.azdot.gov/MPD/Community_Grant_Services/Section5310.asp">http://www.azdot.gov/MPD/Community_Grant_Services/Section5310.asp</a> ----- John Andoh, Transit Director Yuma County Intergovernmental Public Transportation Authority 2715 East 14th Street Yuma, AZ 85365 Phone: (928) 539 7076 ext 237 (office) or (928) 304 2297 (cell) email: <a href="mailto:jandoh@ycipta.org">jandoh@ycipta.org</a>
Section 5311, Rural Public Transportation Program and Section 5311(c) – Public Transportation on Indian Reservations (Tribal Transit Program)	ADOT	The Section 5311 Program has been renamed under MAP-21 to be the "Formula Grants for Rural Areas Programs. There is a tribal set-a-side of \$30 million nationally, but tribes would also likely be eligible the portion of funding going to the state.	Dependent on various factors.	Application based program.	December	Nicole Patrick ADOT Transit Programs Phone: (602) 712-8947 email: <a href="mailto:npatrick@azdot.gov">npatrick@azdot.gov</a> Web: <a href="http://mpd.azdot.gov/mpd/Transit_Programs_Grants/index.asp">http://mpd.azdot.gov/mpd/Transit_Programs_Grants/index.asp</a> ----- Federal Transit Administration – tribal transit information: Web: <a href="http://www.fta.dot.gov/grants/13094_3553.html">http://www.fta.dot.gov/grants/13094_3553.html</a>

Table 25 – Transit Project Funding Sources (Continued)

Program	Administering Agency	Uses of Funds	Funding Level	Program Details	Application Deadline	Contact
Rural Transit Assistance Program	ADOT	This is a free training, technical assistance, and outreach program funded by the Federal Transit Administration.	N/A	Each Section 5311 grantee agency has an ongoing training program. Regularly offered training may include Passenger Service & Safety, CPR, Basic First Aid, Defensive Driving.	N/A	Tracy Young Rural Transit Assistance Program ADOT Multimodal Planning Division 206 S 17th Ave MD 340B Phoenix, AZ 85007 Phone: 602-712-7106 Email: TYoung@azdot.gov
Section 5304 – Statewide Transportation Planning Program	ADOT	Section 5304 funds are apportioned to the states for use in rural transit planning and research. Other eligible uses, at the state's discretion, include statewide planning and technical assistance activities.	The Federal Transit Administration appropriated \$328,654 to ADOT in FY2007.	Application-based program. Applicants must provide a minimum 20% match. A limit of \$30,000 is available per project.		Tracy Young Rural Transit Assistance Program ADOT Multimodal Planning Division 206 S 17th Ave MD 340B Phoenix, AZ 85007 Phone: 602-712-7106 Email: TYoung@azdot.gov



## 8 RECOMMENDATIONS FOR UPDATES TO TRIBAL TRANSPORTATION INVENTORY

The Tribal Transportation Facility Inventory is the new name for the Indian Reservation Roads Inventory. The inventory is used to determine relative transportation needs among Indian tribes, serving as a basis for allocation of funds. The inventory includes, at a minimum, facilities that are eligible for assistance under the TTP that a Tribe has requested, including facilities that—

- were included in the BIA system inventory prior to October 1, 2004;
- are owned by an Indian tribal government;
- are owned by the BIA;
- were constructed or reconstructed with funds from the Highway Trust Fund under the IRR program since 1983;
- are public roads or bridges within the exterior boundary of Indian reservations, Alaska Native villages, and other recognized Indian communities (including communities in former Indian reservations in the State of Oklahoma) in which the majority of residents are American Indians or Alaska Natives;
- are public roads within or providing access to an Indian reservation or Indian trust land or restricted Indian land that is not subject to fee title alienation without the approval of the Federal Government, or Indian or Alaska Native villages, groups, or communities in which Indians and Alaska Natives reside, whom the Secretary of the Interior has determined are eligible for services generally available to Indians under Federal laws specifically applicable to Indians; or
- are primary access routes proposed by tribal governments, including roads between villages, roads to landfills, roads to drinking water sources, roads to natural resources identified for economic development, and roads that provide access to intermodal terminals, such as airports, harbors, or boat landings.

A review of the Cocopah Tribe East Reservation roads that are currently in the inventory indicates the following potential changes to the inventory:

- Include the two new proposed roads when they meet the criteria set for inclusion in the inventory, which is summarized in Table 26. These roads are recommended to be classified as local collector roads.
- Consider adding Avenue D and Avenue C to the Inventory because they provide primary access to the East Reservation.
- Update the Inventory with the 2012 traffic counts taken by the YMPO.

Table 26 - Analysis of Whether Proposed New Roads meet Criteria for Inclusion in Tribal Transportation Facilities Inventory

Proposed Requirements for Proposed Roads to be added to the Tribal Transportation Inventory	Does the Proposed Ballpark Way Road Extension meet these criteria?	Does the Proposed Road connecting County 15th Street and US95 meet these criteria?
1. A Tribal Resolution identifying support for the facility and it's placement on the Inventory.	No – this needs to be done.	No – this needs to be done.
2. A copy of the Tribe's Long Range Transportation Plan (LRTP) containing: <ul style="list-style-type: none"> <li>•A description of current land use an identification of land ownership within the corridor</li> <li>•A description of need and outcomes for the project/facility, including termini</li> <li>•Funding sources for the project</li> </ul>	The LRTP includes a project for the feasibility study of this connection.	This road connection needs to be included in the Tribal Long Range Transportation Plan when it is next updated.
3. If the landowner is a public authority, documentation the proposed road is in their LRTP.	The land ownership is primarily Cocopah tribal land, but there are sections of Arizona State Trust Land and Bureau of Land Management land east of Avenue C.	Not applicable-the proposed road is located entirely on tribal lands
4. A certificate that a public involvement process was held and documentation showing that the proposed road was an agenda item or public notice.	As part of the public involvement process for the East Reservation Circulation Study, the proposed road was shown on the meeting notice for the public meeting of November 8th, 2012.	As part of the public involvement process for the East Reservation Circulation Study, the proposed road was shown on the meeting notice for the public meeting of November 8th, 2012.
5. Documentation that the proposed road/project is feasible from a cost, environmental, and engineering perspective.	This has been partially done- a cultural resource review was conducted and planning level construction cost estimates were developed. Concept drawings were prepared for the alignment.	This has been partially done- a cultural resource review was conducted and planning level construction cost estimates were developed. Concept drawings were prepared for the alignment.

## **APPENDIX A**

### **Public Involvement Summary Report 1**



# COCOPAHI TRIBE

EAST RESERVATION CIRCULATION PLAN

## Public Open House # 1 Meeting Summary

September 12, 2012

Prepared by:



Kevin Kugler, AICP  
2929 N. Central Ave., Ste. 800  
Phoenix, AZ 85012  
Ph 602.798.7521  
kkugler@rbf.com

## **Public Open House # 1 Meeting Summary**

**Meeting Date:** Wednesday, August 8, 2012 (5 P.M. – 7 P.M.)

**Meeting Location:** Cocopah Head Start Center, East Reservation  
Cottonwood Drive  
Somerton, AZ 85350

**Meeting Participants:** 16 meeting participants  
(see attached sign in sheet)

**Project Team in Attendance:**  
Paul Soto, Cocopah Tribe  
Omar Heredia, Cocopah Tribe  
Misty Klann, ADOT  
Bruce Fenske, ADOT  
Gabiella Kemp, ADOT  
Mary Rodin, Kimley-Horn  
Stan Reich, WH Pacific  
Kevin Kugler, RBF Consulting

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## **I. Project Overview**

The Cocopah Tribe in collaboration with the Arizona Department of Transportation is developing an East Reservation Circulation Plan funded through ADOT’s Planning Assistance for Rural Areas (PARA) program.

The Cocopah Tribe East Reservation Circulation Plan will document existing conditions, identify future conditions and system deficiencies and recommend multi-modal transportation improvement projects in 5, 10 and 20 year implementation time frames. This plan can include bicycle, pedestrian, equestrian, transit and roadway projects that would enhance mobility for the East Reservation. Soliciting the thoughts and concerns of the Cocopah East Reservation residents is essential to the success of the Cocopah Tribe East Reservation Circulation Plan. A Public Involvement Plan that includes two public open houses, stakeholder interviews and several Technical Advisory Committee (TAC) meetings will collectively guide the success of the Cocopah Tribe East Reservation Circulation Plan.

## **II. Public Open House #1 Purpose**

The objective of the first Public Open House was to provide interested East Reservation residents and other project stakeholders with an overview of the current conditions and deficiencies of the existing transportation system – bicycle, pedestrian, transit and roadway provisions serving the East Reservation. East Reservation residents and project stakeholders in attendance were also provided an opportunity to mark upon maps and complete a comment form soliciting their feedback and comment on the materials and maps presented at the open house.



### **III. Public Meeting Notification**

Project Team members evaluated a variety of public notification methods in order to provide effective meeting notification primarily targeted to Cocopah East Reservation residents. It was determined that the most effective methods to notify East Reservation residents was to directly deliver meeting notices/fliers to their place of residence. The ADOT Team worked closely with the Cocopah Tribe Director of Communications to develop the methods to best target East Reservation residents. The ADOT Team prepared the meeting notices/fliers and delivered over 160 color copies to the Cocopah Director of Communications office. The Director of Communications took the lead inserting the meeting notices/fliers into door hanger bags and then utilized Tribal staff to hand deliver these notices to each of the residents living on the East Reservation. Numerous additional fliers were also delivered into the mailbox of each of the Cocopah Tribe department manager’s mailbox and several fliers were posted at prominent Tribal gathering spots such as the Community Center and Wellness Center two weeks prior to the meeting.

### **IV. Pubic Open House #1 Overview**

Meeting attendees were welcomed to the Cocopah Head Start Center starting at 5:00 P.M. Mary Rodin, the ADOT Consultant Project Manager offered to individually guide incoming attendees through the series of presentation boards that were stationed within proximity of the meeting entrance. After a series of informal discussions with incoming meeting attendees, the formal presentation began at approximately 6:00 P.M.



Paul Soto, the Cocopah Tribe Director of Planning, welcomed the attendees and gave a brief description of the purpose of the study and noted how the Cocopah Tribe was a successful recipient of PARA funding and is working together with ADOT for the completion of this study.





Mr. Soto discussed how the Cocopah Tribe PARA application was well received by ADOT and encouraged participation from the East Reservation community residents and stakeholders in attendance and from those not able to be in attendance. Mr. Soto then introduced Mary Rodin with Kimley-Horn, Project Manager to lead the meeting's presentation.

Ms. Rodin first thanked those East Reservation community members for their attendance at the meeting and then introduced the other members of the project team in attendance. Ms. Rodin utilized a PowerPoint presentation to explain the goals of the East Reservation Circulation Plan.

The presentation included an overview of:

- 1) Study area and study purpose;
- 2) Study objectives:
  - Improve connections to streets, jobs, and commercial areas.
  - Improve traffic and pedestrian safety.
  - Make it easier to drive, walk, bicycle, and take the bus.
  - Improve street access for emergency responders.
  - Link the East Reservation residential area to the County road system to the east.
  - Improve roads to support commercial development in the north area of the East Reservation.
- 3) Gathering and Defining the Transportation Needs for the East Reservation
  - Stakeholder interviews
  - Review of existing plans and studies
  - Crash data
  - Input from community residents
  - Transit routes and ridership data
  - Field investigations
- 4) Description of the study area and existing roadways transportation needs
  - Wider streets
  - Paving near the Cocopah Speedway
  - Cul-de-sac improvements
  - Street lighting
  - Traffic control
  - Signage

- 5) Description of current transit operations, identification of needs
  - Frequency of service
  - Directional flow of service
  - Bus shelters
- 6) Sidewalk and trail needs
  - Trails along the canal have mixed reviews
  - Sidewalks appear to be a need
- 7) Bicycle needs
- 8) Equestrian needs
  - Little need for equestrian trails it appears
- 9) Project next steps
  - Community input will help to develop a list of recommended projects
  - Recommended projects presented in November
  - Finalize plan and approve by Tribal Council as first step to obtain project funding

## **V. Questions Posed During the PowerPoint Presentation and Open Discussion**

Participants were encouraged to participate and ask questions during the PowerPoint presentation. The following is a summary of questions and responses provided by the project team during the presentation and also upon the conclusion of the PowerPoint presentation.

**Q:** There seems to be a disconnect between the public transit timing of services and stops in Yuma versus the timing of public transit stops connecting to the East Reservation.

**A:** *The YCPTA and the YMPO have been working to provide for the more cohesiveness in the times and routes offered between the two. Planning has been ongoing and it is acknowledged that there are some gaps in the system.*

**Q:** Is this project looking at the Cocopah Speedway parking lot as well as the entrance roadway – both are very dusty?

**A:** *No, this project will evaluate potential roadway improvements only. The parking lot will be the Tribe's responsibility.*

- Q: There was a question regarding the last display board - question of connecting County 14<sup>th</sup> or County 15<sup>th</sup>. ?
- A: *Yuma County is planning on paving County 14<sup>th</sup> between Avenue G and Somerton Avenue. This project is likely to recommend the paving of County 15<sup>th</sup>, from the Cocopah Speedway entrance to US 95, and a new road connection from County 15<sup>th</sup> Street south to US 95. This would connect at the US 95 /Casino traffic signal.*
- Q: What road was referred to as connecting the East Reservation to the top of the Mesa?
- A: *This potential roadway connection to the top of the mesa is County 18<sup>th</sup> alignment. Today it is a "jeep trail" that runs from the backside of the East Reservation off Parkway Rd. and provides connection to the Avenue C extension that is a basic dirt road today.*
- Q: How does the process work after the completion of the study – how do we get funding?
- A: *Misty Klann, ADOT Project Manager explained the process noting that the study determines needs and priorities by 5, 10, 20 year time frames. Based on the needs developed and the feedback received from the community, this study will provide improvement recommendation updates to the tribe's priority list and Transportation Improvement Program. It is then up to the tribe what project to pursue to implement. The tribe can use its portion of funds from the Tribal Transportation Program or apply for external funding sources from the State or other Federal programs. Obtaining funds through the State and Federal Governments will most likely require coordination with Yuma Metropolitan Planning Organization (YMPO). Once funding is secured, the tribe can then begin to work towards the design and construction of the project depending on what type of funding. If working with the State, there may be a need for a Joint Project Agreement (JPA).*
- Q: What about the East Reservation residents that live on the east side of the canal – there is no way out for them if there is an emergency?
- A: *This very issue was one of the primary objectives and reasons for conducting this study. Alternate access roads are being assessed as part of this study.*
- Q: Lighting and safety can be an issue – will you consider lighting similar to what Somerton just did with the solar lights? Those lights are nice.



A: *Lighting can be a project for consideration, especially because of the safety implications. The solar lights Somerton installed were funded through a Transportation Enhancement (TE) grant. This funding comes out of the new federal transportation bill, "MAP 21" program. This program is still being rolled out and everybody is still trying to understand how funding is/will be allocated. Some programs are being collapsed under the new program. What is key for this process is to prioritize recommended projects in November and then use the transportation improvements identified in this plan to secure as much funding as possible – to get your share of the federal funding pie - for the Cocopah Tribe.*

Q: Sidewalks are more important than bike paths, especially for use by the elderly. Can we make those a higher priority?

A: *Yes, we certainly can. The team will develop some typical roadway cross-sections to choose from. The team will bring some alternatives to review – perhaps Cottonwood will be shown as having a sidewalk on the Head Start side of the street and perhaps a wider shoulder on the other side. We will have to evaluate this further as the road right-of-way varies from location to location and certain improvements that require the widening of the existing facility may trigger the need to obtain a few feet of additional right-of-way from adjacent property owners.*

Q: What do you mean about a shoulder; what purpose does it serve?

A: *A shoulder can include a paved or unpaved physical widening of the road for a pull out area. Someone mentioned that the roads were kind of narrow and when someone is changing a flat tire, there needs to be additional room to get around that broken down vehicle. A shoulder would provide that opportunity.*

The formal presentation adjourned at approximately 6:03. Small group discussions continued until approximately 6:45.





## VII. Meeting Notice



**Cocopah Tribe: East Reservation Circulation Plan**  
YOU ARE INVITED TO AN OPEN HOUSE

Please join us to help shape the future of transportation on the Cocopah Tribe East Reservation.

The Cocopah Tribe in collaboration with the Arizona Department of Transportation is developing an East Reservation Circulation Plan funded through ADOT's Planning Assistance for Rural Areas program. The plan will provide multimodal recommendations for the next 5, 10 and 20 years.

- Date:** Wednesday, August 8th
- Time:** 5:00 to 7:00 p.m.  
(presentation at 5:30 p.m.)
- Place:** Cocopah Head Start Center  
Cottonwood Drive  
Somerton, AZ 85350

Your input and recommendations on future transportation improvements for the Cocopah Tribe East Reservation are needed.

Food and refreshments will be provided.

Project Schedule		
Summer 2012	Fall 2012	Winter 2012/2013
<ul style="list-style-type: none"> <li>▶ Identify transportation needs</li> <li>▶ Present transportation needs to members and stakeholders and receive feedback</li> </ul>	<ul style="list-style-type: none"> <li>▶ Develop evaluation criteria and identify potential improvements</li> <li>▶ Present proposed improvements to members and stakeholders and receive feedback</li> </ul>	<ul style="list-style-type: none"> <li>▶ Finalize recommendations and prepare final report</li> </ul>

*We hope that you will join us!*



For more information please contact:

Omar Heredia, Tribal Planner  
Cocopah Indian Tribe  
928.627.2102/ tcplan@cocopah.com

Misty Klann, Project Manager  
Arizona Dept. of Transportation  
602.712.7029/ mklann@azdot.gov

Gabriella Kemp, Sr. Community Relations Officer  
Arizona Dept. of Transportation  
928.317.2165/ gkemp@azdot.gov



FOR MORE INFORMATION:  
azdot.gov/cocopah



## VIII. PowerPoint Presentation

### WELCOME

- ▶ Thank you for attending this meeting
- ▶ Your input is important to help us develop transportation projects in your community



 Kirby-Horn  
and Associates, Inc.

### STUDY PURPOSE

- ▶ Develop transportation projects for
  - ❖ short (5 year);
  - ❖ medium (10 year); and
  - ❖ long term (10 year) time frames
- ▶ Projects can include bicycle, pedestrian, equestrian, transit, and roadway projects.



 Kirby-Horn  
and Associates, Inc.



## STUDY OBJECTIVES

- ▶ **Develop a plan with a listing of recommended projects to:**
  - Improve connections to streets, jobs, and commercial areas.
  - Improve traffic and pedestrian safety.
  - Make it easier to drive, walk, bicycle, and take the bus.
  - Improve street access for emergency responders.
  - Link the East Reservation residential area to the County road system to the east.
  - Improve roads to support commercial development in the north area of the East Reservation.

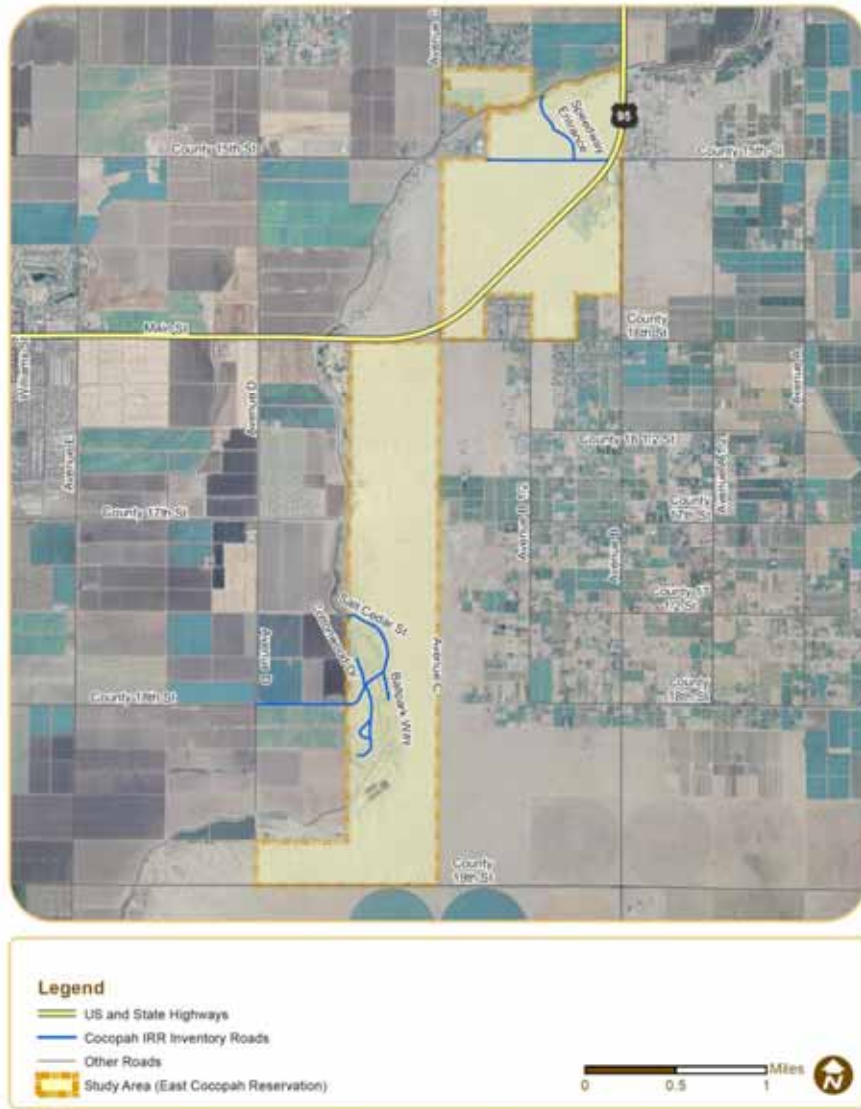
## STUDY OBJECTIVES

- ▶ **Develop a plan with a listing of recommended projects to:**
  - Improve connections to streets, jobs, and commercial areas.
  - Improve traffic and pedestrian safety.
  - Make it easier to drive, walk, bicycle, and take the bus.
  - Improve street access for emergency responders.
  - Link the East Reservation residential area to the County road system to the east.
  - Improve roads to support commercial development in the north area of the East Reservation.



**IX. Presentation Boards**

**STUDY AREA**



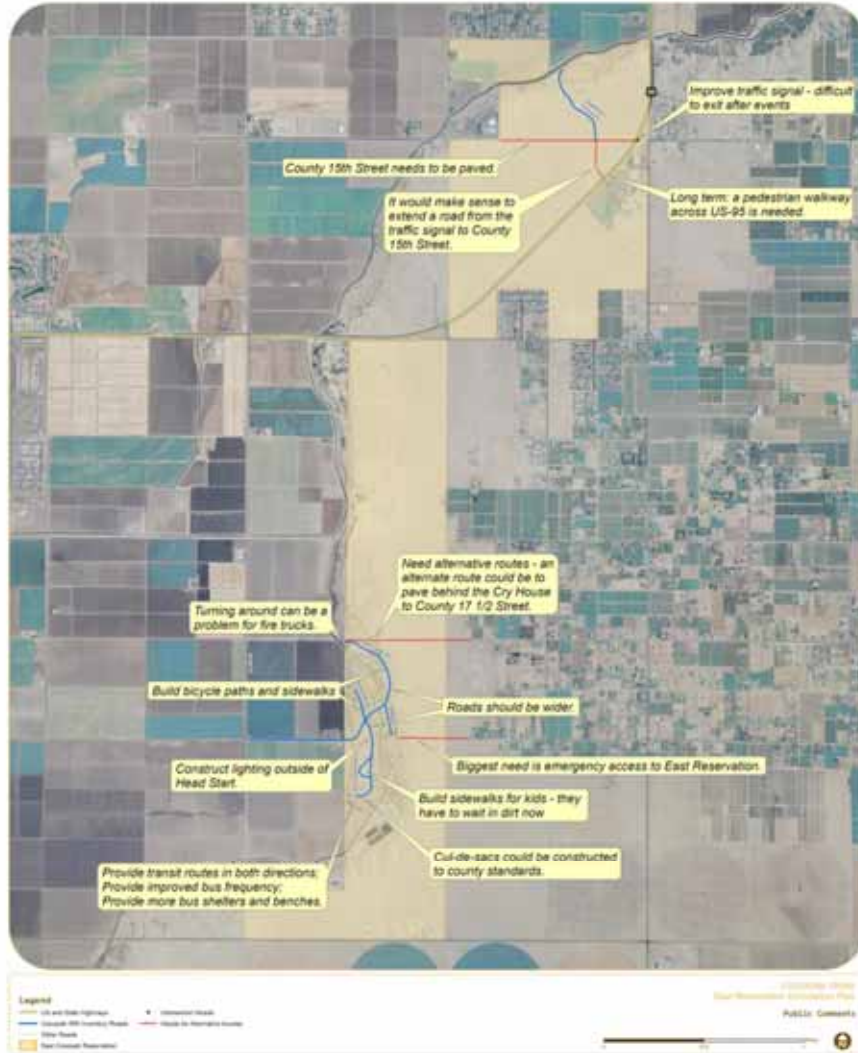


## TRAFFIC COUNTS





**HERE'S WHAT WE'VE HEARD ABOUT TRANSPORTATION NEEDS**



**ARE THERE OTHERS? PLEASE USE THE STICKERS TO WRITE YOUR CONCERNS ON THE MAP**



X. Comment Forms

 **Cocopah Tribe: East Reservation Circulation Plan** August 2012

1. What do you believe are the current transportation needs/issues in the Cocopah East Reservation area? Please check those that apply.

- Roadways     
  Intersections     
  Public transit     
  Bicycles  
 Pedestrian (sidewalks, crossings and paths)     
  Recreational trails     
  Equestrian

2. To what extent should the following factors be considered when prioritizing new transportation improvements? Please circle those that apply.

- A. Alternative access to and from the County or other local or regional transportation networks (High, Medium, Low)  
 B. Improving safety problems (High, Medium, Low)  
 C. Improve transit access and coordination (High, Medium, Low)  
 D. Improve non-motorized transportation, example: pedestrian, bicyclists (High, Medium, Low)  
 E. Other (please elaborate) \_\_\_\_\_

3. What are your three high priority roadway improvements that impacts Cocopah East Reservation and why?

*Cracks from tractors field workers. West Cocopah roads are and have been in the worst shape. Community making it unsafe with broken glass*

4. What are your three highest public transit priorities that impacts Cocopah East Reservation and why? (examples: connections, service types)

*They dont have many stops, especially in the heat walking in canal or road is twice as hot.*

5. What should be done to improve pedestrian and non-motorized trails within the East Reservation?

*Minor improvements as in repairing, they are good the way they are.*

6. Do you think new road corridors are needed within the East Reservation? If so, where and why?

*(new) It might be bad for public safety, maybe they could improve existing roads*

12-365



FOR MORE INFORMATION:  
[azdot.gov/cocopah](http://azdot.gov/cocopah)



Cocopah Tribe: East Reservation Circulation Plan

August 2012

7. Do you have any other issues or topics relating to the East Reservation Circulation plan that you would like to comment on?

Farming tractors are a hazard to cars they speed on muddy roads throwing mud or gravel rocks at cars  
Thank You!

I, myself along with friends of jam have made the UCPOT and I when the bus was missed was on our own fault but they do need more routes, longer hours.

a road from the mesa thru the reservation will put comm. more at risk with traffic accidents and the kids of comm. It will be overly used as a quicker way to San Luis or Yuma.

Optional Name: Samantha Jones Address: 11578 Salt Cedar  
City: Scottsdale Zip: 85258 Email Address: \_\_\_\_\_

Completed comment forms can be submitted to the project team at the completion of the public meeting or to the project team after the meeting by August 22, 2012.

Mail: Kevin Kugler fax: (602) 467-2204  
c/o RBF Consulting email: kkugler@rbf.com  
16605 North 28th Avenue, Suite 100  
Phoenix, AZ 85053

Completion of this comment sheet is completely voluntary. All comments provided will become part of the study's documentation. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request.

12-385



FOR MORE INFORMATION:  
azdot.gov/cocopah



 **Cocopah Tribe: East Reservation Circulation Plan** August 2012

1. What do you believe are the current transportation needs/issues in the Cocopah East Reservation area? Please check those that apply.

- Roadways
- Intersections
- Public transit
- Bicycles
- Pedestrian (sidewalks, crossings and paths)
- Recreational trails
- Equestrian

2. To what extent should the following factors be considered when prioritizing new transportation improvements? Please circle those that apply.

- A. Alternative access to and from the County or other local or regional transportation networks (High, Medium, Low)
- B. Improving safety problems (High, Medium, Low)
- C. Improve transit access and coordination (High, Medium, Low)
- D. Improve non-motorized transportation, example: pedestrian, bicyclists (High, Medium, Low)

E. Other (please elaborate) Alternative access for members living on east side of the canal.

3. What are your three high priority roadway improvements that impacts Cocopah East Reservation and why?

1. Increase transits
2. Improve street lights - Solar panel lights
3. Side Walks - Sand barriers

4. What are your three highest public transit priorities that impacts Cocopah East Reservation and why? (examples: connections, service types)

1. Increase transits - currently ends @ 6pm  
Up to 10pm + week ends.

5. What should be done to improve pedestrian and non-motorized trails within the East Reservation?

Side walks Side walks - road barriers for the sand

6. Do you think new road corridors are needed within the East Reservation? If so, where and why?

yes, members living on the east side of the canal.

12-305



FOR MORE INFORMATION:  
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 **Cocopah Tribe: East Reservation Circulation Plan** August 2012

1. What do you believe are the current transportation needs/issues in the Cocopah East Reservation area? Please check those that apply.

- Roadways       Intersections       Public transit       Bicycles
- Pedestrian (sidewalks, crossings and paths)       Recreational trails       Equestrian

2. To what extent should the following factors be considered when prioritizing new transportation improvements? Please circle those that apply.

- A. Alternative access to and from the County or other local or regional transportation networks (High, Medium, Low) High
- B. Improving safety problems (High, Medium, Low) Medium
- C. Improve transit access and coordination (High, Medium, Low) High
- D. Improve non-motorized transportation, example: pedestrian, bicyclists (High, Medium, Low) Low
- E. Other (please elaborate) \_\_\_\_\_

3. What are your three high priority roadway improvements that impacts Cocopah East Reservation and why?

*1. Another way into the RES - (2) the bus needs to have more stops than one pick up site. (3) more street lights*

4. What are your three highest public transit priorities that impacts Cocopah East Reservation and why? (examples: connections, service types)

*Time not every hour, one pick up site, problem if across the reserv. problem for elder to walk to one pick up site, summer time impossible*

5. What should be done to improve pedestrian and non-motorized trails within the East Reservation?

*Side walk should be built, area for school bus stop w benches*

6. Do you think new road corridors are needed within the East Reservation? If so, where and why?

*yes, 18th near the mesa need due to farm vehicles*

T2-385



FOR MORE INFORMATION:  
azdot.gov/cocopah







## Cocopah Tribe: East Reservation Circulation Plan

August 2012

1. What do you believe are the current transportation needs/issues in the Cocopah East Reservation area?  
Please check those that apply.

- Roadways
- Intersections
- Public transit
- Bicycles
- Pedestrian (sidewalks, crossings and paths)
- Recreational trails
- Equestrian

2. To what extent should the following factors be considered when prioritizing new transportation improvements?  
Please circle those that apply.

- A. Alternative access to and from the County or other local or regional transportation networks (High, Medium, Low)
- B. Improving safety problems (High, Medium, Low)
- C. Improve transit access and coordination (High, Medium, Low)
- D. Improve non-motorized transportation, example: pedestrian, bicyclists (High, Medium, Low)
- E. Other (please elaborate) \_\_\_\_\_

3. What are your three high priority roadway improvements that impacts Cocopah East Reservation and why?

need alternate ways out of the Res, instead of using Canals.

4. What are your three highest public transit priorities that impacts Cocopah East Reservation and why?  
(examples: connections, service types)

\_\_\_\_\_

5. What should be done to improve pedestrian and non-motorized trails within the East Reservation?

\_\_\_\_\_

6. Do you think new road corridors are needed within the East Reservation? If so, where and why?

\_\_\_\_\_

12-265



FOR MORE INFORMATION:  
[azdot.gov/cocopah](http://azdot.gov/cocopah)



 **Cocopah Tribe: East Reservation Circulation Plan** August 2012

7. Do you have any other issues or topics relating to the East Reservation Circulation plan that you would like to comment on?

1) We need road improvement. We have an alleyway, but we also use canal roads. After a storm I used the canal road it has been broken up, rain created potholes in the middle of the dirt road running off the road to canal. We also used 2 other dirt roads on County 17 1/2 & 18. These will be good to use since them. The East Res. is not a bog res, but if we need to evacuate we only have one way out. 2) The park needs lighting. Camp post would be nice, even those 3 foot light curbs for sidewalk. That would be nice. 3) The ~~entire~~ Cul-d-sac needs better roadway especially for emergency vehicles + big vehicles. 4)

Optional Name: Earlton Thomas Address: 18339 S. Cottonwood Dr.  
City: Scottsdale, AZ Zip: 85350 Email Address: tauwx109@gmail.com

Completed comment forms can be submitted to the project team at the completion of the public meeting or to the project team after the meeting by August 22, 2012.

Mail: Kevin Kugler fax: (602) 467-2204  
c/o RBF Consulting email: kkugler@rbf.com  
16605 North 28th Avenue, Suite 100\n  
Phoenix, AZ 85053

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12-365



FOR MORE INFORMATION:  
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## Cocopah Tribe: East Reservation Circulation Plan

August 2012

1. What do you believe are the current transportation needs/issues in the Cocopah East Reservation area?  
Please check those that apply.

- Roadways       Intersections       Public transit       Bicycles
- Pedestrian (sidewalks, crossings and paths)       Recreational trails       Equestrian

2. To what extent should the following factors be considered when prioritizing new transportation improvements?  
Please circle those that apply.

- A. Alternative access to and from the County or other local or regional transportation networks (High, Medium, Low)
- B. Improving safety problems (High, Medium, Low)
- C. Improve transit access and coordination (High, Medium, Low)
- D. Improve non-motorized transportation, example: pedestrian, bicyclists (High, Medium, Low)
- E. Other (please elaborate) \_\_\_\_\_

3. What are your three high priority roadway improvements that impacts Cocopah East Reservation and why?

PROVIDE BETTER TRANSPORTATION TO AND FROM  
SOMERTON, YUMA

4. What are your three highest public transit priorities that impacts Cocopah East Reservation and why?  
(examples: connections, service types)

KEEP PUBLIC TRANSIT MOVING

5. What should be done to improve pedestrian and non-motorized trails within the East Reservation?

KEEP OUT OF DANGER FROM VEHICLES

6. Do you think new road corridors are needed within the East Reservation? If so, where and why?

NO THIS PLAN SEEMS TO BE ENOUGH

12-305



FOR MORE INFORMATION:  
[azdot.gov/cocopah](http://azdot.gov/cocopah)



 **Cocopah Tribe: East Reservation Circulation Plan** August 2012

7. Do you have any other issues or topics relating to the East Reservation Circulation plan that you would like to comment on?

BESIDES RESIDENTIAL, BEING CLOSE TO ROAD, KEEP CEMETARY OUT OF VIEW

Optional Name: LESTER WHITE Address: 6888 S. CHAPIN ST  
City: YUMA Zip: 85364 Email Address: \_\_\_\_\_

Completed comment forms can be submitted to the project team at the completion of the public meeting or to the project team after the meeting by August 22, 2012.

Mail: Kevin Kugler fax: (602) 467-2204  
c/o RBF Consulting email: kkugler@rbf.com  
16605 North 28th Avenue, Suite 100\n  
Phoenix, AZ 85053

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12-365



FOR MORE INFORMATION:  
[azdot.gov/cocopah](http://azdot.gov/cocopah)



## Cocopah Tribe: East Reservation Circulation Plan

August 2012

1. What do you believe are the current transportation needs/issues in the Cocopah East Reservation area?  
Please check those that apply.

- Roadways
- Intersections
- Public transit
- Bicycles
- Pedestrian (sidewalks, crossings and paths)
- Recreational trails
- Equestrian

2. To what extent should the following factors be considered when prioritizing new transportation improvements?  
Please circle those that apply.

- A. Alternative access to and from the County or other local or regional transportation networks (High, Medium, Low)
- B. Improving safety problems (High, Medium, Low)
- C. Improve transit access and coordination (High, Medium, Low)
- D. Improve non-motorized transportation, example: pedestrian, bicyclists (High, Medium, Low)
- E. Other (please elaborate) \_\_\_\_\_

3. What are your three high priority roadway improvements that impacts Cocopah East Reservation and why?

Proper lighting @ nite needs more of them.  
 Sidewalks + bicycles access, so they won't be in driver way.  
 Public transits longer hours to accommodate working hours

4. What are your three highest public transit priorities that impacts Cocopah East Reservation and why?  
(examples: connections, service types)

Holiday and sundays to accommodate working tribal members  
 Obeying the correct hours of arriving.  
 Better signs to accomodate police, Ambulance, Fire trucks

5. What should be done to improve pedestrian and non-motorized trails within the East Reservation?

Possible side walks + street lights

6. Do you think new road corridors are needed within the East Reservation? If so, where and why?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

12-365



FOR MORE INFORMATION:  
azdot.gov/cocopah





 **Cocopah Tribe: East Reservation Circulation Plan** August 2012

1. What do you believe are the current transportation needs/issues in the Cocopah East Reservation area? Please check those that apply.

- Roadways       Intersections       Public transit       Bicycles
- Pedestrian (sidewalks, crossings and paths)       Recreational trails       Equestrian

2. To what extent should the following factors be considered when prioritizing new transportation improvements? Please circle those that apply.

- A. Alternative access to and from the County or other local or regional transportation networks (High, Medium, Low)
- B. Improving safety problems (High, Medium, Low)
- C. Improve transit access and coordination (High, Medium, Low)
- D. Improve non-motorized transportation, example: pedestrian, bicyclists (High, Medium, Low)
- E. Other (please elaborate) \_\_\_\_\_

3. What are your three high priority roadway improvements that impacts Cocopah East Reservation and why?

Side walks are needed  
Co. 18 needs to be open, ~~for~~ easier access

4. What are your three highest public transit priorities that impacts Cocopah East Reservation and why? (examples: connections, service types)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. What should be done to improve pedestrian and non-motorized trails within the East Reservation?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

6. Do you think new road corridors are needed within the East Reservation? If so, where and why?

Co. 18<sup>th</sup> St needs to be open for emergency vehicles and  
for people living east of bridge. ~~etc.~~

12-395



FOR MORE INFORMATION:  
[azdot.gov/cocopah](http://azdot.gov/cocopah)







 **Cocopah Tribe: East Reservation Circulation Plan** August 2012

1. What do you believe are the current transportation needs/issues in the Cocopah East Reservation area? Please check those that apply.

- Roadways
- Intersections
- Public transit
- Bicycles
- Pedestrian (sidewalks, crossings and paths)
- Recreational trails
- Equestrian

2. To what extent should the following factors be considered when prioritizing new transportation improvements? Please circle those that apply.

- A. Alternative access to and from the County or other local or regional transportation networks (High, Medium, Low)
- B. Improving safety problems (High, Medium, Low)
- C. Improve transit access and coordination (High, Medium, Low)
- D. Improve non-motorized transportation, example: pedestrian, bicyclists (High, Medium, Low)
- E. Other (please elaborate) \_\_\_\_\_

3. What are your three high priority roadway improvements that impacts Cocopah East Reservation and why?

*Another entrance*

*Side walks*

*Street lights*

4. What are your three highest public transit priorities that impacts Cocopah East Reservation and why? (examples: connections, service types)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

5. What should be done to improve pedestrian and non-motorized trails within the East Reservation?

*Side walks, Street lights Animal Control*

\_\_\_\_\_

\_\_\_\_\_

6. Do you think new road corridors are needed within the East Reservation? If so, where and why?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

T2-365



FOR MORE INFORMATION:  
[azdot.gov/cocopah](http://azdot.gov/cocopah)



 **Cocopah Tribe: East Reservation Circulation Plan** August 2012

7. Do you have any other issues or topics relating to the East Reservation Circulation plan that you would like to comment on?

\_\_\_\_\_

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\_\_\_\_\_

Optional Name: Blaine D. Davis Address: 17548 Salt Cedar St,  
City: Scottsdale Zip: 85330 Email Address: \_\_\_\_\_

Completed comment forms can be submitted to the project team at the completion of the public meeting or to the project team after the meeting by **August 22, 2012**.

Mail: Kevin Kugler fax: (602) 467-2204  
c/o RBF Consulting email: kkugler@rbf.com  
16605 North 28th Avenue, Suite 100  
Phoenix, AZ 85053

Completion of this comment sheet is completely voluntary. All comments provided will become part of the study's documentation. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request.

12-385



FOR MORE INFORMATION:  
[azdot.gov/cocopah](http://azdot.gov/cocopah)



 **Cocopah Tribe: East Reservation Circulation Plan** August 2012

1. What do you believe are the current transportation needs/issues in the Cocopah East Reservation area?  
Please check those that apply.

- Roadways
- Intersections
- Public transit
- Bicycles
- Pedestrian (sidewalks, crossings and paths)
- Recreational trails
- Equestrian

2. To what extent should the following factors be considered when prioritizing new transportation improvements?  
Please circle those that apply.

- A. Alternative access to and from the County or other local or regional transportation networks (High, Medium, Low)
- B. Improving safety problems (High, Medium, Low)
- C. Improve transit access and coordination (High, Medium, Low)
- D. Improve non-motorized transportation, example: pedestrian, bicyclists (High, Medium, Low)
- E. Other (please elaborate) need for shoulders for cars vehicles to pull over on

3. What are your three high priority roadway improvements that impacts Cocopah East Reservation and why?  
need for alternative road to exit Res. on <sup>East</sup> North side of canal  
in the event of bridge mishap. Currently the bridge  
is the only road out.

4. What are your three highest public transit priorities that impacts Cocopah East Reservation and why?  
(examples: connections, service types)  
Lack of overlapping connections for bus riders.

5. What should be done to improve pedestrian and non-motorized trails within the East Reservation?  
Sidewalks for pedestrians and for motorized  
wheel chairs.

6. Do you think new road corridors are needed within the East Reservation? If so, where and why?  
Yes. County 18th entrance to Res. could be  
branched out to right for residents on South  
side.

12-385



FOR MORE INFORMATION:  
[azdot.gov/cocopah](http://azdot.gov/cocopah)





## Cocopah Tribe: East Reservation Circulation Plan

August 2012

**1. What do you believe are the current transportation needs/issues in the Cocopah East Reservation area?  
Please check those that apply.**

- Roadways       Intersections       Public transit       Bicycles
- Pedestrian (sidewalks, crossings and paths)       Recreational trails       Equestrian

**2. To what extent should the following factors be considered when prioritizing new transportation improvements?  
Please circle those that apply.**

- A. Alternative access to and from the County or other local or regional transportation networks (High, Medium, Low)
- B. Improving safety problems (High, Medium, Low)
- C. Improve transit access and coordination (High, Medium, Low)
- D. Improve non-motorized transportation, example: pedestrian, bicyclists (High, Medium, Low)
- E. Other (please elaborate) \_\_\_\_\_

**3. What are your three high priority roadway improvements that impacts Cocopah EastReservation and why?**

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**4. What are your three highest public transit priorities that impacts Cocopah East Reservation and why?  
(examples: connections, service types)**

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**5. What should be done to improve pedestrian and non-motorized trails within the East Reservation?**

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**6. Do you think new road corridors are needed within the East Reservation? If so, where and why?**

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12-355



FOR MORE INFORMATION:  
[azdot.gov/cocopah](http://azdot.gov/cocopah)



 **Cocopah Tribe: East Reservation Circulation Plan** August 2012

7. Do you have any other issues or topics relating to the East Reservation Circulation plan that you would like to comment on?

Priority would be to build a road on East Res. from the bridge, cut thru ~~the~~ between the houses and connect w/ gravel road (city stay below the mesa to avoid children who might be playing on road on the existing route.)

**Optional**

Name: \_\_\_\_\_ Address: \_\_\_\_\_  
City: \_\_\_\_\_ Zip: \_\_\_\_\_ Email Address: \_\_\_\_\_

Completed comment forms can be submitted to the project team at the completion of the public meeting or to the project team after the meeting by **August 22, 2012**.

Mail: Kevin Kugler fax: (602) 467-2204  
c/o RBF Consulting email: kkugler@rbf.com  
16605 North 28th Avenue, Suite 100\n  
Phoenix, AZ 85053

Completion of this comment sheet is completely voluntary. All comments provided will become part of the study's documentation. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request.

12-395



FOR MORE INFORMATION:  
[azdot.gov/cocopah](http://azdot.gov/cocopah)



## **XI. Title VI**

Title VI of the 1964 Civil Rights Act regulations provides that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance.” Related federal statutes and regulations requires ADOT’s Title VI/Nondiscrimination Program to include nondiscrimination protection on the basis of age, sex, disability and income status in all ADOT programs or activities.

A display board, brochures and survey cards were displayed and made available at the meeting regarding Title VI. One (1) survey card was received at this meeting and provided to ADOT’s Civil Rights Office. In addition, Title VI language was included in the newspaper advertisement(s) and direct mail inviting the public to attend the meeting.



## **APPENDIX B**

### **Public Involvement Summary Report 2**



# COCOPAHI TRIBE

EAST RESERVATION CIRCULATION PLAN

## Public Open House # 2 Meeting Summary

November 8, 2012

Prepared by:



Kevin Kugler, AICP  
2929 N. Central Ave., Ste. 800  
Phoenix, AZ 85012  
Ph 602.798.7521  
kkugler@rbf.com

## Public Open House # 2 Meeting Summary

Meeting Date: Thursday, November 8, 2012 (5 P.M. – 7 P.M.)

Meeting Location: Cocopah Head Start Center, East Reservation  
Cottonwood Drive  
Somerton, AZ 85350

Meeting Participants: 3 meeting participants  
(see attached sign in sheet)

Project Team in Attendance:  
Paul Soto, Cocopah Tribe  
Omar Heredia, Cocopah Tribe  
Misty Klann, ADOT  
Isabell Garcia, ADOT Yuma District  
Gabiella Kemp, ADOT  
Mary Rodin, Kimley-Horn  
Kevin Kugler, RBF Consulting

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## I. Project Overview

The Cocopah Tribe in collaboration with the Arizona Department of Transportation is developing an East Reservation Circulation Plan funded through ADOT's Planning Assistance for Rural Areas (PARA) program.

The Cocopah Tribe East Reservation Circulation Plan will document existing conditions, identify future conditions and system deficiencies and recommend multi-modal transportation improvement projects in 5, 10 and 20 year implementation time frames. This plan can include bicycle, pedestrian, equestrian, transit and roadway projects that would enhance mobility for the East Reservation. Soliciting the thoughts and concerns of the Cocopah East Reservation residents is essential to the success of the Cocopah Tribe East Reservation Circulation Plan. A Public Involvement Plan that includes two public open houses, stakeholder interviews and several Technical Advisory Committee (TAC) meetings will collectively guide the success of the Cocopah Tribe East Reservation Circulation Plan.

## II. Public Open House #2 Purpose

The objective of the second Public Open House was to provide interested East Reservation residents and other project stakeholders with an overview of a plan of improvements to the existing transportation system – bicycle, pedestrian, transit and roadway provisions serving the East Reservation. East Reservation residents and project stakeholders in attendance were provided an opportunity to learn about planned short, mid and long term (5, 10 and 20 year) transportation improvements and complete a comment form soliciting their feedback and comment on the materials and maps presented at the open house.

## III. Public Meeting Notification

Project Team members evaluated a variety of public notification methods in order to provide effective meeting notification primarily targeted to Cocopah East Reservation residents. It was determined that the most effective methods to notify East Reservation residents was to directly deliver meeting notices/fliers to their place of residence. The ADOT Team worked closely with the Cocopah Tribe Director of Communications to develop the methods to best target East Reservation residents. The ADOT Team prepared the meeting notices/fliers and delivered over 160 color copies to the Cocopah Director of Communications office. The Director of Communications took the lead inserting the meeting notices/fliers into door hanger bags and then utilized Tribal staff to hand deliver these notices to each of the residents living on the East Reservation. Numerous additional fliers were also delivered into the mailbox of each Cocopah



Tribe department manager and several fliers were posted at prominent Tribal gathering spots such as the Community Center and Wellness Center prior to the meeting.

#### IV. Public Open House #2 Overview

Meeting attendees were welcomed to the Cocopah Head Start Center starting at 5:00 P.M. Mary Rodin, the ADOT Consultant Project Manager offered to individually guide incoming attendees through the series of presentation boards that were stationed within proximity of the meeting entrance. After a series of informal discussions with incoming meeting attendees, the formal presentation began at approximately 5:45 P.M.



Ms. Rodin welcomed the attendees and gave a brief description of the purpose of the study and noted how the Cocopah Tribe was a successful recipient of PARA funding and is working together with ADOT for the completion of this study.

Ms. Rodin thanked those East Reservation community members for their attendance at the meeting and then introduced the other members of the project team in attendance. Ms. Rodin reminded those in attendance that this was the second public open house and that the first open house was held on September 12, 2012 at this location. East Reservation residents at the first open house assisted the project team by identifying a series of transportation goals and objectives relating to transit, pedestrian, bicycle and roadway improvements that collectively defined the transportation needs for the East Reservation.

Ms. Rodin then explained that the project team has taken that valuable input from the East Reservation residents and developed a plan of improvements that identifies transit, pedestrian/bicycle and roadway in short, mid and long term (5, 10 and 20 year) improvement horizons. The objective of this second public open house is to review the plan of improvements and receive feedback from the attendees on the proposed plan of improvements. Ms. Rodin noted that a few of the highest priority projects emphasized by the East Reservation residents



included; additional roadway access to the east, added street lighting (LED) and transit improvements. Ms. Rodin then utilized a PowerPoint presentation to review the plan of improvements for the East Reservation Circulation Plan. Please refer to Section VIII for a view of the slides used for the PowerPoint presentation.

Ms. Rodin summarized the recommended projects for the East Reservation. Ms. Rodin highlighted some of the recommended projects that include wider streets on the East Reservation, improved access to the Cocopah Speedway, upgrade of existing street lights with LED light fixtures, and additional roadway access to the east we all identified as priority transportation projects for the East Reservation. Ms. Rodin also mentioned that improved bus shelters were also identified and that YCIPTA was in the process of ordering bus shelters and would be installed at the transit stop on Cottonwood Lane on the East Reservation.

Charles Gutierrez with the YMPO asked if there was a required match from the Cocopah for the bus shelters. Paul Soto responded that YCIPTA offered the bus shelters to the Cocopah and that he does not know for sure, but there does not appear to be a required funding match for the bus shelters.

Ms. Rodin continued with the PowerPoint presentation by briefly outlining priority pedestrian and bicycle projects. She noted that these include the addition of sidewalks on one side of the East Reservation roadways and expanded shoulders on one side of the roadway for bicycle use.

Ms. Rodin then described the next steps in the process, explaining that this study was the first step in a long process to actually secure funding for planned improvements. She noted that it was important to receive input and achieve consensus on the short, mid and long term projects identified in the plan for improvements. Mr. Kugler suggested that attendees complete the comment forms and feel free to take extra forms home to pass out to their neighbors and friends who were unable to make it to the meeting tonight.

## V. Open Discussion

Paul Soto mentioned that the Cocopah Tribe has received \$70,000 from the Bureau of Indian Affairs (BIA) to be used for road construction and repair. He said that \$70,000 is not a lot of money when it comes to road construction, but the Cocopah Tribe can save the money for years to complete a road project. Perhaps the money can be used for some of the cul-de-sacs that were described in the report.

Mr. Soto continued on, noting that he spoke with the Housing Department and they have requirements that all new community development will be required to construct sidewalks. When it comes to constructing new sidewalks in existing residential areas, he suggested that



the Tribe had to be creative in order to could “stretch” its limited dollars to complete improvement projects. One such thought was to leverage dollars from Indian Health to construct sidewalks in existing areas as “exercise stations” in order to meet Indian Health objectives as well.

Charles Gutierrez mentioned that under MAP 21, YMPO was allocated approximately \$600,000 in systematic HSIP dollars and that generally speaking, there will be an increase in HSIP dollars to the DOT’s per FHWA. The East Reservation Transportation Study will allow the Cocopah Tribe to include and compete for projects in the YMPO Transportation Improvement Plan process.

Paul Soto added that the BIA has a program in place to assist tribes with roadway maintenance and repairs, but it appears that the majority of the dollars have stayed in Parker. The program itself has been reduced in size as well. Mr. Soto commented that there used to be 12 employees doing various roadway maintenance and repairs, but now there is only one employee to cover all the tribes in the area. He added that this program can also be used for signage as well. Mr. Soto emphasized his previous point – the Cocopah Tribe needs to research their eligibility for a wide variety of funding sources and maximize partnerships in order to implement some of the projects identified in this study. He mentioned that he is grateful for this partnership with ADOT to complete this study and noted that the Cocopah Tribe recently joined YMPO for local partnership opportunities.

Mr. Soto gave some additional perspective, offering that “in the old days” when the BIA were building roads, they didn’t even think of building sidewalks because many Cocopah members did not live in formal housing that they do today. Today, Mr. Soto receives complaints from tribal members that there are no sidewalks. He explained that it is difficult to always be playing “catch up” with limited resources but he is committed to doing so.

Charles Gutierrez discussed that the YMPO is in the process of creating a new Regional Transit Plan (RTP) and they need to identify projects into the RTP. Priority projects must be identified first in the RTP to be eligible for funding under the YMPO Transportation Improvement Plan (TIP) or ADOT State Transportation Improvement Plan (STIP). Some of the projects identified in this study will be eligible for inclusion in the TIP and STIP.

Mr. Soto then began to discuss transit issues, adding that there is no local expertise. The tribal expertise is located at the main BIA offices in Phoenix. He said that service is driven by usage. Usage by the Cocopah Tribe is somewhat limited. Tribal members need to be encouraged to use the transit services more. Mr. Soto went on to say that the Cocopah needed to be more creative to encourage ridership. He gave an example of when he worked at Sears in Los Angeles and the company would provide bus vouchers to employees to encourage them to ride the bus.



Perhaps a similar program could be instituted with the Cocopah Tribe. Mr. Soto said he would be encouraging tribal members to spread the word about this study.

Jerry Lane asked if the proposed roadway leading to the speedway to US 95 would be a three lane roadway. He felt there should be a left turn lane. Ms. Rodin and Mr. Soto both responded that the Tribal Council would ultimately decide on the proposed new roadway. There is a question on the alignment and it may be subject to change based on the possibility of a new store and potential health clinic that may be built which could influence the design and location of this roadway. Mr. Lane responded that this road should accommodate shuttle opportunities between the casino and the speedway and that the speedway facility should be evaluated for other uses in addition to car racing, like concerts and such. He also suggested that sidewalks be included with this potential roadway.

With no more discussion, the meeting adjourned at approximately 6:45 P.M.





# COCOPAH TRIBE

EAST RESERVATION CIRCULATION PLAN

## VII. Meeting Notice



### Cocopah Tribe: East Reservation Circulation Plan

YOU ARE INVITED TO AN OPEN HOUSE

**Please join us to help shape the future of transportation on the Cocopah Tribe East Reservation.**

The Cocopah Tribe in collaboration with the Arizona Department of Transportation is developing an East Reservation Circulation Plan funded through ADOT's Planning Assistance for Rural Areas program. The plan will provide multimodal recommendations for the next 5, 10 and 20 years.

**Date:** Thursday, November 8th

**Time:** 5:00 to 7:00 p.m.  
(Presentation at 5:30 p.m.)

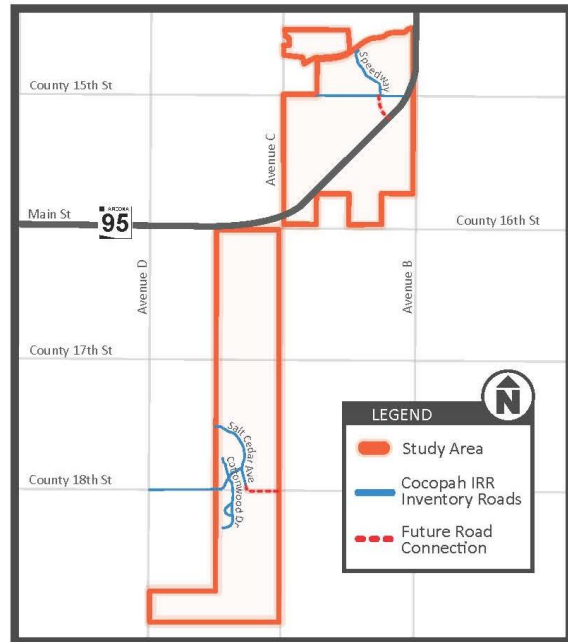
**Place:** Cocopah Head Start Center  
Cottonwood Drive  
Somerton, AZ 85350

A presentation to review the recommended plan for potential transportation improvements, including new roadways for the Cocopah Tribe East Reservation will be provided. Please plan to join us, your feedback is desired!

Food and refreshments will be provided.

PROJECT SCHEDULE		
Summer 2012	Fall 2012	Winter 2012/2013
<ul style="list-style-type: none"> <li>Identified transportation needs</li> <li>Presented transportation needs to members and stakeholders and received feedback</li> </ul>	<ul style="list-style-type: none"> <li>Developed evaluation criteria and identified potential improvements</li> <li>Present proposed improvements to members and stakeholders and receive feedback</li> </ul>	<ul style="list-style-type: none"> <li>Finalize recommendations</li> <li>Present recommendations to tribal council</li> </ul>

**We hope that you will join us!**



For more information, please contact:

Omar Heredia, Tribal Planner  
Cocopah Indian Tribe  
928.627.2102/ tcplan@cocopah.com

Misty Klann, Project Manager  
Arizona Dept. of Transportation  
602.712.7029/ mklann@azdot.gov

Gabriella Kemp, Sr. Community Relations Officer  
Arizona Dept. of Transportation  
928.317.2165/ gkemp@azdot.gov

12-514



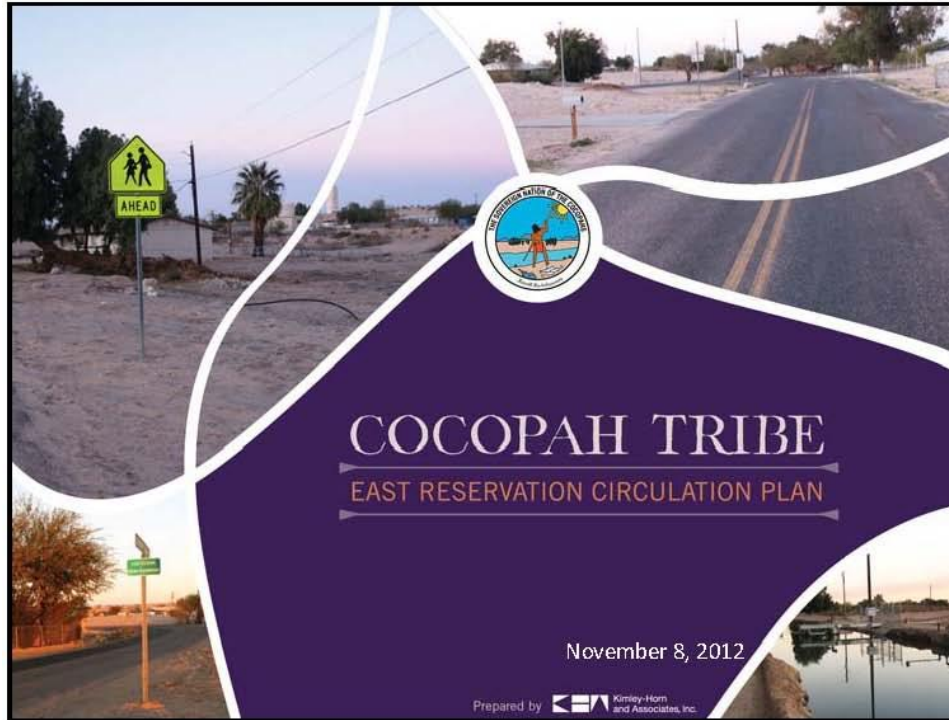
**FOR MORE INFORMATION:**  
[azdot.gov/cocopah](http://azdot.gov/cocopah)



# COCOPAHI TRIBE

EAST RESERVATION CIRCULATION PLAN

## VIII. PowerPoint Presentation






### STUDY PURPOSE

- **Develop transportation projects for**
  - ❖ short (5 year);
  - ❖ medium (10 year); and
  - ❖ long term (10 year) time frames
- **Projects can include bicycle, pedestrian, equestrian, transit, and roadway projects.**

### STUDY AREA



**Legend**

- US and State Highways
- Cocopah Tribal Transportation Inventory Roads
- Other Roads
- Study Area (East Cocopah Reservation)

Kimley-Horn and Associates, Inc.



## STUDY OBJECTIVES

- ▶ **Develop a plan with a listing of recommended projects to:**
  - ❖ Improve connections to streets, jobs, and commercial areas.
  - ❖ Improve traffic and pedestrian safety.
  - ❖ Make it easier to drive, walk, bicycle, and take the bus.
  - ❖ Improve street access for emergency responders.
  - ❖ Link the East Reservation residential area to the County road system to the east.
  - ❖ Improve roads to support commercial development in the north area of the East Reservation.



## HOW DID WE IDENTIFY TRANSPORTATION PROJECTS?

- ▶ **Interviews**
  - ❖ Somerton School District
  - ❖ Yuma County Area Transit
  - ❖ Indian Health Service providers
  - ❖ Yuma County staff
  - ❖ Head Start representative
  - ❖ Cocopah Tribe Public Involvement staff
  - ❖ Casino representative
- ▶ **Technical Advisory Committee**
- ▶ **Traffic and crash data analysis**
- ▶ **Comments from Public Meeting 1**



## COCOPAH TRIBE

EAST RESERVATION CIRCULATION PLAN



## COCOPAH TRIBE

EAST RESERVATION CIRCULATION PLAN

### RECOMMENDED PROJECTS – ROADWAY

- ▶ **Wider streets**
- ▶ **Better access to Cocopah Speedway**
  - ❖ New road to US 95
  - ❖ Paving on County 15th Street
  - ❖ Signal improvements at County 15th/US 95
- ▶ **LED street and park lighting**
- ▶ **Replacement signing / striping**
- ▶ **Cul-de-sac improvements**
- ▶ **New road from Ballpark Way to County 18th Street**



 Kirtley-Horn  
and Associates, Inc.



## COCOPAH TRIBE

EAST RESERVATION CIRCULATION PLAN

### RECOMMENDED PROJECTS - TRANSIT

- ▶ **New bus shelter on Cottonwood Loop**
- ▶ **Evening bus service, starting with a demand – response service (call ahead to schedule).**
- ▶ **Weekend transit service**
- ▶ **Improve frequency to one-half hour**
- ▶ **Route improvements to provide service in both directions**



 Kirtley-Horn  
and Associates, Inc.



## COCOPAH TRIBE

EAST RESERVATION CIRCULATION PLAN



## COCOPAH TRIBE

EAST RESERVATION CIRCULATION PLAN

### RECOMMENDED PROJECTS – PEDESTRIAN

- ▶ **Sidewalks proposed on one side of road on community streets.**
- ▶ **Trail proposed on the east side of the canal to link with new sidewalk on Salt Cedar Street.**

 Kimley-Horn  
and Associates, Inc.



## COCOPAH TRIBE

EAST RESERVATION CIRCULATION PLAN

### RECOMMENDED PROJECTS - BICYCLE

- ▶ **To minimize right-of-way impacts, shoulder on one side of community streets is recommended.**

 Kimley-Horn  
and Associates, Inc.



# COCOPA H TRIBE

EAST RESERVATION CIRCULATION PLAN



# COCOPA H TRIBE

EAST RESERVATION CIRCULATION PLAN

## NEXT STEPS

- ▶ **Based on your comments we will finalize the plan of projects.**
- ▶ **Then the plan will be finalized and approved by Tribal Council – this is the first step to obtaining funding.**



 Kimley-Horn  
and Associates, Inc.



# COCOPA H TRIBE

EAST RESERVATION CIRCULATION PLAN

## WE WANT YOUR INPUT

- ▶ **We want your opinions about proposed projects.**
- ▶ **Write your comments on the survey forms.**
- ▶ **Feel free to take the survey forms and distribute them to your neighbors.**



 Kimley-Horn  
and Associates, Inc.





# COCOPAH TRIBE

EAST RESERVATION CIRCULATION PLAN



# COCOPAH TRIBE

EAST RESERVATION CIRCULATION PLAN

**Thank you!**



 Kimley-Horn  
and Associates, Inc.





# COCOPAH TRIBE

EAST RESERVATION CIRCULATION PLAN

## PROPOSED NEW ROAD BETWEEN COUNTY 15th STREET AND US95





# COCOPA H TRIBE

EAST RESERVATION CIRCULATION PLAN



# COCOPA H TRIBE

EAST RESERVATION CIRCULATION PLAN

## WELCOME

- ▶ **Thank you for attending this meeting**
- ▶ **Your input is important to help us develop transportation projects in your community**



 Kimley-Horn and Associates, Inc.



# COCOPA H TRIBE

EAST RESERVATION CIRCULATION PLAN

## STUDY PURPOSE

- ▶ **Develop transportation projects for**
  - ✦ short term(1-5 years)
  - ✦ medium term (6-10 years)
  - ✦ long term (11-20 year)
- ▶ **Projects can include bicycle, pedestrian, equestrian, transit and roadway projects.**



 Kimley-Horn and Associates, Inc.



# COCOPAH TRIBE

EAST RESERVATION CIRCULATION PLAN



# COCOPAH TRIBE

EAST RESERVATION CIRCULATION PLAN

## STUDY OBJECTIVES

- ▶ **Develop a plan with a listing of recommended projects to:**
  - Improve connections to streets, jobs, and commercial areas.
  - Enhance traffic and pedestrian safety.
  - Make it easier to drive, walk, bicycle, and take the bus.
  - Improve street access for emergency responders.
  - Link the East Reservation residential area to the County road system to the east.
  - Improve roads to support commercial development in the Casino area of the East Reservation.

KSA  
Kirley-Horn  
and Associates, Inc.



# COCOPAH TRIBE

EAST RESERVATION CIRCULATION PLAN

## PROJECT SCHEDULE

Summer 2012	Fall 2012	Winter 2012 / 2013
<ul style="list-style-type: none"> <li>▶ Identify transportation needs</li> <li>▶ Present transportation needs to members and stakeholders and receive feedback</li> </ul>	<ul style="list-style-type: none"> <li>▶ Develop evaluation criteria and identify potential improvements</li> <li>▶ Present proposed improvements to members and stakeholders and receive feedback</li> </ul>	<ul style="list-style-type: none"> <li>▶ Finalize recommendations and prepare final report</li> </ul>

KSA  
Kirley-Horn  
and Associates, Inc.



### X. Comment Forms

## Cocopah Tribe: East Reservation Circulation Plan COMMENT FORM

- 1. Do you support the recommended roadway projects? (circle one)    YES    NO    Not Sure
- 2. Do you support the recommended transit projects? (circle one)    YES    NO    Not Sure
- 3. Do you support the recommended pedestrian projects? (circle one)    YES    NO    Not Sure
- 4. Do you support the recommended bicycle projects? (circle one)    YES    NO    Not Sure

Please explain any "No" answers: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- 2. Tonight's presentation focused on recommended transportation improvement projects.  
Did the project team miss anything? (circle one)  
NO (they got everything)      YES (they missed something)

If yes, please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. Please share any additional comments. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Optional**  
Name: Diane Turst      Address: PO Box 1218  
City: Scottsdale      Zip: 85350      Email Address: \_\_\_\_\_

Completed comment forms can be submitted to the project team at the completion of the public meeting or to the project team after the meeting by **November 30, 2012**.

Mail: Kevin Kugler    fax: (602) 467-2204  
c/o RBF Consulting    email: kkugler@rbf.com  
2929 North Central Avenue, Suite 800  
Phoenix, AZ 85012

Completion of this comment sheet is completely voluntary. All comments provided will become part of the study's documentation. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request.

12-520



FOR MORE INFORMATION:  
[azdot.gov/cocopah](http://azdot.gov/cocopah)



## XI. Title VI

Title VI of the 1964 Civil Rights Act regulations provides that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance.” Related federal statutes and regulations requires ADOT’s Title VI/Nondiscrimination Program to include nondiscrimination protection on the basis of age, sex, disability and income status in all ADOT programs or activities.

A display board, brochures and survey cards were displayed and made available at the meeting regarding Title VI. Ten (10) survey cards were received at this meeting and provided to ADOT’s Civil Rights Office. In addition, Title VI language was included in the newspaper advertisement(s) and direct mail inviting the public to attend the meeting.

## **APPENDIX C**

### **Environmental Justice – Preliminary Assessment**



Table C-1 - Title VI and Environmental Justice: Preliminary Assessment

Project Name	Street Name	Project Limits	Project Description	Impacted Population	Potential disproportionate and/or adverse impact(s)?	Considerations that dictated this recommendation over alternative actions
East Reservation restriping and new signage	Cottonwood Drive, Cottonwood Loop, Salt Cedar Street, Ballpark Way	Not applicable	Painting of new striping where paint has faded or disappeared and includes the replacement of old signs and placement of new signs.	Cocopah East Reservation residents	Temporary constraint to street accessibility during construction	Provide improved safety for vehicles, pedestrians and bicyclists
Cottonwood Drive and Cottonwood Loop road widening	Cottonwood Drive and Cottonwood Loop	Entire lengths of Cottonwood Drive and Cottonwood Loop	Widen to include two through lanes, and shoulder and sidewalk on one side of street. Widen two cul-de-sacs as part of construction.	Cocopah East Reservation residents	Temporary constraint to street accessibility during construction	Provide improved safety for vehicles, pedestrians and bicyclists
Salt Cedar Street road widening	Salt Cedar Street	Entire length of Salt Cedar Street	Widen to include two through lanes, and shoulder and sidewalk on one side of street. Widen two cul-de-sacs as part of construction.	Cocopah East Reservation residents	Temporary constraint to street accessibility during construction	Provide improved safety for vehicles, pedestrians and bicyclists
Ballpark Way road widening	Ballpark Way	Entire length of Ballpark Way	Widen to include two through lanes, and shoulder and sidewalk on one side of street.	Cocopah East Reservation residents	Temporary constraint to street accessibility during construction	Provide improved safety for vehicles, pedestrians and bicyclists
East Reservation Park Lighting	Not applicable	Community Park	Install pedestrian level solar lights in park.	Cocopah East Reservation residents	Temporary constraint to park areas during construction.	Improved safety
Street Lighting Rehabilitation	Cottonwood Drive, Cottonwood Loop, Salt Cedar Street, Ballpark Way	Entire length of all streets	Install LED bulbs and upgrade street lighting fixtures on Cottonwood Drive, Salt Cedar Street, Cottonwood Loop and Ballpark Way - East Reservation.	Cocopah East Reservation residents	None	Improved safety
New Road – Ballpark Way Extension	New 2-lane road	Ballpark Way to Avenue C	New two-lane road with two through lanes, and curb and gutter. Construct stop sign controlled intersection at Ballpark Way and new road.	Cocopah East Reservation residents	Temporary impacts during construction, such as noise and dust.	An alternative access is needed to the East Reservation, particularly for emergency access/response.

Table C-1- Title VI and Environmental Justice: Preliminary Assessment (Continued)

Project Name	Street Name	Project Limits	Project Description	Impacted Population	Potential disproportionate and/or adverse impact(s)?	Considerations that dictated this recommendation over alternative actions
New access road - County 15 <sup>th</sup> Street to US 95	New road to connect County 15 <sup>th</sup> Street to US 95	County 15 <sup>th</sup> Street to US 95	Construct a new two lane road that will link the Cocopah Speedway with the Cocopah Resort and Conference Center area and provide alternate access. Modify existing traffic signal at US 95/Cocopah Casino.	Cocopah East Reservation residents, local residents and visitors to the Cocopah Speedway and Cocopah Casino, Resort and conference center	There would be temporary construction impacts, such as noise and dust	Improved access, safety, and reduced vehicle maintenance costs
County 15 <sup>th</sup> Street Paving	County 15 <sup>th</sup> Street	Cocopah Speedway to US 95	Provide a paved two lane roadway and upgrade lanes, signs, and striping at intersection.	Cocopah East Reservation residents and local residents and visitors	There would be temporary construction impacts, such as noise and dust	Improved access, safety and reduced vehicle maintenance costs
County 15 <sup>th</sup> Street / US 95 Intersection Improvement	County 15 <sup>th</sup> Street / US 95 intersection	N/A	Intersection improvement to include turn lane and left turn signal phasing.	Cocopah East Reservation residents and local residents and visitors	There would be temporary construction impacts, such as noise and dust	Improved access and safety
Provide evening hours for transit service	East Reservation	N/A	Extend transit service hours to 10 p.m. on weekdays.	Cocopah East Reservation residents	Changes to transit schedule	Improved transit service particularly for those who are transit dependent
Provide Sunday transit service	East Reservation	N/A	Extend transit service on Route 6A to Sundays.	Cocopah East Reservation residents	Changes to transit schedule	Improved transit service particularly for those who are transit dependent

Table C-1- Title VI and Environmental Justice: Preliminary Assessment (Continued)

Project Name	Street Name	Project Limits	Project Description	Impacted Population	Potential disproportionate and/or adverse impact(s)?	Considerations that dictated this recommendation over alternative actions
New bus shelter/stop	To be determined	N/A	Construct 1 new bus shelter.	Cocopah East Reservation residents	Temporary constraint to bus stop location	Provide shade and shelter for transit riders
Reconfigure bus route to serve East Reservation in both directions and extend route on Salt Cedar Street	East Reservation	N/A	Provide transit service eastbound and extend route to north end of Salt Cedar Street.	Cocopah East Reservation residents	Changes to transit schedule	Improved transit service particularly for those who are transit dependent
Improve transit service frequency	East Reservation	N/A	Provide service on one-half hour headways.	Cocopah East Reservation residents	Changes to transit schedule	Improved transit service particularly for those who are transit dependent
New shared use path near East Main Canal	East Reservation	N/A	Construct shared use path near the East Main Canal, connecting to proposed sidewalks on Salt Cedar Street	Cocopah East Reservation residents	Temporary constraint to path area during construction	Improved safety for pedestrians

## **APPENDIX D**

### **Cocopah Tribe Transportation Improvement Program**



### 2.3.2 Proposed Projects

The recommended 20-year transportation plan for the Cocopah Tribe consists of an integrated set of roadway improvements/construction projects needed to meet current and projected goals. The following proposed projects are in the order of priority, as identified by the Tribe. The prioritization of the projects and any additional projects or deletion of the following projects will be upon the recommendation of the Tribal Council.

#### Proposed Projects:

##### **Short Range Projects (less than 5 years out):**

- **1. Chapay Street (BIA Route 0103 Section 030) North Reservation:** The project includes the base road construction and paving of Chapay Street from the end of the existing pavement east approximately 0.5 miles to Strand Avenue. The pavement will be 24 feet wide.
- **2. Steamboat Street (BIA Route 0001 Sections 010 and 020) West Reservation:** The project includes the reconstruction of Steamboat Street from County 15<sup>th</sup> Street (BIA 6) north approximately 0.9 miles to the intersection with Orange Grove Lane (BIA 101). The pavement will be 24 feet wide.
- **3. Street Lights, Bike Paths and Transit Turnouts – West, East and North Reservations:** The project includes the installation of street lights and construction of bike paths and turnouts for transit vehicles on all 3 reservation areas. This may include making use of abandoned rail beds and levee roads to connect different areas of the reservation.

##### **Mid Range Projects (less than 6 to 10 years out):**

- **4. Veteran's Street, Veteran's Way and Veterans' Drive (BIA Route 0102 Sections 010 and 020) West Reservation:** The project includes the reconstruction of Veterans' from Steamboat Street (BIA 6) east, north and east again approximately 0.7 miles to its present termination. The pavement will be 24 feet wide.
- **5. Strand Avenue (County Route 9113 Section 810) North Reservation:** The project includes the reconstruction and widening of the corner of Strand Avenue as it approaches Riverside Drive. The pavement will be wide enough to accommodate larger trucks and RV's that use that road.
- **6. Bridge Replacements on Chapay Drive (BIA Route 0103 Section 005) and Strand Avenue (County Route 9113 Section 820) North Reservation:** The project includes the replacement of the existing bridges with wider and stronger bridges crossing the canal on Chapay Drive and Strand Avenue.
- **7. Re-striping and new signage – West, East and North Reservations:** The project includes the painting of new striping on many roads in all three reservations where paint has faded or disappeared. This project also includes the replacement of old signs and placement of new signs throughout the reservation.



## LONG RANGE TRANSPORTATION PLAN

COCOPAH INDIAN TRIBE

### Long Range Projects (less than 11 to 20 years out):

- **8. Determination of an alternate exit route – East Reservation:** The project includes the use of a feasibility study to determine the best alternate route from the east reservation to go east and north to roads adjacent to the Casino property and Highway 95.
- **9. Widening of roads – East and West Reservations:** The project includes the widening of several of the existing roads to better accommodate turning and movement of fire trucks and other large vehicles.

Priority #	1	2	3	4	5	6	7	8	9
	Chapay Street (BIA Route 0103 Section 030) North Reservation: Base road construction and paving of Chapay Street from the end of the existing pavement east approximately 0.5 miles to Strand Avenue. 24" wide pavement.	Steamboat Street (BIA Route 0001 Sections 010 and 020) West Reservation: Reconstruction of Steamboat Street from County 15th Street (BIA 6) north 0.9 miles to intersection with Orange Grove Lane (BIA 101). 24" wide pavement.	Street Lights, Bike Paths and Transit Turnouts – West, East and North Reservations: Installation of street lights and construction of bike paths and turnouts for transit vehicles on all 3 reservation areas. May include use of abandoned rail beds and levee roads to connect different areas of the reservation.	Veteran's Street, Veteran's Way and Veterans' Drive (BIA Route 0102 Sections 010 and 020) West Reservation: Reconstruction of Veterans' from Steamboat Street (BIA 6) east, north and east again approximately 0.7 miles to its present termination. 24" wide pavement.	Strand Avenue (County Route 9113 Section 810) North Reservation: Reconstruction and widening of the corner of Strand Avenue as it approaches Riverside Drive. The pavement will be wide enough to accommodate larger trucks and RV's that use that road.	Bridge Replacements on Chapay Drive (BIA Route 0103 Section 005) and Strand Avenue (County Route 9113 Section 820) North Reservation: Replacement of the existing bridges with wider and stronger bridges crossing the canal on Chapay Drive and Strand Avenue.	Re-striping and new signage – West, East and North Reservations: Painting of new striping on many roads in all three reservations where paint has faded or disappeared. Replacement of old signs and placement of new signs throughout the reservation.	Determination of an alternate exit route – East Reservation: Feasibility study to determine the best alternate route from the east reservation to go east and north to roads adjacent to the Casino property and Highway 95.	Widening of roads – East and West Reservations: Widening of several of the existing roads to better accommodate turning and movement of fire trucks and other large vehicles.
<b>Planning</b>								\$50,000.00	
<b>Survey</b>	\$35,000.00	\$63,000.00	\$15,000.00	\$52,500.00	\$15,000.00	\$20,000.00			\$15,000.00
<b>Design</b>	\$75,000.00	\$135,000.00	\$70,000.00	\$112,500.00	\$22,000.00	\$125,000.00	\$15,000.00		\$70,000.00
<b>Environmental</b>	\$15,000.00	\$27,000.00	\$10,000.00	\$22,500.00		\$20,000.00			\$10,000.00
<b>Archaeological</b>	\$10,000.00	\$18,000.00	\$4,000.00	\$15,000.00		\$10,000.00			\$4,000.00
<b>R.W.</b>	\$8,000.00	\$14,400.00	\$6,000.00	\$12,000.00		\$8,000.00			\$6,000.00
<b>Grade</b>	\$80,000.00	\$144,000.00	\$20,000.00	\$120,000.00	\$60,000.00	\$40,000.00			\$20,000.00
<b>Gravel</b>	\$100,000.00	\$180,000.00	\$25,000.00	\$150,000.00	\$75,000.00	\$60,000.00			\$25,000.00
<b>Pavement</b>	\$100,000.00	\$180,000.00	\$30,000.00	\$150,000.00	\$75,000.00	\$60,000.00			\$30,000.00
<b>Bridges</b>		\$0.00		\$0.00		\$240,000.00			
<b>Incidental Construction</b>	\$15,000.00	\$27,000.00	\$150,000.00	\$22,500.00	\$15,000.00	\$15,000.00	\$30,000.00		\$150,000.00
<b>Construction Monitoring</b>	\$15,000.00	\$27,000.00	\$15,000.00	\$22,500.00	\$10,000.00	\$35,000.00	\$5,000.00		\$15,000.00
<b>Maintenance</b>		\$0.00		\$0.00					
<b>Tribal PM</b>	\$50,000.00	\$90,000.00	\$35,000.00	\$75,000.00	\$27,000.00	\$60,000.00	\$5,000.00		\$35,000.00
<b>Total (Est.):</b>	\$503,000.00	\$905,400.00	\$380,000.00	\$754,500.00	\$299,000.00	\$693,000.00	\$55,000.00	\$50,000.00	\$380,000.00