

MINUTES
REGULAR CITY COUNCIL WORKSESSION
CITY COUNCIL OF THE CITY OF YUMA, ARIZONA
CITY COUNCIL CHAMBERS - YUMA CITY HALL
ONE CITY PLAZA, YUMA, ARIZONA
June 3, 2025
5:30 p.m.

CALL TO ORDER

Mayor Nicholls called the Regular City Council Worksession to order at 5:31 p.m.

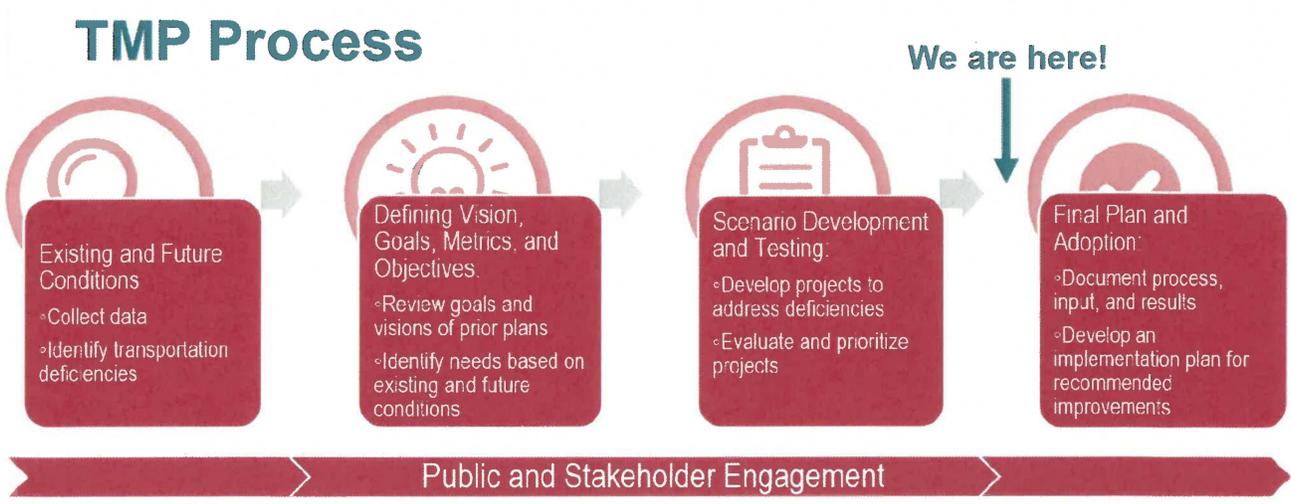
Councilmembers Present: Martinez, Morris, McClendon, Smith, Morales, Watts, and Mayor Nicholls
Councilmembers Absent: None
Staffmembers Present: Acting City Administrator, John D. Simonton
Assistant Director of Engineering, Steve Wilson
Director of Engineering, David Wostenberg
Director of Planning and Neighborhood Services, Alyssa Linville
Various department heads or their representatives
City Attorney, Richard W. Files
Deputy City Clerk, Janet L. Pierson

I. INTEGRATED MULTI-MODAL TRANSPORTATION PLAN

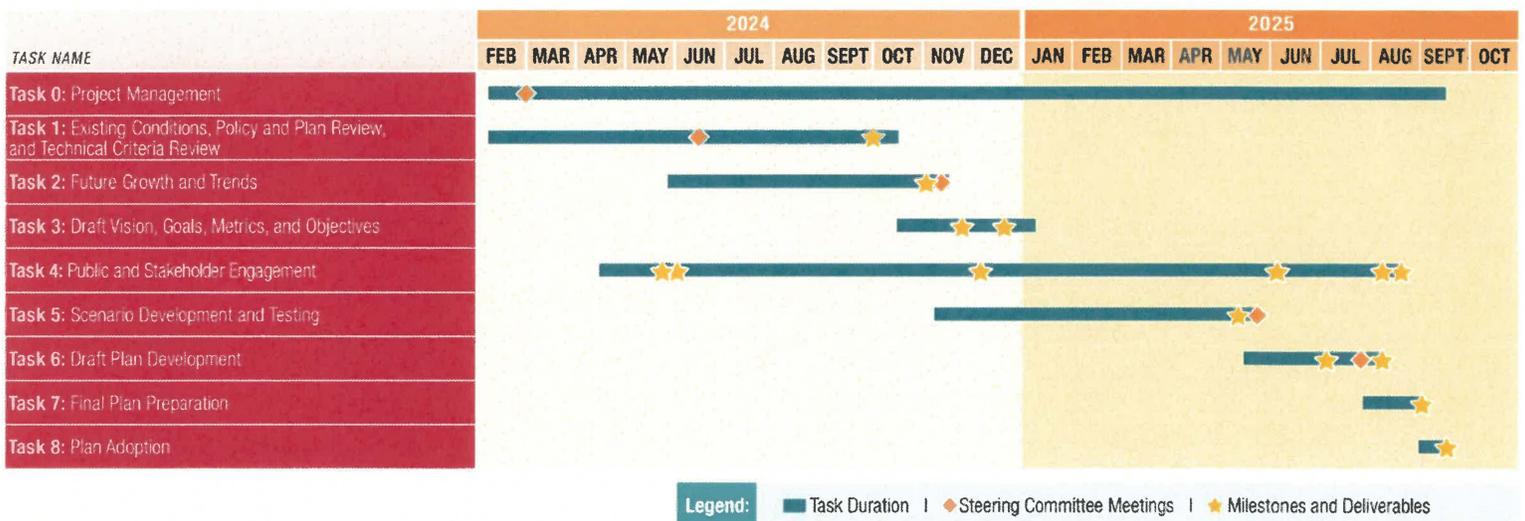
Wilson stated that the City’s Transportation Master Plan (TMP) is updated every 10 years and was last completed in 2014. The 2025 TMP focuses on multimodal travel, and this focus is integrated into all the planning documents that will be presented tonight. The City’s TMP was developed concurrently with the Yuma Metropolitan Planning Organization (YMPO) Long Range Transportation Plan (LRTP), utilizing the same travel demand forecasts, resulting in the same build scenarios and air quality conformity.

Wilson introduced **Michael Grandy** from Kimley-Horn and Associates to provide an overview of the Integrated Multi-Modal Transportation Plan as follows:

- TMP Process



- **TMP Deliverables**
 - Vision, Goals, Objectives, and Metrics
 - Evaluation Measures and Service Standards
 - Working Paper 1 – Existing Conditions
 - Working Paper 2 – Future Conditions
 - Working Paper 3 – Scenario Development and Evaluation
 - Working Paper 4 – Plan for Improvements
 - Public Engagement Plan & Summary Report
 - Draft Final Report
 - Final Report
- **Project Schedule**
 - 15+ month process
 - Currently in Task 6: Draft Plan Development
 - There will be one more round of engagement from Task 4: Public and Stakeholder Engagement
 - Anticipated project wrap-up is in August, with presentation of the final report to City Council for adoption in September



- **TMP Vision and Goals**
 - Vision
 - “A well-maintained and integrated transportation system that prioritizes safety, efficiency, inclusivity of all modes of travel, and community health.”
 - Goals
 - Infrastructure - Maintain overall transportation infrastructure condition at acceptable levels through 2050
 - Safety - Reduce fatal and serious injury crashes by 75% by 2050, with an ultimate goal of zero fatal and serious injury crashes to achieve Vision Zero
 - Traffic Operations - Provide acceptable traffic operations on major roadways by 2050
 - Multimodal - Provide an interconnected multimodal network by improving transit, bicyclist, and pedestrian facilities

- Community Health - Implement context-sensitive multimodal projects, policies, and processes that improve community health
 - Community Health is a newer aspect that has not previously been addressed by the City or by many other TMPs in Arizona
- Stakeholder and Public Engagement
 - Steering Committee
 - City of Yuma
 - Engineering
 - Community Development
 - Communications
 - YMPO
 - Yuma County Intergovernmental Public Transit Authority (YCIPTA)
 - Yuma County
 - Engineering
 - Health District
 - Arizona Department of Transportation (ADOT)
 - Southwest District
 - Multimodal Planning Division
 - Marine Corps Air Station (MCAS) Yuma
 - Coordination with YMPO
 - YMPO working on LRTP for Yuma region
 - City of Yuma is a large component of the Yuma region
 - Transportation conditions, trends, and issues in the City of Yuma generally also apply to Yuma region as a whole
 - City of Yuma and YMPO are meeting bi-weekly to coordinate TMP and LRTP
 - Provides forum for fluid exchange of ideas and information
 - Promotes consistency between the two planning efforts
 - Reduces redundant meetings and outreach efforts
 - Allows both entities to incorporate the most currently available information from each other's planning efforts
 - Public Outreach
 - Collaborating with YMPO LRTP outreach
 - Co-branded TMP/LRTP website: www.GreaterYumaMoves.com
 - Round 1 (May 2024 – July 2024)
 - Purpose: Listening sessions to get public feedback on existing issues and needs
 - Includes online survey, interactive map, website, social media posts, flyers, press releases
 - Round 2 (December 2024 – June 2025)
 - Purpose: Get public feedback through in-person events on draft improvement scenarios
 - Community event booths, City Council Worksession
 - Round 3 (June 2025 – August 2025)
 - Purpose: Get public feedback on draft recommendations
 - Website, social media posts, flyers, press releases, City Council Worksession

- What We Have Heard
 - Public Outreach Round 1 Input
 - Highest-priority transportation needs:
 - Improving surface conditions
 - Reducing congestion
 - Improving safety
 - Suggested improvements:
 - More traffic interchanges along I-8
 - Improved network connectivity via additional overpasses/bridges
 - More shared-use paths and other bicyclist/pedestrian facilities
 - Widen roadways and intersections
 - Increase enforcement of traffic laws
 - Personal automobile and bicycle travel modes should be top focus when planning for improvements, followed closely by transit
 - Public Outreach Round 2 Input

Regional Improvement Priority

Rank	Regional Priority	Number of Votes
1	Improve pavement surface of roads	84
2	Add shared-use paths/sidewalks/bike lanes	53
3	Widen existing roads	46
4	Improve transit service	33
5	Widen I-8 to six lanes	32
6	Install more roundabouts	28
7	Add more traffic signals	24
8	Other ideas	23
9 - tie	Provide new traffic interchanges on I-8	20
9 - tie	Provide new local roads	20

Investment Priorities Feedback

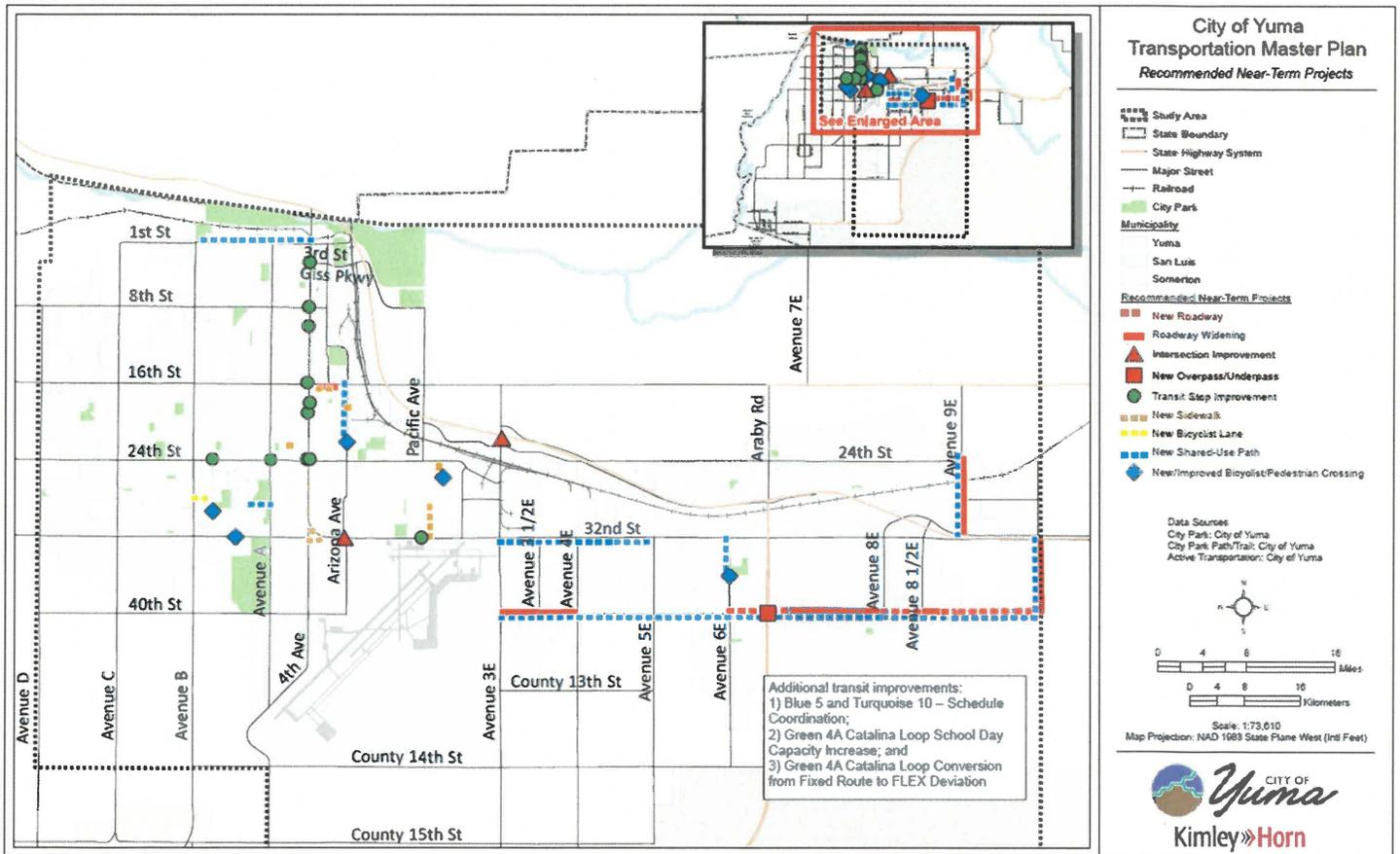
Rank	Investment Priority	Number of Votes
1	Improve safety	85
2	Expand biking/walking/transit infrastructure	71
3	Maintain existing transportation infrastructure	71
4	Expand roadway network	36
5	Promote healthy lifestyle choices	30

- Existing/Future Conditions Analysis
 - Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis
 - Strengths and weaknesses have an internal origin, that the City has some control over
 - Opportunities and threats have an external origin or are environmental attributes, that the City has little to no control over

- SWOT Analysis Categories
 - Previous planning documents
 - Demographic trends
 - Roadways
 - Transit
 - Bicyclists/pedestrians
 - Rail
 - Aviation
 - Safety
 - Health
- SWOT Analysis Findings
 - Strengths
 - Well-connected roadway network in western Yuma
 - System maintenance funding priority aligns with public input priority
 - Prior planning efforts and modeling identify future multimodal needs
 - City's Capital Improvement Program (CIP) has funding allocated to various travel modes
 - Weaknesses
 - Funding shortfall to address identified transportation needs (\$123 million < \$700+ million)
 - Projected growth in Foothills area is where roadway network is less developed
 - Much of the population does not live near transit, bicycle, and pedestrian facilities, limiting modal choice, mobility, and health benefits
 - Pedestrians/bicyclists overrepresented in fatal/serious injury crashes (3% of crashes in Yuma, 35% of fatal crashes, and 25% of serious injury crashes)
 - Opportunities
 - Future growth can help install additional transportation infrastructure
 - The development community can help build some of the infrastructure as they are constructing their facilities
 - Making active transportation more appealing can improve community health
 - Walking and biking more can lead to improvements related to obesity and heart disease
 - Potential for integrated multimodal transportation system if additional funding can be obtained
 - Technology may bring new ways to travel or improve travel safety and efficiency (e.g., autonomous vehicles, e-bikes)
 - Threats
 - Insufficient funding for transportation will have negative economic, health, and safety ramifications
 - Federal/state changes in policies, programs, funding, and laws could restrict City's ability to make needed transportation improvements
 - Over the last six months under the new federal administration, there has been a big shift in priorities which changes where funding is going
 - Railroad tracks, canals, and drainage washes limit options for expanding and connecting the transportation network

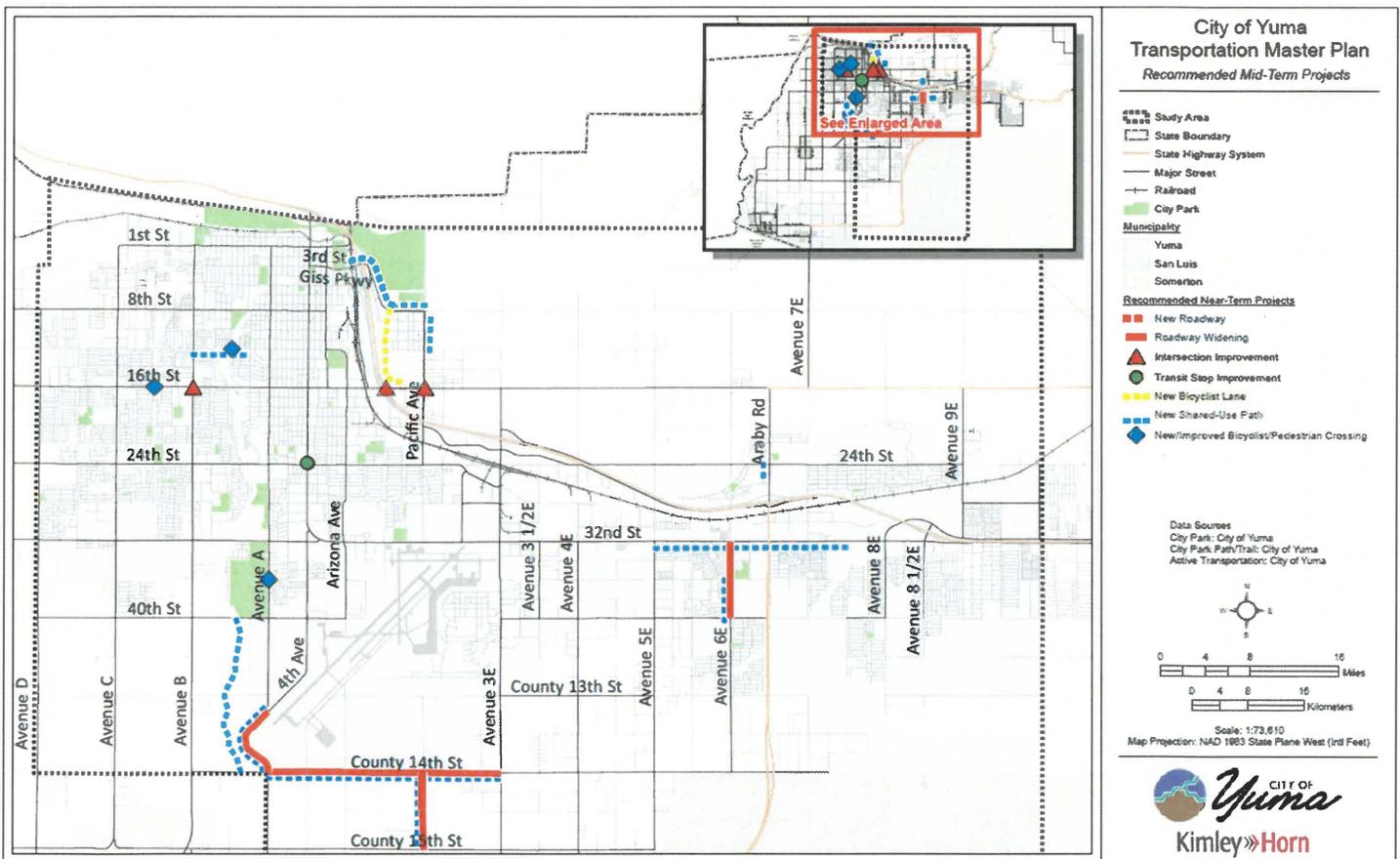
- Improvement Scenarios
 - Roadway System Scenarios
 - Expressway loop
 - This has been discussed in the past and a study was done about 15 years ago
 - Revisited using the latest population and employment numbers to see if it makes sense
 - Widen I-8 to six lanes
 - Expand arterial network in Foothills area (including across State Route 195)
 - New/improved traffic interchanges
 - MCAS gate relocation to County 14th Street
 - Multimodal Transportation Investment Level Scenarios (High, Medium, Low)
 - Transit
 - Bicyclist
 - Pedestrian
 - Advanced the most effective solutions for project development and prioritization
 - While the expressway loop would be convenient, it did not draw sufficient traffic or seem to be cost effective at this time
- Prioritization of Recommended Projects
 - Prioritization Methodology
 - Percentage weighting based on public input earlier in the process
 - Facility Quality (25%)
 - Roadway Operational Efficiency (20%)
 - Safety/Vision Zero Approach (25%)
 - Multimodal Integration (20%)
 - Community Health (10%)
 - Developed prioritization criteria metrics based on the weighting above and the TMP goals discussed earlier
 - Evaluated projects advanced from scenario analysis plus public and stakeholder comments
 - Extra weight given to projects identified as high priorities in previously completed plans
 - Implementation Timeframes
 - These three timeframes match those in the YMPO LRTP to provide consistency across the two efforts
 - Near-term (2026-2030)
 - Mid-term (2031-2035)
 - Long-term (2036-2050)
 - Identified highest-scoring projects in each of the travel modes (roadway, transit, bicyclist, pedestrian) and distributed them among the implementation timeframes to promote integrated and multimodal transportation system
 - 109 out of 312 potential projects included in near-term, mid-term, or long-term as a recommended project at a total cost of \$498 million

- Draft Near-Term (2026-2030) Projects
 - Does not include projects already programmed for construction in City CIP
 - 43 near-term projects
 - 14 shared-use path projects
 - 6 sidewalk projects
 - 6 roadway widening projects
 - 5 bicyclist/pedestrian crossing projects
 - 5 transit projects
 - 4 new roadway projects
 - 2 intersection projects
 - 1 bicyclist lane project
 - Preliminary planning-level cost estimate for near-term projects: \$124 million
 - City of Yuma: \$122.5 million
 - ADOT: \$0.5 million
 - YCIPTA: \$1 million
 - While this is a City plan, some improvements for YCIPTA and Yuma County are included because of their impact or because they connect a gap in the network



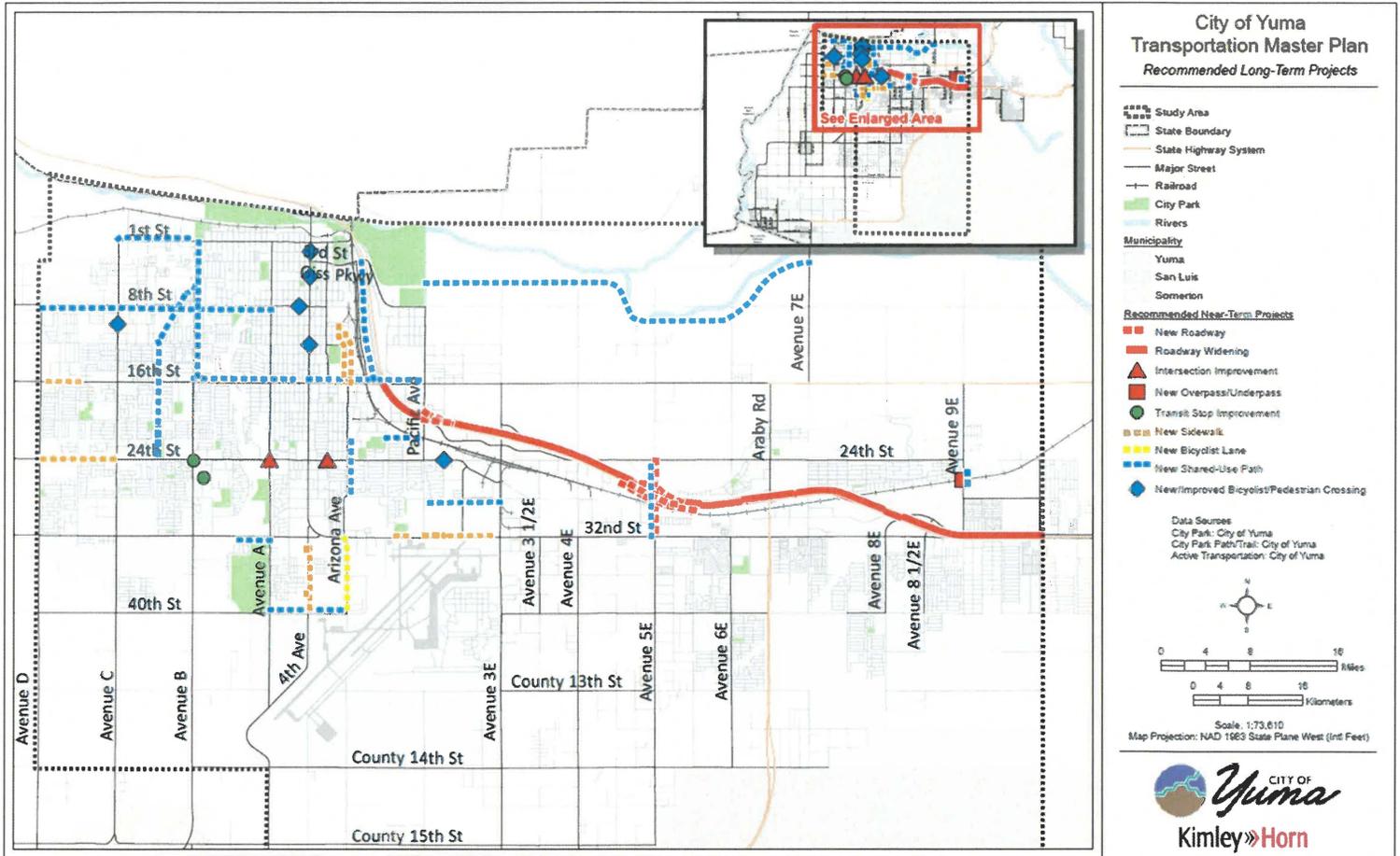
- Modeling for the 40th Street connection shows a dramatic effect on reducing congestion on 32nd Street and I-8 by adding a parallel east-west facility and connecting to State Route 195
- Some of the near-term projects would probably shift to mid-term if the City is not able to secure funding

- Draft Mid-Term (2031-2035) Projects
 - 24 mid-term projects
 - 11 shared-use path projects
 - 4 roadway widening projects
 - 3 intersection projects
 - 2 bicyclist/pedestrian crossing projects
 - 2 transit projects
 - 1 bicycle/pedestrian bridge project
 - 1 bicyclist lane project
 - Preliminary planning-level cost estimate for mid-term projects: \$74 million
 - City of Yuma: \$64.5 million
 - ADOT: \$0.5 million
 - Yuma County: \$9 million



- The East Main Canal Shared Use Path project may be pulled because it is not critical to show from a Yuma County perspective on this plan
- Draft Long-Term (2036-2050) Projects
 - 42 long-term projects
 - 19 shared-use path projects
 - 6 bicycle/pedestrian crossing projects
 - 6 sidewalk projects
 - 2 new roadway projects
 - 2 intersection projects
 - 2 new traffic interchange projects
 - 2 transit projects
 - 1 roadway widening project
 - 1 railroad grade separation project
 - 1 bicyclist lane project

- Preliminary planning-level cost estimate for long-term projects: \$299 million
 - City of Yuma: \$87 million
 - ADOT: \$212 million
- The widening of I-8 from the Foothills Boulevard traffic interchange to 16th Street takes up the bulk of the anticipated costs for long-term projects
 - The widening of I-8 will likely create the need to add two additional traffic interchanges somewhere around Avenue 5E, and a half interchange at Pacific Avenue



- Reconstructing Avenue 8½E or adding a connection to Avenue 9E was explored but did not draw significant traffic from overloaded interchanges and was not as cost effective as other options, so it was not included in the plan
- Next Steps
 - Refinement of prioritized projects (June-July)
 - Round 3 of public engagement (June-August)
 - TMP final report development (July-August)
 - TMP adoption (September)

Discussion

- Integrating e-bikes and e-scooters into transportation systems is a growing challenge, given their varying speeds and unclear regulations. Law enforcement struggles to determine how to apply existing laws, but there is hope that legislative updates will provide clearer guidelines for usage. **(Mayor Nicholls/Grandy)**
- The I-8 expansion to six lanes, which is currently a long-term initiative, will be funded by ADOT. While it is not the only route people should rely on, if traffic volumes increase faster than expected the project could be reprioritized as a mid-term initiative. **(Mayor Nicholls/ Grandy)**
- This year the state legislature has discussed the potential role of advanced air mobility – next-generation transport such as remotely piloted, autonomous, or vertical take-off and landing aircraft - in public transportation. The focus has been on mass transit, with regional ports for air vehicles, rather than personal flying cars. Although it is an interesting concept, planning efforts remain vague and there is no concrete funding or location details at this stage. **(Mayor Nicholls/Grandy)**
- Public outreach resulted in unexpected support for installing more roundabouts. While some are strongly opposed, others see their value, particularly in terms of safety benefits. Many residents may not be fully comfortable with roundabouts but acknowledge their effectiveness. Despite concerns about minor crashes, there is significant evidence supporting roundabouts' role in reducing fatal and serious injuries. **(Smith/Grandy)**
- Regarding investment priorities, "improve safety" was the top feedback item, but its meaning was left open to interpretation. Participants were invited to allocate resources based on their priorities without providing a specific definition. **(Smith/Grandy)**
- Traffic modeling shows that volumes on I-8 decrease north of 16th Street, so widening is only necessary up to that point. The likely approach would involve converting the third westbound lane into a second exit ramp at 16th Street and adding a third lane eastbound from 16th Street. **(Morales/Grandy)**
- Crash analysis for the TMP relied on data from law enforcement, which is entered into a statewide database and can be pulled to study and evaluate traffic incidents. **(Morales/Grandy)**
- When widening I-8, it is important to consider the impact it will have on other traffic especially in already congested areas such as in the vicinity of the Foothills Walmart. An I-8 corridor study is being considered to evaluate all existing and potential future interchanges **(Morales/Grand)**
- The community health aspect of the TMP includes being able to quantify the health benefits of infrastructure such as bicycle lanes, shared use paths, and sidewalks. Bike and pedestrian projects rank higher in community health, which elevates their overall ranking. **(Morris/Grandy)**
- New shared use paths included in the draft near-term projects would link existing paths to create a continuous route for cyclists from the Foothills into town. **(Morris/Grandy)**
- Research supports physical separation between bicyclists and vehicles. While past plans focused on bike lanes, the approach has shifted to shared use paths, especially on arterial streets, to improve cyclist safety. **(Watts/Grandy)**
- The Fourth Avenue interchange, which experiences significant backups, falls under the jurisdiction of Caltrans (California Department of Transportation). If the problem has been documented, that information could be used to engage with Caltrans on the issue. **(Mayor Nicholls/Grandy)**

II. SPACEPORT UPDATE

Simonton presented the following update on the Yuma Spaceport:

- Spaceport Project History
 - Industry-Driven Opportunity
 - This is not a City-driven initiative
 - There are only about 30 commercial spaceports worldwide
 - The industry is interested in the Yuma region due to its proximity to the Sea of Cortez and low population densities
 - Feasibility Study Launched
 - In response to industry interest in the area, the Greater Yuma Economic Development Corporation (GYEDC) initiated a feasibility study which was completed in 2020
 - Strategic Plan Alignment
 - City Council placed the spaceport in the Strategic Plan adopted in December 2020, and it has remained a part of City Council's updated Strategic Plan
 - Advancing the Vision
 - Working through the process with the Federal Aviation Administration (FAA) to see if it is possible to obtain a Site License and Operator License
- Progress and Timeline
 - This is a marathon, not a sprint
 - Full buildout will take five to 10 years
 - Initially looking at launching small rockets, but larger rockets might be an option 30-40 years from now
 - Completed
 - Initial Industry Engagement
 - Feasibility Study (Economic Development Administration grant funded)
 - In Progress/Upcoming
 - FAA Site Licensing – estimated two to three years
 - The City began this process about a year and a half ago
 - Site Acquisition – estimated one to two years
 - The site (City land) originally proposed is not a good launch location due to population density to the west
 - Looking at either federal or state land just to the northeast of the original proposed site
 - Private Partnership – estimated one to two years
 - The City intends to look for a private partner to operate and maintain the facility
 - Site Engineering and Design – estimated one year
 - Little has been spent on engineering because it is not prudent to use resources in that area at this time; until it is likely, FAA will issue the Site License
 - Construction – estimated one to two years
 - FAA Launch Operator Approval – estimated one year
 - Each operator who wants to launch a rocket will also need to get their own FAA license
 - First Launch

- FAA Launch Site Licensing
 - Launch on Demand, the consultant hired by the City, has completed the initial FAA Part 420 Site Operator License Application
 - This license is required to operate a commercial launch site in Yuma
 - Application components include:
 - 420 Application
 - Operations Plan
 - Explosives Site Plan
 - Mishap Plan
 - Flight Safety Analysis
- Environmental Assessment (EA)
 - Required under federal law (National Environmental Policy Act) as part of FAA's licensing process to evaluate potential environmental impacts of a launch site
 - Covers airspace, noise, wildlife, cultural resources, and more – ensuring operations are safe and sustainable
 - Ensures environmental safety and positions Yuma for long-term sustainable operations
 - Tierra Group has completed Chapters 1 and 2 of the EA
 - Submitted to the FAA about six weeks ago, and awaiting FAA' initial comments
 - A dedicated team from the FAA has been assigned to review all Yuma Spaceport documents from this point forward
 - The full EA is on track for FAA review and completion by February 2026
- Spaceport Site Considerations
 - City-Owned Parcels
 - Proximity to population centers (e.g., Arizona State Prison) limits suitability
 - Sale of land could generate revenue to help fund future project phases
 - Arizona State Land
 - Existing agricultural leases would need to be dealt with if this parcel is acquired
 - Requires resolution of site access and state acquisition process
 - Working with MCAS to receive permission to cross land to access the area
 - Bureau of Reclamation (BOR) Land
 - Land has been set aside for a well field, but there are not currently any wells at this location
 - Federal acquisition process
 - Site access and environmental concerns (e.g., flat-tailed horned lizard)
 - Estimated timeline for acquiring an alternative site: eight to 12 months
 - Working through process on both BOR and State parcels in parallel with the anticipation that only one will be utilized for the spaceport
 - If one site is found to be unsuitable or cannot be acquired, the process can continue to move forward on the remaining site without the need to start the process over
- Cross-Border Coordination with Mexico
 - FAA Site Operator License requires international overflight agreements with Mexico
 - Had to restart dialogue with Mexican officials due to change in their administration
 - FAA, 4FrontED and the Arizona Mexico Commission are now assisting in communicating with new staff
 - Travel to Hermosillo will likely be required to finalize agreements with the State of Sonora

- The U.S. is encouraging Mexico to explore compatible facilities on their side of the border
 - It may be possible for Mexico to launch a different class of rocket or explore other opportunities within the industry that may complement the Yuma Spaceport, and will have a positive economic impact on the region
- Project Partnerships and Strategic Vision
 - Foundational Partner
 - GYEDC - Original partner that helped launch the initiative
 - New Strategic Partners
 - Elevate Southwest
 - Arizona Western College
 - National Science Foundation (NSF) Engine Grant
 - The City initially applied for the grant, which would provide \$160 million over a 10-year period, and was shortlisted
 - After later being notified that the lead agency for the grant application cannot be a municipality, the City partnered with Elevate Southwest to be the lead applicant due to their ties to STEM (Science, Technology, Engineering, and Mathematics), research and development, workforce development, and technology and innovation
 - Northern Arizona University, Arizona State University, University of Arizona, Arizona Western College, and many other industry partners are also included in the grant application
 - STEM Initiatives
 - Research and Development
 - Arizona Mexico Commission
 - Arizona Space Commission
 - Beyond the Spaceport
 - The space industry is projected to grow from \$550 billion in 2025 to \$2 trillion by 2040
 - Arizona aims to lead in this emerging sector
 - Mayor Nicholls appointed to the Arizona Space Commission

Mayor Nicholls spoke regarding his involvement as one of 13 commissioners on the recently reconvened Arizona Space Commission, re-established through bipartisan legislative support after a 12-year hiatus. The commissioners represent notable organizations such as Paragon Space Development Corporation, Arizona State University, Virgin Galactic, and the Arizona Tech Council, and will meet monthly to draft a strategic action plan to advance the state's space industry and identify early industry wins such as the Yuma Spaceport. With Arizona competing alongside Texas and Alabama for leadership in the commercial space sector, the state's strategy is to create a comprehensive ecosystem supporting all areas of the industry.

Simonton continued his presentation as follows:

- Regional Benefits to Yuma
 - The rocket launches will be a relatively small component of the industry as it grows, likely limited to one or two a month at the beginning, but all the other systems that go along with it will be a huge benefit to our region
 - Economic Development
 - Attracts high-wage, high-skill jobs to the region

- Education and STEM Growth
 - Inspires next-generation careers through school, college, and university partnerships
- Innovation Ecosystem
 - Fuels research, testing, and tech development in aerospace and beyond
- Workforce Expansion
 - Creates new training pipelines and local career opportunities
- Infrastructure Investment
 - Drives improvements in transportation, utilities, and broadband
- Advanced Manufacturing
 - Driver of new aerospace and defense manufacturing
- Project Costs to Date and Fiscal Year (FY) 2026 Proposed Budget
 - Actual Spending vs. Budget
 - While \$500,000 has been budgeted annually, actual spending has remained well below budget
 - To date, spending has been about \$150,000 per year on average
 - Less than one-third of the \$1.5 million budget allocated by City Council has been spent
 - \$1 million is in the FY 2026 proposed budget – \$500,000 for the FAA license and EA and \$500,000 for any required engineering work – but based on past years it is not expected that the full \$1 million will be spent

Discussion

- The FAA requires agreements for rocket launches over Mexican territory, regardless of altitude. The FAA has facilitated contact with its counterpart in Mexico, and there will likely be a need to travel to Mexico to finalize said agreements. While it is possible that a spaceport could be developed across the border, U.S.-based companies prefer launching domestically. **(Morris/Simonton)**
- While Yuma has traditionally been an agriculture town, it is important to look for other opportunities that are unique to Yuma's location. Some taxpayer money will need to be spent for acquisition of land and other activities, but it is an investment towards Yuma's future. **(Morris)**
- The reports from the feasibility study initiated by GYEDC in 2020 and a very basic site plan submitted as part of the FAA application process will be provided to City Council. Initially the spaceport will consist of a concrete pad, a few fuel storage locations, a control facility, and a perimeter fence. Rockets will be launched off of mobile launchers that will not remain permanently at the facility. **(Morales/Simonton)**
- Land from the launch site to the border of Mexico is federally controlled and designated as protected habitat, preventing future development. Launch safety concerns primarily affect areas south of the site, while the north consists of state-owned agricultural land. The east side is covered by the Barry Goldwater Range, further limiting development potential. **(Mayor Nicholls/Morales/Simonton)**
- Mexico could develop a project that would potentially compete with U.S. efforts, but companies prefer launching within the U.S. and collaboration could strengthen the industry. Concerns about intelligence agencies and the security of satellites, which are primarily used for communication, are being discussed by the Arizona Space Commission. **(Morales/Mayor Nicholls)**

- The opening of the application for the NSF grant was delayed by several weeks due to federal administration changes. The application has been submitted and results are expected in the next four to eight weeks. **(Morales/Simonton)**
- The Arizona Space Commission has members representing organizations throughout the state, and all commission members reside within Arizona. Sierra Vista is working on a reentry license for rockets launched from Yuma, seeing an opportunity for collaboration. The Arizona Tech Council facilitates statewide conversations on aerospace and other tech industries, ensuring a comprehensive approach to development. **(Mayor Nicholls/Morales/Simonton)**
- The City’s Economic Development team is expected to play a key role in coordinating discussions and outreach as the initiative progresses. Past efforts by GYEDC have led to interest from industry partners, but a more targeted strategy for attracting companies will be considered in the next steps of the development process. **(Mayor Nicholls/Morales/Simonton)**
- There is strong industry interest in launching from Yuma, with companies eager for available launch pads. Given the limited number of commercial spaceports worldwide, smaller rocket operators face challenges securing launch opportunities. **(Morales/Simonton)**
- Research and development will primarily take place at the Elevate Southwest Innovation Hub rather than near the launch site, due to its isolated location. The Innovation Hub provides industry partners with a central base for operations and support. While future development near the spaceport may be considered in 20-30 years, the current focus remains on integrating industry within the innovation district. **(Morales/Mayor Nicholls)**
- The environmental assessment will consider the spaceport’s impact beyond U.S. borders, including effects on Mexico and the Sea of Cortez. The spaceport project provides opportunities for regional collaboration that will benefit not only Yuma but also international partners and the broader community. **(Smith/Simonton)**
- The City initially led the grant application process in partnership with GYEDC, Elevate Southwest, and Arizona Western College. After being shortlisted, City and GYEDC staff handled the grant writing, and Elevate Southwest became the lead on the grant application after the City was notified that municipalities were not eligible to be the lead agency. **(Smith/Simonton)**
- Major decisions for the Yuma Spaceport could potentially be overseen by a board of directors. This approach would ensure stakeholder involvement while balancing priorities as the project expands. **(Smith/Simonton)**

III. REGULAR CITY COUNCIL MEETING AGENDA OF JUNE 4, 2025

Motion Consent Agenda Item C.2 – Contract Increase: Hotel Del Sol Multi-Modal Transportation Center (authorize a change order in the amount of \$431,889.43 to CORE Construction, Inc. of Phoenix, Arizona for preconstruction and post design services) (RFQ 2020-20000136) (Eng)

Discussion

- This change order will allow the City to move from the design phase to the construction phase now that it has entered into a Public Private Partnership (P3). The location of the future transit center was moved from the south side to the north side of the first floor to provide more flexibility in the development of the rest of the building. **(Morris/Wostenberg)**

- The project reached the design phase and was put on hold until a P3 could be established. This change order was anticipated and will allow the project to continue with the creation of the final construction-ready documents. **(Morris/Simonton)**
- Remaining Federal Transit Administration (FTA) pass-through grants were carried forward into this year's budget, and anything not needed for the change order will be placed into a contingency fund that can be used for design and post design services. Any unused portions will be returned to the FTA and the City's Road Tax fund. **(Morris/Wostenberg)**
- Approval of this change order will allow the project to move forward to the final construction documents, after which construction can begin. **(Morris/Simonton)**

Resolution R2025-062 – Preannexation Development Agreement: Avenue 9E South of 32nd Street (owner intends to develop the property with a tiny home development for veterans) (Plng & Nbhd Svcs/Cmty Plng)

Resolution R2025-063 – Order Improvements: Municipal Improvement District No. 134 Butler Estates Unit No. 1 Subdivision (provides a dedicated funding stream for the Landscape Improvements serving the neighborhood and provides neighborhood input for the implementation of those Landscape Improvements) (Plng & Nbhd Svcs/Cmty Plng)

Resolution R2025-064 – Order Improvements: Municipal Improvement District No. 132 Butler Estates Unit No. 2 Subdivision (provides a dedicated funding stream for the Landscape Improvements serving the neighborhood and provides neighborhood input for the implementation of those Landscape Improvements) (Plng & Nbhd Svcs/Cmty Plng)

Mayor Nicholls declared a conflict of interest on Resolutions R2025-062 and R2025-064 due to his firm working on those projects, and on R2025-063 as it is affiliated with projects his firm is involved in.

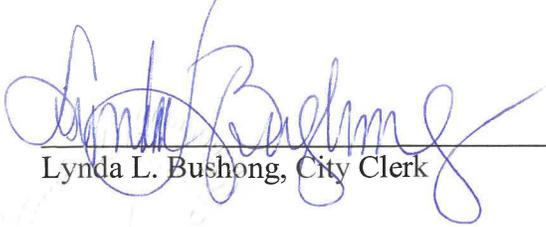
Ordinance O2025-016 – Rezoning of Properties: 19 A, LLC (rezone approximately 160 acres of property located at the northeast corner of W. 96th Street and S. Avenue A from the Agriculture (AG) District to the Heavy Industrial (H-I) District) (Plng & Nbhd Svcs/Cmty Plng)

Discussion

- The exact nature of the future development on this property has not been confirmed, but development requirements will mitigate impacts to the area. Surrounding property owners were notified both during the General Plan phase and for this rezoning request, and no comments in opposition of either action have been received. If the future use of the property involves hazardous materials, additional notification will be required as part of the Conditional Use Permit (CUP) process. The City will not recommend approval of a CUP if it negatively impacts the surrounding area. **(Watts/Linville)**

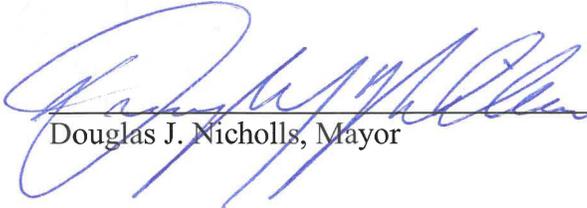
IV. EXECUTIVE SESSION/ADJOURNMENT

Motion (Morales/Smith): To adjourn the meeting to Executive Session. Voice vote: **approved** 7-0. The meeting adjourned at 7:13 p.m.

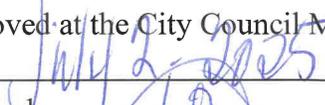
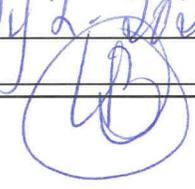


Lynda L. Bushong, City Clerk

APPROVED:



Douglas J. Nicholls, Mayor

Approved at the City Council Meeting of:  _____ City Clerk:  _____
