

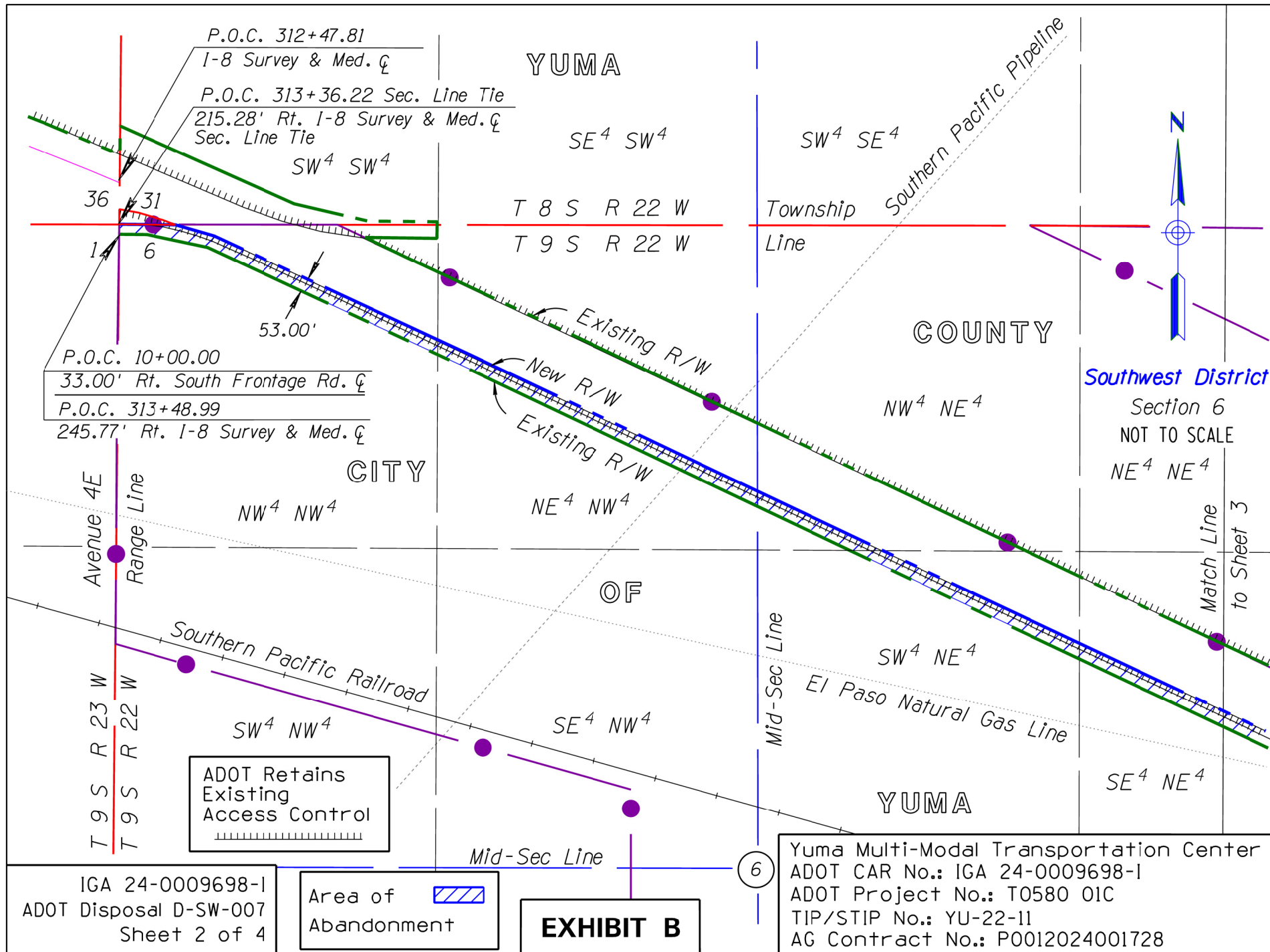
Southwest District
NOT TO SCALE

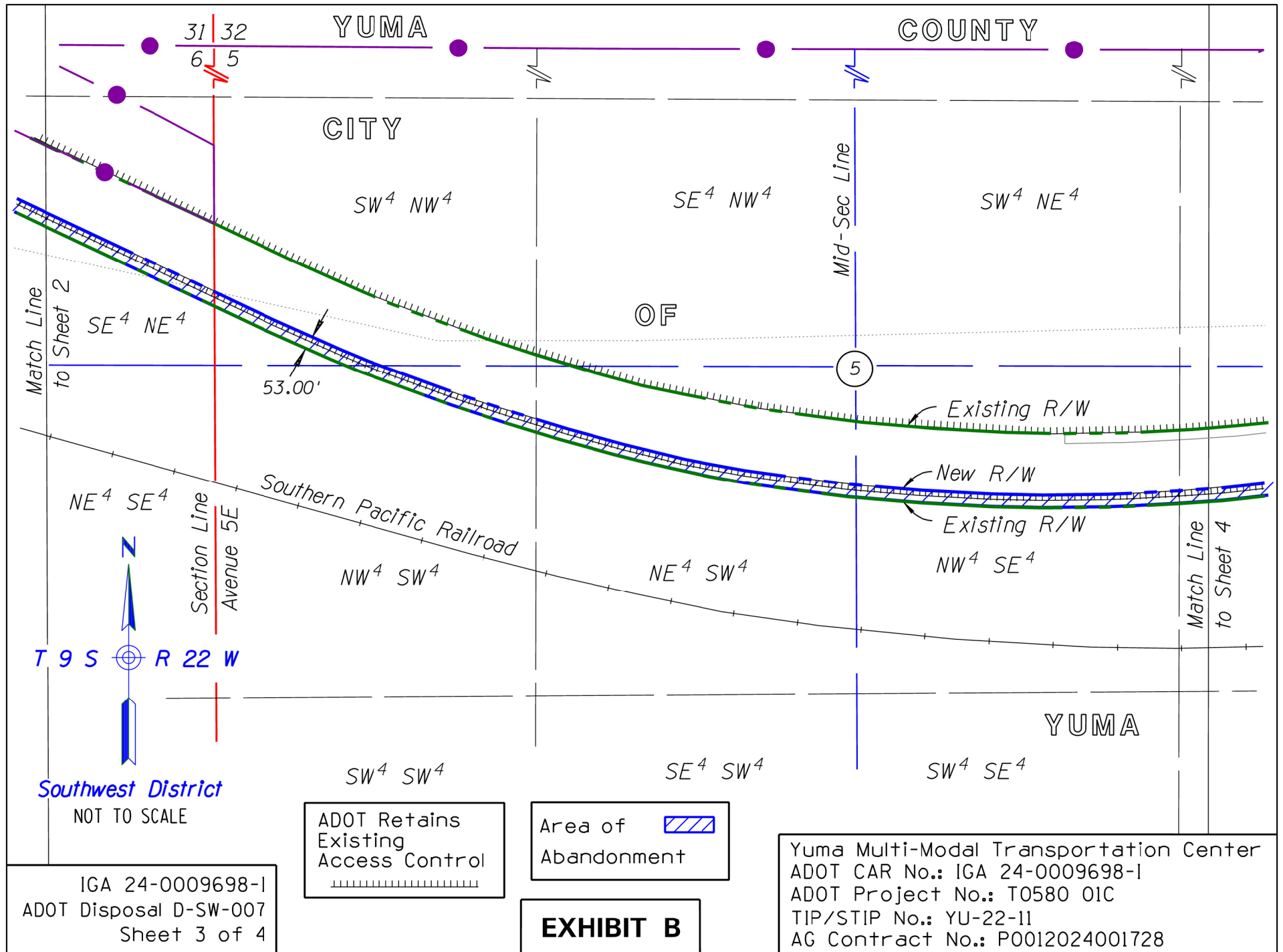
Area of Abandonment
See Sheets 2 - 4
for Details

IGA 24-0009698-I
ADOT Disposal D-SW-007
Sheet 1 of 4

EXHIBIT B

Yuma Multi-Modal Transportation Center
ADOT CAR No.: IGA 24-0009698-I
ADOT Project No.: T0580 01C
TIP/STIP No.: YU-22-11
AG Contract No.: P0012024001728





U.S. DEPARTMENT OF TRANSPORTATION
GRANT AGREEMENT UNDER THE
FISCAL YEAR 2021 RAISE GRANT PROGRAM

This agreement is between the United States Department of Transportation (the “**USDOT**”) and the City of Yuma (the “**Recipient**”).

This agreement reflects the selection of the Recipient to receive a RAISE Grant for the Yuma Multimodal Transportation Center.

The parties therefore agree to the following:

ARTICLE 1
GENERAL TERMS AND CONDITIONS

1.1 General Terms and Conditions.

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under The Fiscal Year 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program: FTA Projects,” dated June 7, 2022, which is available at <http://go.usa.gov/xJkjt>. Articles 8–31 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the RAISE Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the RAISE Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2
APPLICATION, PROJECT, AND AWARD

2.1 Application.

Application Title: Yuma Multi-Modal Transportation Center

Application Date: July 12, 2021

2.2 Award Amount.

RAISE Grant Amount: \$10,614,225

2.3 Award Dates.

Budget Period End Date: 08/30/2029

Period of Performance End Date: 08/30/2029

2.4 Urban or Rural Designation.

Urban-Rural Designation: Rural

2.5 Capital or Planning Designation.

Capital-Planning Designation: Capital

2.6 Federal Award Identification Number. The USDOT identifies this award with the following federal award identification number:

AZ-2024-027

**ARTICLE 3
SUMMARY PROJECT INFORMATION**

3.1 Summary of Project's Statement of Work.

The project converts a historic building in downtown Yuma into a regional transfer hub and central, multi-modal transit center for commuter rail, intercity bus, local public transit, and ridesharing. The project includes a renovated pedestrian pathway to Amtrak, bus bays for Greyhound and Yuma Area Transit, transit administration offices, ticket counters and kiosks, a waiting area for taxis, van pools, private shuttles, and rideshare, as well as improved facilities for transit users.

3.2 Project's Estimated Schedule.

Milestone	Schedule Date
Planned Finalization of Construction Documents and Drawings Date:	02/01/2025
Planned Construction Contract Award Date:	07/31/2025
Planned Construction Start Date:	08/15/2025
Planned Construction Substantial Completion Date:	01/31/2029
Planned Revenue Service Date:	03/31/2029
Planned Project Closeout:	09/30/2029

3.3 Project's Estimated Budget.

Eligible Project Costs	
RAISE Grant Amount:	\$10,614,225
Other Federal Funds:	\$476,872
Non-Federal Funds:	\$7,169,524
Total Eligible Project Cost:	\$18,260,621

Note: Other Federal Funds are FTA 5307.

ARTICLE 4 CRITICAL MILESTONE DEADLINES

4.1 Critical Milestone Deadlines.

None. The parties have not identified any project-specific critical milestone deadlines for this award. The Recipient acknowledges the USDOT may terminate this award under section 17.1(a) on some conditions related to the Project's estimated schedule, as listed in section 3.2.

ARTICLE 5 PARTY INFORMATION

5.1 Recipient's Unique Entity Identifier.

Recipient's Unique Entity Identifier: GN4ZBTUNCN83

5.2 Recipient Contact(s).

Alex Tipton
CIP Manager
City of Yuma
155 W. 14th Street, Yuma, AZ 85364
928.373.4510
alex.tipton@yumaaz.gov

5.3 Recipient Key Personnel.

None. The parties have not identified any individuals as key personnel for this award.

5.4 USDOT Project Contact(s).

Samuel Diaz
General Engineer
FTA – TRO-9 Southern California Office (SCO)
888 South Figueroa Street, Suite 440, Los Angeles, CA 90017-5467
(202) 366-3057
samuel.diaz@dot.gov

Charlene Lee Lorenzo
Senior Director, Southern CA Office
FTA – TRO-9 Southern California Office (SCO)
888 South Figueroa Street, Suite 440, Los Angeles, CA 90017-5467
(213) 202-3952
charlene.leelorenzo@dot.gov

**ARTICLE 6
USDOT ADMINISTRATIVE INFORMATION**

6.1 Payment System.

USDOT Payment System: ECHO

6.2 Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: None

**ARTICLE 7
SPECIAL GRANT TERMS**

There are no special terms for this award.

ATTACHMENT A STATEMENT OF WORK

The new multimodal transportation center (MMTC) will be the primary regional transfer hub for all arriving and departing Amtrak and Greyhound passengers of the Yuma Region and will serve as YCAT's Downtown Transit Center. Additionally, this development will include office space and public service counters for the Yuma County Intergovernmental Transportation Authority (YCIPTA) staff, thus eliminating the need for riders to travel to multiple locations for transportation and ticketing services.

The MMTC will feature:

- New pedestrian pathway to Amtrak, bus bays for arriving and departing Greyhound and YCAT vehicles, YCAT On-Call Americans with Disabilities Act (ADA) paratransit, and waiting areas for taxis, van pools, rideshare and private shuttles traveling to various intercity destinations including, Phoenix Sky Harbor International Airport, Phoenix-Mesa Gateway Airport, Tucson, and Nogales, AZ., and locations in Mexico, etc. The one-stop MMTC will allow individuals to purchase tickets for Amtrak, Greyhound, and local bus services directly from YCIPTA or by using public ticketing kiosks. On-site security and assistance, restrooms, vendor space, water fountains and secure seating areas will be included in the development to accommodate passengers.
- The MMTC will also offer operator break facilities; bike racks, lockers, and a bicycle repair station to accommodate bicycling patrons; and free public parking accommodations.
- The second and third floors of the site will be left undeveloped. Any upgrades to the second and third floors using RAISE funding will only support the building's structural integrity and any electrical or mechanical upgrades needed to ensure the safety and security of the building and its occupants. Any additional modifications or development of the second and third floor will be funded separately through a public- private partnership as part of the City's aggressive downtown economic investment plan.

**ATTACHMENT B
ESTIMATED PROJECT BUDGET**

1. Supplementary Fund Source Table(s)

Reserved. This attachment B does not contain any supplementary fund source tables.

2. Cost Classification Table

Cost Classification	Total Costs	Non-RAISE Previously Incurred Costs	Eligible Costs
Administrative and legal expenses	\$3,877,261		\$3,877,261
Architectural and engineering fees	\$214,753		\$214,753
Other architectural and engineering fees	\$148,882		\$148,882
Project inspection fees	\$54,763		\$54,763
Site work	\$1,197,284		\$1,197,284
Demolition and removal	\$796,488		\$796,488
Construction	\$6,378,019		\$6,378,019
Equipment	\$162,037		\$162,037
Miscellaneous	\$2,964,845		\$2,964,845
Contingency	\$2,466,289		\$2,466,289
Project Total	\$18,260,621		\$18,260,261

ATTACHMENT C
PERFORMANCE MEASUREMENT INFORMATION

Study Area: Yuma County Multimodal Transportation Center

Baseline Measurement Date: 05/15/2025

Baseline Report Date: 09/15/2025

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Equitable Access to Jobs (Total Jobs Accessible within 30 Minutes of Travel)	Economic Competitiveness and Opportunity, Quality of Life, Mobility and Community Connectivity Total jobs assessable within 30 minutes of travel may be disaggregated by mode (bicycles, pedestrians, transit, or rail) that best aligns with project purpose.	Annual
Unlinked Passenger Trips (Ridership) (Total Boardings per Year)	Mobility and Community Connectivity, Quality of Life Unlinked Passenger Trips (UPT) are the number of boardings on a public transportation vehicle during the year. The total for the project study area must be reported, but reporting can also be disaggregated by route, station, or facility. Reporting can also be disaggregated by rider characteristic to the extent that it is voluntarily reported by riders and aligns with a specific project purpose.	Quarterly

ATTACHMENT D CHANGES FROM APPLICATION

Scope: During the design phase of the project, it was determined that transforming the first floor of the Hotel del Sol provided numerous structural engineering and constructability challenges. The undertaking now includes removing the entire building except for the existing northern and eastern façade. The exterior elements (the northern and eastern façade) will remain in place, keeping the distinctive historic downtown Yuma characteristics. Prior to demolition, historic elements will be removed from the building, curated, and incorporated into a new lobby display open to the public.

Schedule: The design and preconstruction phase of the project experienced significant delays due to the project causing an adverse effect on the Hotel del Sol property. Therefore, there were extended conversations with the Arizona State Historic Preservation Office (SHPO) on the different options to preserve as many historical features of the building as possible. It was determined that the original design of rehabilitating and maintaining the existing Hotel del Sol structure was excessively destructive to the historic preservation effort and a new undertaking option of partial restoration was chosen.

The construction phase of the project has extended as well due to the various supply chain issues that the construction market has faced in recent years.

The table below compares the application schedule to the current schedule.

Milestone	Application Date	Section 3.2 Date
Planned Finalization of Construction Documents and Drawings Date:	11/18/2021	02/01/2025
Planned Construction Contract Award Date:	02/16/2022	07/31/2025
Planned Construction Start Date:	02/16/2022	08/15/2025
Planned Construction Substantial Completion Date:	04/12/2023	01/31/2029
Planned Revenue Service Date:	06/15/2023	03/31/2029
Planned Project Closeout:	09/30/2023	09/30/2029

Budget: The City of Yuma was able to secure additional state funding in the amount of \$3.6 million, through AZSMART funding, to provide matching funds assistance for the completion of the project. In addition, approximately \$476,000 in FTA 5307 funds were added to the project in order bring the total funds available to equal the updated total project cost.

The table below provides a summary comparison of the project budget.

Fund Source	Application		Section 3.3 and Attachment B	
	\$	%	\$	%
Previously Incurred Costs				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
Future Eligible Project Costs				
RAISE Funds	\$10,614,225	75%	\$10,614,225	58%
Other Federal Funds			\$476,872	3%
Non-Federal Funds	\$3,538,075	25%	\$7,169,524	39%
Total Future Eligible Project Costs	\$14,152,300	100%	\$18,260,621	100%
Total Project Costs	\$14,152,300		\$18,260,621	

ATTACHMENT E
APPROVED PRE-AWARD COSTS

None. The USDOT has not approved under this award any pre-award costs under 2 C.F.R. 200.458. Because unapproved costs incurred before the date of this agreement are not allowable costs under this award, the USDOT will neither reimburse those costs under this award nor consider them as a non-Federal cost sharing contribution to this award. Costs incurred before the date of this agreement are allowable costs under this award only if approved in writing by USDOT before being included in the project costs and documented in this Attachment E. See section 20.3(b).

ATTACHMENT F
CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS

1. Consideration of Climate Change and Environmental Justice Impacts.

The Recipient states that rows marked with “X” in the following table are accurate:

	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Recipient or a project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
X	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>

	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>
	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project, as described in the supporting narrative below.
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in Attachment A. <i>(Identify the relevant actions from Attachment A in the supporting narrative below.)</i>
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

2. Supporting Narrative.

The MMTC project protects the environment by shifting commuters to transit, eliminating multiple needs for travel, and providing amenities to bike commuters, thereby reducing fuel usage and vehicle emissions. In addition, it will help increase utilization of local transit services by providing one central hub for passengers of bus and rail transportation.

The transition of automobile passengers to rail and public transportation modes has a significant positive impact on the protection of the environment, reduction of pollution, and energy efficiency, with one primary benefit of the MMTC being a reduction of environmental emissions. Emission savings from the transition from automobiles to rail and buses also has benefits in the areas of fuel savings, highway and road safety, reduction of congestion, and highway and road maintenance.

ATTACHMENT G
RACIAL EQUITY AND BARRIERS TO OPPORTUNITY

1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.

The Recipient states that rows marked with “X” in the following table are accurate:

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
d	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity, as described in the supporting narrative below.
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the project, will take relevant actions described in Attachment A. <i>(Identify the relevant actions from Attachment A in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

2. Supporting Narrative.

The project is located in a Designated Area of Persistent Poverty, Census Tract #1, Opportunity Zone 04027000100. Of the residents in this Census Tract, 30.7% are below the poverty line as measured by the 2015-2019 5-year data series of the American Community.


Within the project area, Community Development Block Grant funds have been used to revitalize neighborhoods and renovate structures, including the proposed site of MMTC. Additionally, according to the U.S. Department of Housing and Urban Development – HUD Exchange, American Community Survey 2019 5-Year Low- and Moderate-Income Summary Data, the proposed MMTC site is located directly in Census Tract 1 with a current population base of 2,173 residents. Of the 2,173 residents, 978 (45% percent) are classified as persons below the poverty line.

The multi-modal investment creates connections and opportunities for communities that are underserved by the region's current transportation system. Historically residents of Hispanic, African American and Native America and other minorities have more often utilized the bus system.

RECIPIENT SIGNATURE PAGE

The Recipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

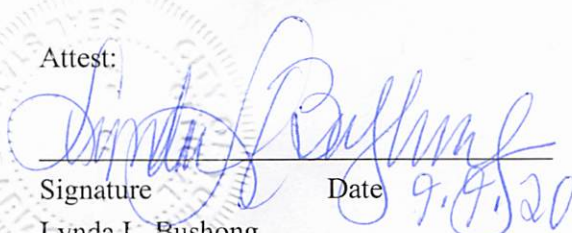
CITY OF YUMA

9/9/2024 By: 
Date Signature of Recipient's Authorized Representative
John D. Simonton

Name
City Administrator

Title


Attest:


Signature
Lynda L. Bushong
City Clerk

Date

9.9.2024


Approved as to form:


Signature Date
Richard W. Files
City Attorney

USDOT SIGNATURE PAGE

The USDOT, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

UNITED STATES DEPARTMENT OF
TRANSPORTATION

September 10, 2024	By: 

Date	Signature of USDOT's Authorized Representative
	Ray Tellis

	Name
	Regional Administrator Region 9

	Title

**ARIZONA DEPARTMENT OF TRANSPORTATION
PAYMENT REPORT**

ADOT Project Number:		Program Phase:		Federal Aid #:	
Payment Report Number:		Billing Period:		TIP ID #:	
JPA/IGA Number:		Final Payment: <input type="checkbox"/> Check	Progress Payment: <input type="checkbox"/> Check		
Contract Amount:		Progress %:	Project End Date:		
Vendor ID:		GAE Number:			
Name of Project:					
Vendor (Sponsor):					
REMIT PAYMENT TO (Address):					
SUMMARY OF WORK FOR WHICH PAYMENT IS REQUESTED					
Items	DESCRIPTION	Previous Cumulative Amount	Current Request (Federal Share)	In-Kind (Local Share)	Cumulative Amount
Totals		\$	\$	\$	\$
I am signing to confirm and certify that the above referenced project is considered to be complete and accepted as Final, in accordance with FHWA requirements. All vendors have been paid in full.					
Submitted By:			Accumulative Federal Amount: \$		
<div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div>Project Sponsor</div> <div>Date</div> </div>					
Approved By:			Accumulative Local Amount \$		
<div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div>ADOT Project Manager</div> <div>Date</div> </div>					
Approved By:			Project Accumulative Amount \$		
<div style="display: flex; justify-content: space-between;"> <div>_____</div> <div>_____</div> </div> <div style="display: flex; justify-content: space-between;"> <div></div> <div>Date</div> </div>					
Comments:			Accumulative Local NFA Amounts reported \$		

AZ SMART Fund Project - SAMPLE CLOSEOUT LETTER TO ADOT

Place on Sponsoring Agency's Letterhead

***Note: All items in red should be removed and replaced with the required information prior to submission to the ADOT Multimodal Planning Division. Please email**

(Insert Date)

ADOT Multimodal Planning Division
AZ SMART Fund Program
1611 W Jackson
Phoenix, AZ 85007

Re: AZ SMART Project Closeout

ADOT Project Number:
Project Name:
Federal Discretionary Grant received or to be pursued:
COG/MPO:
COG/MPO TIP ID Number:

To Whom It May Concern:

The **(Insert sponsoring agency's name)** received the final deliverables on **(Insert date)** for the above referenced AZ SMART project.

The undersigned certifies that:

1. The work in the subject contract has been inspected for deficiencies;
2. The required project review was conducted by representatives of **(Insert sponsoring agency's name)**, **(Insert COG/MPO)** and ADOT on **(Insert date)** (if applicable);
3. The contractor has fulfilled all contractual obligations; and
4. The contractor was paid in full by **(Insert sponsoring agency's name)** on **(Insert date)**.

Attached is the following required documentation:

***Note: All Final Acceptance letters to the AZ SMART Fund Program will be returned *without* action unless all items listed below are submitted with this letter.**

- ☐ An invoice for the final eligible costs on the project;
- ☐ Documentation reflecting payment in full by **(Insert sponsoring agency's name)** to the contractor; and
- ☐ The project final acceptance letter from **(Insert sponsoring agency's name)** to the contractor.

Please consider this project as accepted and complete. Please contact us if you have any questions regarding this request or require additional information. Thank you.

Sincerely,

Project Manager Name

Title

Agency

Address

City, AZ, Zip code

Phone Number

Email address