

ARIZONA STATE TRANSPORTATION BOARD

Katie Hobbs, Governor

Gary Knight, Chairman
Richard Searle, Vice Chairman
Jenn Daniels, Member
Jackie Meck, Member
Ted Maxwell, Member
Jesse Thompson, Member
Jenny Howard, Member

Welcome to a meeting of the Arizona State Transportation Board. The Transportation Board consists of seven private citizen members appointed by the Governor, representing specific transportation districts. Board members are appointed for terms of six years each, with terms expiring on the third Monday in January of the appropriate year.

BOARD AUTHORITY

Although the administration of the Department of Transportation is the responsibility of the director, the Transportation Board has been granted certain policy powers in addition to serving in an advisory capacity to the director. In the area of highways the Transportation Board is responsible for establishing a system of state routes. It determines which routes are accepted into the state system and which state routes are to be improved. The Board has final authority on establishing the opening, relocating, altering, vacating or abandoning any portion of a state route or a state highway. The Transportation Board awards construction contracts and monitors the status of construction projects. With respect to aeronautics the Transportation Board distributes monies appropriated to the Aeronautics Division from the State Aviation Fund for planning, design, development, land acquisition, construction and improvement of publicly-owned airport facilities. The Board also approves airport construction. The Transportation Board has the exclusive authority to issue revenue bonds for financing needed transportation improvements throughout the state. As part of the planning process the Board determines priority planning with respect to transportation facilities and annually adopts the five year construction program.

PUBLIC INPUT

Members of the public may appear before the Transportation Board to be heard on any transportation-related issue. Persons wishing to protest any action taken or contemplated by the Board may appear before this open forum. The Board welcomes citizen involvement, although because of Arizona's open meeting laws, no actions may be taken on items which do not appear on the formal agenda. This does not, however, preclude discussion of other issues.

MEETINGS

The Transportation Board typically meets on the third Friday of each month. Meetings are held in locations throughout the state. **Due to the risks to public health caused by the possible spread of the COVID-19 virus at public gatherings, the Transportation Board asks that people attending Board meetings in person take safety precautions they feel appropriate to protect themselves and others. In addition, for the time being the Transportation Board will conduct concurrent telephonic/WebEx virtual meetings.** In addition to the regular business meetings held each month, the Board may conduct at least one public hearing each year to receive input regarding the proposed five-year construction program. Meeting dates are established for the following year at the December organization meeting of the Board.

BOARD MEETING PROCEDURE

Board members receive the agenda and all backup information one week before the meeting is held. They have studied each item on the agenda and have consulted with Department of Transportation staff when necessary. If no additional facts are presented at the meeting, they often act on matters, particularly routine ones, without further discussion. In order to streamline the meetings the Board has adopted the "consent agenda" format, allowing agenda items to be voted on en masse unless discussion is requested by one of the board members or Department of Transportation staff members.

BOARD CONTACT

Transportation Board members encourage citizens to contact them regarding transportation-related issues. Board members may be contacted through the Arizona Department of Transportation, 206 South 17th Avenue, Phoenix, Arizona 85007, Telephone (602) 712-4259.

NOTICE OF BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, April 21, 2023, at 9:00 a.m. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board will attend by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, April 21, 2023, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons that require a reasonable accommodation based on language or disability should contact the Civil Rights Office at (602) 712-8946 or email CivilRightsOffice@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en Inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en Inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por idioma o por discapacidad deben ponerse en contacto con 602.712.8946. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

AGENDA

A copy of the agenda for this meeting will be available at the office of the Transportation Board at 206 S. 17th Avenue, Phoenix, Arizona at least 24 hours in advance of the meeting.

ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

In the interest of efficiency and economy of time, the Arizona Transportation Board, having already had the opportunity to become conversant with items on its agenda, will likely defer action in relation to certain items until after agenda items requiring discussion have been considered and voted upon by its members. After all such items to discuss have been acted upon, the items remaining on the Board's agenda will be expedited and action may be taken on deferred agenda items without discussion. It will be a decision of the Board itself as to which items will require discussion and which may be deferred for expedited action without discussion.

The Chairman will poll the members of the Board at the commencement of the meeting with regard to which items require discussion. Any agenda item identified by any Board member as one requiring discussion will be accelerated ahead of those items not identified as requiring discussion. All such accelerated agenda items will be individually considered and acted upon ahead of all other agenda items. With respect to all agenda items not accelerated. i.e., those items upon which action has been deferred until later in the meeting, the Chairman will entertain a single motion and a single second to that motion and will call for a single vote of the members without any discussion of any agenda items so grouped together and so singly acted upon. Accordingly, in the event any person desires to have the Board discuss any particular agenda item, such person should contact one of the Board members before the meeting or ADOT Staff, at 206 South 17th Avenue, Room 135, Phoenix, Arizona 85007, or by phone (602) 712-4259. Please be prepared to identify the specific agenda item or items of interest.

Dated this 14th day April, 2023

Arizona Highways, Airports, and Railroads



State Highway System

— Interstate

— State Route

— US Highway

✈ Airports

—+— Railroads (In Service)

○ Cities and Towns

— County Boundaries



Prepared by:
 Arizona Department of Transportation
 Multimodal Planning Division
 Data Bureau GIS Section
 (602) 712-7333
 July 2009

0 20 40 80 Miles

ARIZONA STATE TRANSPORTATION BOARD

**STATE TRANSPORTATION BOARD
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
BOARD MEETING
City of Winslow
523 West 2nd Street
Winslow, Arizona 86047
9:00 a.m., Friday, April 21, 2023**

Telephonic Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, April 21, 2023, at 9:00 a.m. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board may attend in-person at 523 West 2nd Street, Winslow, Arizona 86047 or by telephone or video conference call. The Board may modify the agenda order, if necessary.

Public Participation Members of the public who want to observe or participate in the Transportation Board meeting can either attend in person or access the meeting by using the WebEx meeting link at www.aztransportationboard.gov. Join the meeting as a participant and follow the instruction to use your telephone to enable audio.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, April 21, 2023. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

PLEDGE

The Pledge of Allegiance led by Floyd Roehrich, Jr.

ROLL CALL

Roll call by Board Secretary

OPENING REMARKS

Opening remarks by Chairman Knight

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, as amended.

Reminder to fill out survey cards by Floyd Roehrich, Jr.

https://docs.google.com/forms/d/e/1FAIpQLSc4D2CIaW1iAlkGtVgGx_BqtrFgSE_ASd26of6JnVkd3HiKcg/viewform

CALL TO THE AUDIENCE (information only)

VIRTUAL:

An opportunity for citizens to discuss items of interest with the Board . To address the Board please fill out a Request for Public Input Form and email the form to boardinfo@azdot.gov. The form is located on the Transportation Board’s website <http://aztransportationboard.gov/index.asp>. Request for Public Input Forms will be taken until 8:00 AM the morning of the Board Meeting. Since this is a telephonic/WebEx conference meeting everyone will be muted when they call into the meeting. When your name is called to provide your comments, you will indicate your presence by virtually raising your hand using your phone keypad or through the WebEx application.

To raise your hand over the phone:

If you have joined us using your telephone, raise your hand by pressing *3 on your phone keypad. You will be unmuted by the meeting moderator and asked to make your comments. When you have finished speaking or when your time is up, please lower your hand by pressing *3 on your phone keypad.

To raise your hand using the WebEx computer or internet browser application:

If you have joined us using the WebEx computer or internet browser application, open your participant panel located on the menu on the bottom left of your screen. When the participant panel opens, click on the hand icon on the right side of your name on the participant panel. You will be unmuted by the meeting moderator and asked to make your comment. When you have finished making your comment, the moderator will mute your line and we ask that you please lower your hand by clicking on the hand icon again.

To raise your hand using the WebEx iPhone or Android application:

If you have joined us using the WebEx iPhone or Android application, select the three dot menu icon on the bottom of the screen. When it opens, select “Raise Hand” at the top of the menu screen. You will be unmuted by the meeting moderator and asked to make your comment. When you have finished speaking, the moderator will mute your line and we ask that you please lower your hand by clicking on the hand icon again.

IN PERSON:

An opportunity for members of the public to discuss items of interest with the Board. Please fill out a Request for Public Input Form and turn in to the Secretary if you wish to address the Board.

A three minute time limit will be imposed.

BOARD MEETING**ITEM 1: Director's Report**

The Director will provide a report on current issues and events affecting ADOT.
(For information and discussion only — Jennifer Toth, Director)

- A) Overview of successes and current activities**
- B) State and Federal Legislative Report**
- C) Last Minute Items to Report**

(For information only. The Transportation Board is not allowed to propose, discuss, deliberate or take action on any matter under "Last Minute Items to Report," unless the specific matter is properly noticed for action.)

ITEM 2: District Report

Staff will provide an update and overview of issues of regional significance, including an updates on current and upcoming construction projects, district operations, maintenance activities and any regional transportation studies.

(For information and discussion only — Brenden Foley, District Administrator Northcentral District)

ITEM 3: Consent Agenda*Page 9**

Consideration by the Board of items included in the Consent Agenda. Any member of the Board may ask that any item on the Consent Agenda be pulled for individual discussion and disposition.
(For information and possible action)

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting
- Minutes of Special Board Meeting
- Minutes of Study Sessions
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they do not exceed 15% or \$200,000, whichever is lesser.

ITEM 4: Financial Report

Staff will provide an update on financing issues and summaries on the items listed below:
(For information and discussion only — Kristine Ward, Chief Financial Officer)

- Revenue Collections for Highway User Revenues
- Maricopa Transportation Excise Tax Revenues
- Aviation Revenues
- Interest Earnings
- HELP Fund status
- Federal-Aid Highway Program
- HURF and RARF Bonding
- GAN issuances
- Board Funding Obligations
- Contingency Report

ITEM 5: Multimodal Planning Division Report

Staff will present an update on current planning activities, to include tribal transportation coordination, truck parking update, summary of public comments on the FY2024-2028 Tentative Five Year program, and overview of the route transfer criteria/low volume road study, pursuant to A.R.S. 28-506.

(For information and discussion only — Paul Patane, Division Director, Multimodal Planning Division)

ITEM 6: Priority Planning Advisory Committee (PPAC)*Page 248**

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2023 - 2027 Statewide Transportation Facilities Construction Program.

(For discussion and possible action — Paul Patane, Division Director, Multimodal Planning Division)

ITEM 7: AZ State Match Advantage for Rural Transportation (AZ SMART) Fund Program*Page 295**

Staff will present AZ SMART fund program applications from the Town of Camp Verde, Yuma County, City of Flagstaff for the Transportation Board's consideration and approval. Representatives from the applicant may be available for questions.

(For discussion and possible action—Paul Patane, Division Director, Multimodal Planning Division)

ITEM 8: State Engineer's Report**Page 349**

Staff will present a report showing the status of highway projects under construction, including total number and dollar value. Provide an overview of Construction, Transportation and Operations Program impact, due to the public health concerns.

(For information and discussion only — Gregory Byres, Deputy Director of Transportation/State Engineer)

ITEM 9: Construction Contracts*Page 356**

Staff will present recommended construction project awards that are not on the Consent Agenda.

(For discussion and possible action — Gregory Byres, Deputy Director of Transportation/State Engineer)

ITEM 10: Suggestions

Board Members will have the opportunity to suggest items they would like to have placed on future Board Meeting agendas and any topics for the next board meeting. Staff will remind everyone of the location for the next board meeting.

***Adjournment**

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting , Special Board Meeting and/or Study Session
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they do not exceed 15% or \$200,000, whichever is lesser.

MINUTES APPROVAL

- *ITEM 3a:** Approval of February 2, 2023, Study Session Meeting Minutes Page 12
- *ITEM 3b:** Approval of February 17, 2023, Board Meeting Minutes Page 89

RIGHT OF WAY RESOLUTIONS (action as noted) Page 193

***ITEM 3c:** RES. NO. 2023-04-A-012
 PROJECT: 202L MA 000 H5439 / 202L MA 056 H8827 / 202-D(200)S
 HIGHWAY: SOUTH MOUNTAIN FREEWAY (ED PASTOR FREEWAY)
 SECTION: 17th Avenue – 51st Avenue Segment (Segment B)
 ROUTE NO.: State Route 202 Loop
 DISTRICT: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 096
 RECOMMENDATION: Abandon to the City of Phoenix, in accordance with Intergovernmental Agreement No. 15-0005234, dated December 17, 2015, and Amendment One, dated January 10, 2023, right of way temporarily acquired for construction of the South Mountain Freeway that are no longer needed for the State Transportation System, and can be better managed by the Local Public Agency.

***ITEM 3d:** RES. NO. 2023-04-A-013
 PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
 HIGHWAY: SAFFORD – SPRINGERVILLE
 SECTION: Picnic Hill
 ROUTE NO.: “Old” U. S. Route 180
 DISTRICT: Northeast
 COUNTY: Apache
 DISPOSAL: D – NE – 004-A
 RECOMMENDATION: Abandon to the County of Apache, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated February 07, 2023, right of way along the previous alignment of the Safford – Springerville Highway, “Old” U. S. Route 180, that is no longer needed for the State Transportation System.

RIGHT OF WAY RESOLUTIONS (action as noted)

***ITEM 3e:** RES. NO. 2023-04-A-014
 PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
 HIGHWAY: SAFFORD – SPRINGERVILLE
 SECTION: Picnic Hill
 ROUTE NO.: “Old” U. S. Route 180
 DISTRICT: Northeast
 COUNTY: Apache
 DISPOSAL: D – NE – 004-B
 RECOMMENDATION: Vacate and extinguish to the underlying fee property owner(s) all of the State’s interest in and to a certain portion of the easement for highway right of way, as conveyed in the document dated February 02, 1931, recorded August 03, 1931, in Book 22 of Deeds, Page 7, records of Apache County, Arizona, along the previous alignment of the Safford – Springerville Highway, “Old” U. S. Route 180, that is no longer needed for the State Transportation System.

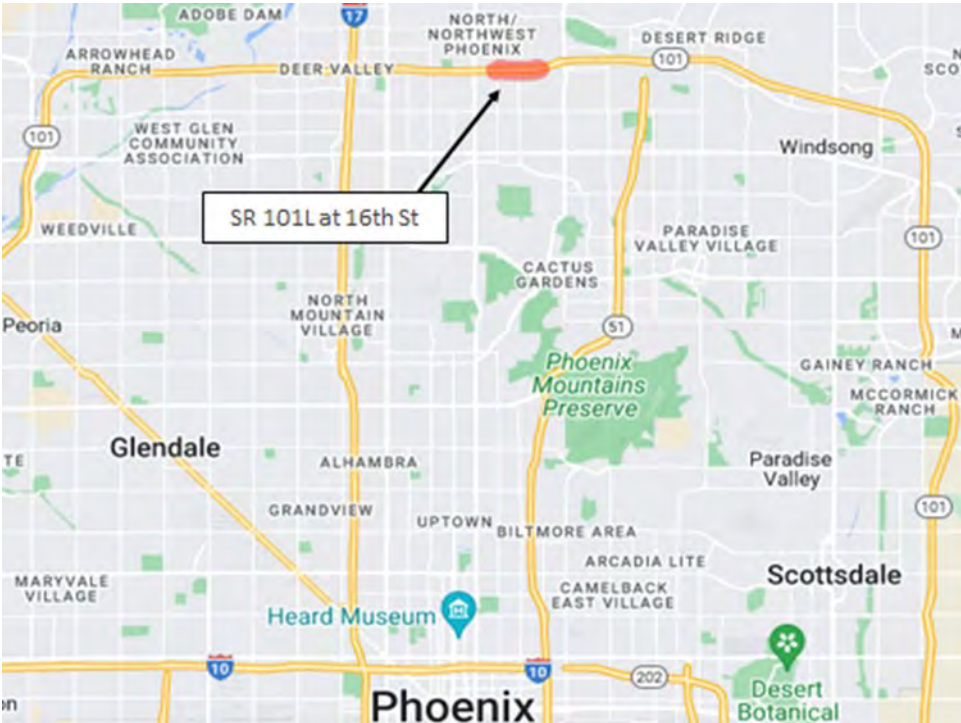
***ITEM 3f:** RES. NO. 2023-04-A-015
 PROJECT: 101L MA 000 H0829 01R / 600-1-702
 HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
 SECTION: Doubletree Ranch Road – South Reservation Boundary
 ROUTE NO.: State Route 101 Loop
 DISTRICT: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 094-A
 RECOMMENDATION: Extinguish and relinquish to the Salt River Pima – Maricopa Indian Community, in accordance with SRP – MIC Resolution No. SR-4046-2023, dated March 08, 2023; with that certain Partial Assignment and Assumption of Grant of Easement, dated March 10, 2023; and with Intergovernmental Agreement No. 22-0008697, dated March 13, 2023, all of the State’s right, title, and interest in and to certain rights of way acquired under the above referenced project, that are no longer needed for the State Transportation System and will be better utilized by the Community.

***ITEM 3g:** RES. NO. 2023-04-A-016
 PROJECT: 087 PN 136 F0521 / 087-A(214)T
 HIGHWAY: PICACHO – COOLIDGE – CHANDLER – MESA
 SECTION: S. R. 87 at Skousen Road
 ROUTE NO.: State Route 87
 DISTRICT: Southcentral
 COUNTY: Pinal
 PARCEL: 11 – 1155
 RECOMMENDATION: Establish new temporary construction easement right of way to be utilized for the addition of a deceleration / right turn lane necessary to enhance safety and convenience for the traveling public.

Contracts: (Action as Noted)

Federal-Aid ("A" "B" "T" "D") projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations.

- *ITEM 3h: BOARD DISTRICT NO.: 1
- BIDS OPENED: MARCH 10, 2023
- HIGHWAY: PIMA FREEWAY (SR 101L)
- SECTION: SR 101L AT 16TH ST
- COUNTY: MARICOPA
- ROUTE NO.: SR 101L
- PROJECT : TRACS: 101-B-NFA: 101 MA 026 F050501C
- FUNDING: 100% STATE
- LOW BIDDER: C S CONSTRUCTION, INC.
- LOW BID AMOUNT: \$ 8,126,969.00
- STATE ESTIMATE: \$ 8,687,084.00
- \$ UNDER ESTIMATE: \$ 560,115.00
- % UNDER ESTIMATE: 6.4%
- PROJECT DBE GOAL: N/A
- BIDDER DBE PLEDGE: N/A
- NO. BIDDERS: 2
- RECOMMENDATION: AWARD



**STATE TRANSPORTATION STUDY SESSION MEETING
WEBEX
9:00am, February 2, 2023**

Call to Order

Chairman Gary Knight called the State Transportation Board Meeting to order at 9:00 a.m.

Pledge

The Pledge of Allegiance was led by Floyd Roehrich, Jr.

Roll Call by Board Secretary, Sherry Garcia

A quorum of the State Transportation Board was present. **In attendance (via WebEx):** Chairman Gary Knight, Vice Chairman Richard Searle, Board Member Jenn Daniels, Board Member Ted Maxwell, Board Member Jenny Howard, Board Member Jesse Thompson, Board Member Jackie Meck. There were approximately 43 members of the public in the audience on-line.

Opening Remarks

Chairman Knight reminded members of the public, to keep their computer or phone muted during the meeting, unless called to speak during the Call to Audience.

Title VI of the Civil Rights Act

Floyd Roehrich, Jr., read the Title VI of the Civil Rights Act of 1964, as amended. Floyd, also reminded individuals to fill out survey cards, with link shown on the agenda.

Call to the Audience

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments.

ARIZONA STATE TRANSPORTATION BOARD

BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BOARD MEETING

VIA WEBEX

February 2, 2023
9:00 a.m.

REPORTED BY:
TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

Perfecta Reporting
(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

1 REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC
2 PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD MEETING, was
3 reported from electronic media by TERESA A. WATSON, Registered
4 Merit Reporter and a Certified Reporter in and for the State of
5 Arizona.

6

7 PARTICIPANTS:

8 Board Members:

9 Gary Knight, Chairman
10 Richard Searle, Vice Chairman
11 Jenn Daniels, Board Member
12 Jackie Meck, Board Member
13 Ted Maxwell, Board Member
14 Jesse Thompson, Board Member

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AGENDA ITEMS

Item 1 - ADOT Communication Plan Strategies
 Caroline Carpenter, Deputy Communications Director.. 6
 Daina Mann, Assistant Communications Director
 Community Relations..... 13
 Paul Patane, Division Director, Multimodal Planning
 Division..... 17

Item 2 - 2024-2028 Tentative Five-Year Transportation
 Facilities Construction Program Review
 Kristine Ward, Chief Financial Officer..... 23
 Paul Patane, Division Director, Multimodal Planning
 Division..... 57

1 (Beginning of excerpt.)

2 CHAIRMAN KNIGHT: Thank you, Floyd, and I would
3 just like to say for myself and for the Board, welcome to our
4 new director, Ms. Toth. We're anxious to -- to work with you
5 going forward.

6 DIRECTOR TOTH: Thank you. I appreciate that.

7 CHAIRMAN KNIGHT: Moving on to call to the
8 audience. I would like to remind that -- everyone that they
9 will be muted when they call in to the meeting. When your name
10 is called to provide your comments, you will indicate your
11 presence by virtually raising your hand using your phone keypad
12 or through the Webex application. The Webex host will guide you
13 through the unmuting and muting process following the
14 instructions included with the meeting agenda.

15 In person there is the opportunity for members
16 of -- this won't really apply to this meeting, because I don't
17 believe we have anybody in person since this is a virtual
18 meeting. And so I'll remind everyone that speaks at the call to
19 the audience that there is a three-minute time limit which will
20 be imposed in the -- with the -- with the idea that, you know,
21 that our time is limited, and so we'd appreciate it if everybody
22 stuck to their three minutes. Thank you.

23 MR. ROEHRICH: So Mr. Chairman.

24 CHAIRMAN KNIGHT: Floyd, if you'll -- yes, Floyd.

25 MR. ROEHRICH: Before we start, what I'd like to

1 ask is, Bryce, could you please go to participant list. Board
2 Member Howard has logged in as a participant. Will you please
3 elevate her to a panelist?

4 WEBEX HOST: Yes. I'll send her over right now.

5 MR. ROEHRICH: Jenny Howard would be, I think,
6 the log-in.

7 WEBEX HOST: Yeah. She has been moved over.

8 Thank you, Floyd.

9 MR. ROEHRICH: And Mr. Chair -- and Mr. Chairman,
10 for the record, we'll note that Board Member Howard is
11 participating, and all seven board members are on the virtual
12 meeting.

13 CHAIRMAN KNIGHT: Great. We've got a full board
14 in attendance.

15 So we'll now move on to Item 1, which is the ADOT
16 communication plan strategies. This is, of course, for
17 information and discussion only.

18 MR. ROEHRICH: Thank you, Mr. Chairman, and we
19 are ready to move on. Just for the record I want to note that
20 we did not receive a single request to speak. So I do not have
21 any requests to speak from the public this morning, and now
22 we're ready to move on, as you indicated, to Item Number 1.

23 So Dan, if you'll call up Item 1 presentation.

24 CHAIRMAN KNIGHT: Okay. Yeah. I'm sorry, Floyd.
25 I kind of -- I kind of skipped over that one, but --

1 MR. ROEHRICH: That's okay. (Indiscernible.)

2 CHAIRMAN KNIGHT: As long as there's nobody here,
3 I guess it didn't hurting anything.

4 MR. ROEHRICH: Yes, sir.

5 CHAIRMAN KNIGHT: Okay. Let's go on with Item
6 Number 1.

7 MR. ROEHRICH: Yes, ma'am. You're ready to go,
8 Caroline.

9 MS. CARPENTER: All right. Thank you very much.

10 Mr. Chairman and Board Members, we appreciate the
11 opportunity to speak to you today. I'm Caroline Carpenter, with
12 Communications and Public Involvement. You'll be hearing from
13 me today, as well as Daina Mann, our Assistant Communications
14 Director for Community Relations, and Paul Patane, our
15 Multimodal Planning Division Director.

16 Today we'll share information about what our team
17 does at ADOT Communications and Public Involvement, how we
18 communicate, connect and collaborate with the community and a
19 variety of stakeholders. We'll specifically talk about how we
20 communicate during big storms, whether that's a snowstorm or a
21 dust storm. Then we'll share our public involvement processes
22 and how we ensure Arizonans are informed and involved with our
23 projects.

24 Next slide, please, Dan.

25 So we kind of have two sections of our team, our

1 communications and our public involvement. The communications
2 side, we share information to the public and media about ADOT,
3 transportation and the MVD. We reach out to media, both in
4 English as well as in Spanish. Social media is also a very
5 strong way that we get our messages out. We have more than
6 5,000 followers on our social media platforms, with 290,000 on
7 Twitter alone, and 173,000 followers on Facebook.

8 Daina will explain more in just a bit, but our
9 public involvement side focuses on outreach to stakeholders.
10 Our public involvement team, our staff members that work in
11 communities across the state, from Yuma to Kingman, back to
12 Prescott and Phoenix, on any given day, you may see them out on
13 a business walk, handing out flyers about a project or speaking
14 at an HOA board meeting.

15 They're helping involved stakeholders in the
16 process of the project from concept to delivery. They ensure
17 that not only are we pushing information out, but we're having
18 that important two-way conversation and getting information from
19 them, hearing what they think about projects and what they want
20 to see. As I mentioned, Daina will talk more about the public
21 involvement side of communications, but first I want to talk
22 through how we handle incidents and sharing information during
23 storms.

24 The tools that we use for sharing information are
25 what we do during storms, what we do when highways are closed,

1 or even when we're talking about projects. I'm sure you've all
2 been sitting in an airport at a time or two when you've noticed
3 that your flight is delayed, 45 minutes, two hours. You see
4 those numbers change on the board, and you're wondering: What's
5 going on? How is this going to affect my travel? Just all you
6 want to know is how you can plan ahead. It's that same feeling
7 when you're driving and you see a (inaudible) lights ahead of
8 you, and you know that you're coming to a stop, but you may not
9 know what's going on.

10 At ADOT Communications, our goal is to make sure
11 you have the tools to find out why traffic is at a standstill,
12 what your options might be, but before you even see those red
13 taillights, we want to provide you with safety tips and
14 information about what to expect on the road.

15 Next slide, please.

16 We have a lot of ways we share messages before
17 and during storms. All are different tools in our toolbox.
18 ADOT works to be constituents where they're at. So if you want
19 to get your information from the smartphone app, we have that.
20 It reads off upcoming incidents as you drive along the road so
21 that you're not looking at your phone. If you don't even have a
22 smartphone, you can call in to the 511 phone line and hear about
23 what's happening on our roads. We have a variety of online
24 tools. And for those who might prefer to get their information
25 via email, they can subscribe to our email lists. We have

1 nearly 1.7 million email subscribers.

2 There is outreach that we do to the news media
3 and safety information that is pushed out before and during any
4 type of storm, reminding drivers of what to do and advising them
5 of road conditions and closures. Ultimately, it's up to
6 drivers, whether they see those messages boards when we're on
7 the -- when they're on the roadways, they're following us on
8 social media, or they hear a radio interview as to how they use
9 that information.

10 Next slide, please.

11 In the days leading up to winter storms, our
12 focus is on making sure people are aware of the forecast that is
13 coming and how it might affect travel so they can make the most
14 informed decision. We do this through news releases and
15 interviews. Media outlets frequently reach out to us for driver
16 tips and storm prep information. Travel and safety messages are
17 scheduled on our overhead message boards in and around the high
18 country. We also amplify social media posts from the National
19 Weather Service, local jurisdictions, the national parks and
20 other traffic, safety and travel stakeholders. I just mentioned
21 stakeholders. That's one of the other things that we do.

22 Next slide, please.

23 Before storms, ADOT has planning meetings both
24 internally along with the National Weather Service in
25 conjunction with our ADOT Emergency Management Team and ADOT

1 road weather manager to be aware of the impact the storm is
2 expected to have on our state.

3 The image you see here in this slide is an
4 example of ADOT working with the National Weather Service to
5 create winter messaging. These messages are based off of the
6 risk levels from the Weather Service and can be shared prior to
7 a storm on social media so travelers know what to expect and
8 what type of impact it will have on their travel. We have also
9 worked for many years with the City of Flagstaff, for example,
10 to encourage drivers not to park along and play along US-180 as
11 they're headed up to winter recreation areas.

12 Next slide, please.

13 The ADOT Communications Team has a public
14 information officer located in our traffic operations control
15 room daily, 365 days of the year, from 5:00 a.m. to 10:00 p.m.
16 They're there sharing the latest information, answering
17 individual questions that come in through social media. The
18 Traffic Operations Center is where everything is happening.
19 It's kind of the nerve center of ADOT. ADOT field crews are
20 calling in reports to the Traffic Operations Center, and ADOT is
21 dispatching crews across the state to help with incidents.

22 The Department of Public Safety is also embedded
23 at the Traffic Operations Center, communicating with their
24 troopers out on the highways and bringing that information back
25 to our teams. So when a highway is closed, our communications

1 team is amongst the first to know about it. It's a common
2 misconception that ADOT closes highways. Highways are closed
3 through a joint decision with DPS and with a focus on public
4 safety.

5 What does all of this mean for the media and the
6 public? Our PIO has immediate access to incident information
7 and is often able to see a scene or the weather, in some cases,
8 through our network of nearly 500 cameras across the state.
9 This helps ADOT get the best information to the public faster so
10 the best and safest decisions can be made by motorists to either
11 delay travel or take an alternate route to their destination.

12 Next slide, please.

13 During a winter storm, our public information
14 officers are conducting interviews with the media, sharing
15 important safety information and road updates with the public on
16 social media. During that winter storm a couple weeks ago over
17 MLK weekend, Flagstaff received 30 inches of snow. As you can
18 see up here, that Facebook post on the left, it was a very
19 popular one. It reached more than 225,000 people. The one on
20 the right shows images of people playing alongside Interstate 17
21 and encourages people not to do that, because it's not safe,
22 obviously. That one reached more than 775,000 people.

23 So we use as many tools as we have in our toolbox
24 to get the information to as many as possible. However, not
25 everyone will take our advice. We also know that we can tell

1 people to avoid travel during heavy snowstorms, but often they
2 may not heed their -- our warnings until they actually see those
3 conditions for themselves. So we share images from our cameras
4 mounted in our snow plows. Our ADOT road weather manager and
5 crews out on the roads are going to send us video and photos so
6 that we can show what is actually happening, because sometimes
7 that makes more of an impact than just a warning to delay
8 travel.

9 Next slide, please.

10 Another tool in our toolbox is the Arizona
11 Traveler Information System, commonly known as 511 or AZ 511.
12 It's comprised of a phone line, website and app. Our ADOT crews
13 populate information in there from road closures, to information
14 about road construction, and it allows the public to get
15 real-time information on highway conditions, as well as access
16 to ADOT's statewide network of highway cameras.

17 Besides local partners like DPS and the Weather
18 Service, sharing 511 as a resource, the data from AZ 511 is
19 visible to Google and Apple mapping systems, as well as in-dash
20 GPS in vehicles. We know people are turning to us during winter
21 storms because of the rise in social media engagement, but we
22 also see a very strong number with our AZ 511 app downloads
23 during winter storms. As I'm sure everyone in here knows that
24 we've had a lot of storms and January. It has been a very, very
25 busy month. We had more than 23,000 downloads of the AZ 511 app

1 just in January alone.

2 So as you can see, we have and use a variety of
3 tools to communicate messages to the public. So red taillights
4 or not, you'll all know what is happening on our state highways
5 and have the information so that you can make the best and
6 safest decisions.

7 Thank you so much for your time today. I look
8 forward to answering your questions, but first I'm going to turn
9 it over to Daina Mann, who manages our public involvement side
10 of communications.

11 Daina.

12 MS. MANN: Thank you, Caroline.

13 Good morning. It's great to be here with you
14 today.

15 Next slide, please.

16 Again, I'm Daina Mann, and I head up our
17 statewide community relations team, and I just wanted to take a
18 few minutes to talk about how ADOT gathers and documents and
19 uses public input. So ADOT has a federal requirement to
20 document its public involvement guidelines and processes in a
21 public involvement plan, or PIP. The plan includes public
22 involvement requirements at the -- for studies and projects, as
23 well as at the program level.

24 And so, for example, the five-year program, the
25 Statewide Transportation Improvement Program and the Long Range

1 Transportation Plan. It includes requirements for notification
2 and minimum public comment periods, for example. The plan
3 demonstrates compliance with all federal and state requirements,
4 including environmental laws and regulations, as well as
5 non-discrimination laws, such as Title 6, Americans With
6 Disabilities Act and environmental justice.

7 The plan is required to be updated every five
8 years and approved by Federal Highway Administrations, and we
9 are currently in the process of finalizing that plan with
10 Federal Highway Administration.

11 Next slide.

12 ADOT seeks input from the public in a variety of
13 ways. We have formal comment periods, many of which are
14 prescribed by federal law, for a larger environmental study,
15 such as environmental assessments and environmental impact
16 statements, as well as for our five-year program and for the
17 Long Range Transportation Plan.

18 We conduct numerous public hearings and public
19 meetings every year to seek input and comments, including board
20 meetings. These are public meetings. And we conduct numerous
21 surveys as well. For example, we just recently completed our
22 survey for the Long Range Transportation Plan to get input from
23 Arizonans on their transportation priorities for the next 25
24 years. And I'm proud to report that we received nearly 8,000
25 responses from Arizonans throughout the state on that survey.

1 We conduct stakeholder workshops and committees
2 frequently, especially for statewide plans and (indiscernible)
3 projects to seek input from, again, key stakeholders and
4 technical advisory groups. We meet with homeowners
5 associations, school districts, other key stakeholders.
6 (Inaudible) projects, both in one-on-one meetings and in group
7 meetings. We conduct grassroots outreach. For example, we do a
8 lot of canvassing to businesses to let them know about projects
9 and public meetings.

10 Last week my team was out at Grand Avenue and
11 35th Avenue to hand out flyers, to let people know about the
12 upcoming Grand Avenue public meeting that we held this week for
13 the proposed intersection improvements at that location, for
14 example.

15 And we receive many, many thousands of public
16 inquiries regarding issues on -- related to highways either
17 under construction or requests for various projects, and those
18 come in not only to our community relations staff, but also to
19 district staff, as well as our leadership.

20 So collectively, I was just checking our numbers
21 last year, for example. Constituent services responded to
22 approximately 6,800 emails that come into our -- through our
23 Envoy system, which is the -- when you go to the main page of
24 the website and hit contact us, that's where that goes for the
25 Envoy system, as well as more than 6,500 calls. My team as well

1 had approximately 3,000 unique engagements each month with
2 stakeholders. So that might be phone calls, emails. It --
3 one-on-one visits. So lots and lots of engagement happening
4 with the public throughout the state.

5 Next slide.

6 So what do we do with all of that information?
7 Every single one of those comments and one-on-one inquiries
8 goes -- is documented and summarized so that we can provide that
9 to our study and project teams, leadership and ADOT's ultimate
10 decision makers. We organize it in a way that makes sense for
11 those decision makers. So we don't just do a data dump. We
12 organize all that information, and we do that by putting that in
13 comment logs.

14 So, for example, as an environmental study or if
15 we're conducting a public meeting for design, we receive
16 comments. We organize all that in a log; organize it by topic.
17 In the case of the five-year program, we organize it by
18 corridor. And then we summarize it by theme so that -- so that
19 the project or study team and decision makers can understand a
20 flavor of what we're hearing and the top concerns and requests.

21 For construction, we maintain inquiry logs for
22 folks who call in or email in about issues for construction, and
23 again, we organize that by topic so that later if we see a trend
24 happening related to a particular area of concern, we can
25 address that. And again, those all go to the residents and the

1 district staff, again, to address or to at least be aware of
2 those concerns coming in.

3 We also -- for every time -- every time we have a
4 larger engagement effort, for example, surrounding a public
5 hearing or public meeting and a whole phase of engagement, we
6 document all of the outreach activities and the input received
7 during that phase in a public involvement summary, and that is
8 posted up on our website and made available for folks so that
9 even if they couldn't participate, they know what was -- what
10 information was provided and what we said. And also, it
11 helps -- it is required for our documentation for our studies
12 and projects.

13 And lastly, we do survey summaries so that when
14 we receive these 8,000 survey responses, we organize it in a way
15 that makes sense for the team, and they can understand, again,
16 the priorities of the public and what folks are saying about a
17 various project or their preference, for example, for an
18 interchange design.

19 So now I'd like to turn it over to Paul Patane,
20 who heads up our Multimodal Planning Division.

21 Next slide, please.

22 And he will further talk about what we do with
23 that -- what decision makers do with that information once it's
24 passed on from community relations.

25 MR. PATANE: Thank you, Daina.

1 Chairman Knight, Board Members, I'm Paul Patane,
2 Multimodal Planning Division.

3 So here's an example, like, you know, currently
4 we're in the five-year program development process, and when we
5 get to the time frame where we see a call to comments, this is
6 an example of how we document our public comments. But we keep
7 all the comments in the spreadsheet. We log them. We
8 categorize them.

9 Like mentioned earlier, we do respond to all the
10 comments, either through an email or some type of correspondence
11 where we do follow up with the comments received. Then
12 throughout the process each month, I'll come to the Board with a
13 summary of the comments through the development of the five-year
14 program. Once the public comment period is open, I'll provide a
15 monthly update at the board meetings of the comments received to
16 date.

17 Next slide, please.

18 And so here's this example of kind of what we go
19 through when the -- when we receive the public input. Again, we
20 receive the public input in various ways that we document and
21 summarize. And then after we summarize the documents, we get
22 the subject matter experts involved, and we get their input into
23 evaluation and consideration for the comments. And this is
24 where, you know, the study manager, the -- the resident
25 engineer, whomever the subject matter expert is, we analyze the

1 comment to see how it impacts the scope, schedule and budget.
2 That's really kind of the driving factors in some of the
3 comments and how they will impact the project. Then,
4 eventually, at some point in time, there has to be a decision
5 made on the comment either to incorporate it or we may not be
6 able to use the recommendation that was received.

7 Next slide, please.

8 And so as mentioned earlier, also, we receive,
9 you know, comments, you know, throughout years, not just during
10 studies, and so it's important that we do address those
11 comments. We do listen to what the public is telling us. You
12 know, my personal example is where the public had a lot -- a lot
13 of input and really, you know, (indiscernible) decision is on
14 the project, and Board Member Knight is very familiar with it.
15 It's one of the SR-195 extensions where there was a lot of
16 opposing comments to the extension of 195. So at the end of the
17 day, the -- you know, the highway was not extended, and it did
18 terminate at Interstate 8, for example.

19 Next slide, please.

20 Any questions?

21 CHAIRMAN KNIGHT: Does any board member have any
22 questions for the communications team or Paul?

23 MR. THOMPSON: Chairman.

24 CHAIRMAN KNIGHT: Yes. Board Member Thompson.

25 MR. THOMPSON: Paul, what impact does having to

1 go on site of the proposed projects have in determining whether
2 a project is -- qualifies or not?

3 MR. PATANE: Well, all projects require, you
4 know, field visits for on site. Once a project is selected to
5 move forward in the -- in the development process, there is, you
6 know, on-site investigation, the environmental process, you
7 know, utility conflicts. All of those are -- are part of
8 developing the project when we come on site, but there is
9 typically, at least, a couple of on-site visits to the project
10 as the design is moving forward.

11 MR. THOMPSON: Thank you, Paul. Thank you,
12 Chairman.

13 CHAIRMAN KNIGHT: Any other questions from the
14 Board?

15 MS. DANIELS: I just want to make a comment,
16 Chairman, whenever that's appropriate.

17 CHAIRMAN KNIGHT: Okay. Board Member Daniels.

18 MS. DANIELS: Thank you.

19 Thank you so much for that presentation and for
20 being so thorough. I really appreciate the overview. I think
21 it's incredibly helpful, and I'm excited to start sharing a
22 little bit more of your communications with the municipalities
23 that -- that both Mayor Meck and I -- or Board Member Meck and I
24 represent. So really grateful for all of that help.

25 When there is a public comment from -- at the

1 board meeting, for example, so we have a resident, interested
2 stakeholder coming, they're speaking at the board meeting, do we
3 do any follow-up as part of our normal practice with that
4 specific individual? They provide us with all their contact
5 info, and I was wondering if we could incorporate that into the
6 additional communication that we do.

7 MR. ROEHRICH: So -- you want to? So Chairman
8 Knight and Board Member Daniels, if you'll know, in the past few
9 months, Ms. Daniels, when you brought that up, we started to
10 develop a better process than that. Usually we would contact
11 them, but we did not document it, as you had pointed out. So
12 what you'll see is as we're moving forward, we are going to
13 track every comment that we receive in the -- from the public on
14 the board meeting, and we're going to track the response, and we
15 are going to be reporting that back to the board members. So
16 you'll start seeing that on a monthly basis as -- as we put that
17 in place.

18 Our communication team is working with our
19 technical team to make sure that we've got the proper response
20 and that we're responding in whatever method is necessary,
21 email, direct contact or whatever is appropriate. So that is an
22 ongoing process that is being developed, and you'll start seeing
23 that as we present it monthly to the board members.

24 MS. DANIELS: Terrific. Thank you.

25 It's always been a source of frustration for me

1 that we as board members can't respond, especially when they
2 bring to us something, you know, that's obviously important to
3 them. Some of them are traveling hours and hours to
4 participate, so I really appreciate the additional follow-up. I
5 think it will make a big difference to those who are
6 participating in our board meetings. Thanks.

7 CHAIRMAN KNIGHT: Thank you, Board Member
8 Daniels.

9 I would just like to say that I am on, of
10 course -- and I think all of the board members are on the ADOT
11 email list for updates on highways throughout the state, and I
12 find them to be very helpful. Some of them are a long ways away
13 from me, but I still -- I still like having the information of
14 what roads are closed so that I can advise people that are
15 leaving Yuma to travel somewhere, and it's very helpful to have
16 that information, and I really appreciate all the work that goes
17 into -- to getting that information to us. So thank you for
18 that.

19 Any other comments from the Board?

20 Hearing none, we'll now move on to Item Number 2,
21 2024-2028 Tentative Five-Year Transportation Facilities
22 Construction Program Review. And I will turn it over to --

23 MR. ROEHRICH: (Inaudible) two days first.

24 Chairman, this is Floyd. We're just getting the
25 presentation loaded up. There are two presentations. The first

1 one will be the financial overview, followed by the tentative
2 program discussion. So we're just going to -- here we go.
3 We're just getting it loaded up, and then Ms. Ward will start
4 her discussion.

5 Thank you, Dan.

6 CHAIRMAN KNIGHT: That one -- that one would be
7 Item 2A in our attachments?

8 MR. ROEHRICH: It's Item 2. We just -- because
9 there's two presentations, I just made one 2A and one 2 so we
10 could keep them separate.

11 CHAIRMAN KNIGHT: Okay. Thank you. I've got
12 them. I'm watching three screens here, so...

13 MR. ROEHRICH: Wow, that's pretty impressive.
14 I'm struggling with one.

15 CHAIRMAN KNIGHT: I've got the presentation on
16 one screen, and the agenda on another screen, and of course, the
17 third screen is the Webex. But it -- yeah. It works out well
18 for me, though.

19 MS. WARD: Well, good morning, Board Members and
20 Mr. Knight, I can -- I can assure this is an exciting
21 presentation. You might want to put it on all three screens.

22 So I don't know who put the lineup that put the
23 very polished communication folks in front of the financial
24 presentation, but my apologies. It might not be as polished as
25 theirs. It was very impressive. I really -- that was fun.

1 So Board Members, what I'm here to present to you
2 today is an overview of the finances that basically the
3 financial parameters under which the program is developed. So
4 the very first step in developing the five-year highway
5 construction program is establishing the funding that is
6 available for that program.

7 The federal government, FHWA, has a term called
8 "fiscal constraint," and basically, it's a commonsense term that
9 says, hey, don't spend more -- don't spend more than you have
10 money available. So that's the -- the key reason we kind of --
11 you know, from a common sense perspective, start with the money.
12 How much money do we have available? And then once that money
13 is defined, I hand it off over to Paul Patane and Multimodal
14 Planning and the programming begins.

15 So let's get started here. Dan, if you give me
16 the first slide.

17 So the agenda for this walkthrough is I'm first
18 going to talk to you about the forecasting process, the results
19 of that forecasting process. We'll then go into a discussion on
20 federal formula funding. We'll talk about financing mechanisms,
21 a/k/a bonding, the issuance of debt, and then we'll talk about
22 the funding available for the program. And lastly -- and I see
23 I have a bullet missing here -- we'll talk about the economic
24 headwinds that you will -- that this program will be facing.

25 So if we can go to the first slide. Thank you.

1 So the forecasting process is known as the risk
2 analysis process, or the RAP process. We entertain ourselves
3 with that term, and this process has been in place since 1992.
4 So the purpose in me actually walking you through this process
5 is so you can take comfort and have confidence that the process
6 is rigorous, it is accurate and it is transparent.

7 What this slide depicts for you is the fund
8 sources that flow into and support the five-year construction
9 program. We have the Highway User Revenue Fund, and those funds
10 flow into the State Highway Fund. The State Highway Fund is a
11 beneficiary of the Highway User Revenue Fund, and those State
12 Highway Fund moneys are what ultimately -- a state fund source
13 that flows in and supports the five-year program.

14 Additionally, we have the Regional Area Road
15 Fund. The freeway funds are designated for the Maricopa County
16 region, MAG region. And then we have -- I'm sure everybody's
17 heard about the federal funds, our formula funding, and those
18 funds are established by Congress. Then we have various other
19 funding sources, competitive grants, also sometimes called
20 discretionary grants. We get appropriations from the
21 Legislature, and we sometimes also have private funding flowing
22 into the program.

23 The funds that we actually forecast are -- and we
24 have a formal forecasting process for are the Highway User
25 Revenue Fund and the Regional Area Road Fund. They are the

1 funds -- they are the funds that are forecasted through the risk
2 analysis process, the RAP process.

3 Next slide, please, Dan.

4 So the forecasting model is based on a number of
5 variables that when combined have been found to correlate with
6 the -- and serve as a predictor of HURF and RARF revenues.
7 There are some variables that are the same for HURF and RARF,
8 and there are some variables that are not. Those common
9 variables, an example would be population, personal income, and
10 then there are some that are different. For the Regional Area
11 Road Fund, RARF, you'll have airport passenger traffic that
12 folds into that overall economic model.

13 So what we do next -- and if you could give me
14 the next slide, Dan -- we then ask a group of economists to --
15 and transportation experts to provide their forecast for each
16 one of those variables, and we ask them to ride those forecasts
17 for a 20-year period.

18 What this slide depicts is the -- is the
19 organizations and the folks that are involved in the RAP
20 process. This is the panel of experts that we rely upon to give
21 us their forecasts for those variables.

22 I should note that in order to, again, reinforce
23 the rigor of this, some of these very folks are the ones that
24 provide economic data and forecasts for the legislative budget
25 office and the Governor's budget office. And then the

1 forecasts, once they are -- once they have provided their
2 forecasts, we -- those forecasts are given to our consultant, an
3 economist.

4 We contract with HDR, and they run the model.
5 And that model is a -- is called a Monte Carlo simulation, and
6 the result that HDR provides back to us is a series of revenue
7 estimates that are based on a series of probabilities and --
8 that those revenue estimates will be realized.

9 Go to the next slide, please, Dan.

10 So the benefits of the process is it involves
11 multiple economists and experts in transportation. It's
12 well-known -- all the methods used are well-known and generally
13 accepted statistical methods. It's very objective. There are
14 no -- there are no dark rooms or cocktail napkins involved in
15 this process. And it is more -- additionally, to the point, it
16 is recognized by the bond rating agencies. Standard & Poor's,
17 Moody's, Fitch. It's recognized as a stable and effective
18 forecasting methodology, and that shows up in our ratings, our
19 credit ratings when we issue bonds. I think we're on a -- have
20 a AA rating plus from S & P. We have a Aa1 from Moody's. So
21 this is a well-known, well-accepted and sound process that is
22 highly transparent.

23 So if we could go to the next slide.

24 So now I want to talk to you about the Highway
25 User Revenue Fund and what the results from that process were

1 for our HURF revenue estimates.

2 Dan, next slide.

3 So what you see here is a historical
4 representation of Highway User Revenue Fund revenues. You will
5 see that last year we ended at about a little over \$1.7 billion
6 in revenues, and that represented 6.3 percent growth over the
7 preceding year. That ultimately ended up a little bit behind
8 forecast. I will say that the pandemic has caused us a little
9 bumpiness in the forecasting process, because we are trying --
10 well, you know, when you try to predict revenues after a
11 pandemic, it just gets a little difficult.

12 So we ended up a little -- 2.6 percent under.
13 That represents about \$46 million.

14 If you'll go to the next slide for me, Dan.

15 What this slide depicts is the revenue sources
16 that flow into HURF, and this shows you 2022 where the revenues
17 came in from. Fuel tax and the vehicle license tax, those are
18 the largest categories. They overall represented 77 percent of
19 the revenues that flow into -- flowed into HURF last year. Now,
20 what's interesting here is that those revenue sources that flow
21 in have changed over time, and this is something we monitor just
22 kind of out of curiosity and to watch how things have
23 transitioned.

24 Let me -- let's go to that next slide, if you
25 would, Dan.

1 So what this slide depicts -- you don't have to
2 read any numbers. What it depicts -- don't squint. Please
3 don't squint. Don't hurt your eyes. What this slide depicts is
4 the change in the revenue sources flowing into HURF over time
5 and the proportionality of those revenue sources that support
6 HURF.

7 So if you -- the chart actually goes from 1991 to
8 present. The bottom blue section, that represents gas tax
9 revenues. That top -- the very top, that green section, that
10 green section that you see trending up, actually, is --
11 represents vehicle license tax. What you're looking at is how
12 gas tax that was -- at one time represented 44 percent of the
13 revenue that flowed into HURF is -- has transitioned downward
14 and now only represents about 32 percent. Likewise, VLT used to
15 represent 14 percent and now represents about 32 percent.

16 So why is that significant? It's significant in
17 that it tells us -- it really points out what we are -- what we
18 are seeing, the diminishment we are seeing in gas tax revenue
19 due to the lack of the gas tax being indexed for inflation and
20 increased fuel efficiency.

21 Unlike gas tax, VL- -- that is not indexed for
22 inflation and does not have any kind of inflation factor,
23 vehicle license tax does, because it is calculated -- in the
24 base calculation, it incorporates your -- the cost of the
25 vehicle. The manufacturer's suggested retail price. Just a

1 factor, I think, that I -- I try to point this out every year so
2 people can be aware of basically what we're facing with, you
3 know, our overall funding for transportation and how that is
4 transitioning.

5 If we could go to the next slide.

6 So what --

7 VICE CHAIR SEARLE: I'd like to make a comment.

8 MS. WARD: Yes, sir.

9 VICE CHAIR SEARLE: I've noticed that every time
10 I pay my tags for my vehicle.

11 MS. WARD: What's that, sir?

12 VICE CHAIR SEARLE: Every year when I pay my
13 registration, I know how much that has increased. I can -- I
14 can personally vouch for that increase.

15 MS. WARD: Well --

16 MR. ROEHRICH: Depreciation should bring that
17 down every year, though, right?

18 MS. WARD: It does.

19 MR. ROEHRICH: (Inaudible.)

20 MS. WARD: It depreciates 16 and a quarter every
21 year, yes, but it still starts on MSRP. Mr. -- I believe that's
22 Mr. Searle?

23 MR. ROEHRICH: Mr. Searle.

24 MS. WARD: Mr. Searle, thank you for your
25 contribution. We sincerely appreciate it. Please go buy a new

1 car.

2 VICE CHAIR SEARLE: You're welcome. I cringe
3 every time I pay.

4 MS. WARD: Well, and please don't buy -- if
5 you're going to buy a car, given the way the tax structure is,
6 you'll need to make it petroleum based in order for the HURF
7 revenues to benefit.

8 All right. So in terms of what the RAP panel,
9 the risk analysis process, what that panel, the results from
10 that process, that's what you're looking at on this slide. The
11 blue are just the reflection of historical HURF revenues, and
12 the green bars represent the forecast. So what that means, and
13 this is for the -- of course, for the '24 to '28 program,
14 tentative program that Paul will then go out and spend like a
15 madman.

16 So if you'd go to the next slide for me, Dan.

17 When you compare -- when you compare our
18 forecasts that were produced last year, and on which the '23 to
19 '27, FY '23 to FY '27 program were based on, that program, which
20 this board approved and is currently active, the difference in
21 the revenues and what the panel forecast is that the forecasts
22 actually came down. So the forecasts were decreased for this
23 upcoming period by about \$526 million, or 5.1 -- 5.1 percent.
24 Excuse me.

25 Now, you might say, well, why did they -- why did

1 they reduce that? Why did -- it's -- the reduction is largely
2 based on not that the future growth rates have changed, but
3 remember I told you that the HURF revenues for 2022 came in a
4 little lower. 2.6 percent lower. So we basically have
5 growth -- growth on a smaller base. Growth on a smaller base of
6 revenues. And therefore, the ripple effect of that smaller base
7 is that we see 526 million less available in HURF revenues.
8 That will subsequently impact the revenues available and that
9 flow into the State Highway Fund and that are available for the
10 program.

11 So if we could go to the next slide.

12 Regional Area Road Fund.

13 Actually, just -- let's move on to the next one.

14 Thank you.

15 So what this shows you, like -- like I showed you
16 with HURF, is this shows the historical revenues that have flown
17 in to the Regional Area Road Fund. These past couple of years
18 getting over the -- after having gotten over the pandemic, have
19 been gangbuster. Last year we experienced 18.9 percent growth
20 in this -- in the revenues flowing into this fund, and we were
21 5.4 percent above our forecasts. Retail growth was -- that
22 strongest factor at about 15.5 percent in growth, and that
23 represents our largest category that I'll show you in the next
24 slide. But oh my goodness, people went out. They were so happy
25 to go back to the restaurants and bars, because we experienced

1 30.8 percent growth in restaurant and bar revenue.

2 Dan, if you'll go to the next slide, please.

3 And here you can see it on -- those revenue
4 sources that flow into RARF. You can see them -- you can see
5 the breakdown of it. So overall, retail represented 58 percent
6 of the revenue flowing into RARF last year, and you can see our
7 next category is in contracting. We had strong growth in the
8 contracting area, as well as most certainly in restaurant and
9 bar.

10 So if you could go to the next slide.

11 Now, like HURF, this shows you -- we're showing
12 you the actual forecasts that came out of the risk analysis
13 process from that panel. Blue bars show the historic, and the
14 green bars show the forecast. Now you might be saying hold on.
15 There's a couple of things wrong there. It doesn't -- there's
16 this pesky drop on the last little green bar, and that is --
17 what that represents is that the current tax that was -- came
18 through the Prop 400 initiative, that current -- that half cent
19 sales tax expired on December 31st, 2025. So the forecasts only
20 go through that period, and because this forecast is on a fiscal
21 year basis, this represents six months or half a year of revenue
22 flowing into the -- into the fund.

23 Overall, the panelists were more optimistic or
24 we -- because we actually came in -- because the base came in --
25 because we came in ahead of forecast. What you see here is

1 we're actually adding funding. I want to say about 130-some
2 million will be the forecast over our prior forecast.

3 Actually, Dan, if you'll go to the next slide. I
4 got ahead of myself.

5 So this shows you a comparison of the forecast
6 process from last year, the forecasts that occurred last year
7 compared to the forecasts from the RAP panel this year, and as
8 you can see, I was -- I was off a few mill. We actually -- the
9 panel added, excuse me, 138, almost 139 million more will be
10 flowing in to and available for the region, in the Maricopa
11 region.

12 So let's move on to the next slide.

13 Let's talk federal formula funding. We can't
14 talk federal formula funding without talking the Infrastructure
15 Investment and Jobs Act.

16 And Dan, let's go to the next slide.

17 Okay. So as I was talking to you about in the
18 beginning, there's some things we forecast and that we feel
19 confident about, and there are some things we don't forecast
20 because we don't feel confident about it, and that would be we
21 do not feel confident in forecasting Congressional action. And
22 so the numbers you see here are directly from the Infrastructure
23 Investment and Jobs Act. I just say IIJA anymore, and I've
24 forgotten what it actually stands for.

25 But what you see here is the funding that is

1 providing the apportionments that are provided through the IIJA.
2 The most recent long-term authorization bill was passed in
3 November of '21, I think the Governor signed it. The Governor.
4 Oh, goodness. The President. Let's go up a level. Okay. So
5 overall, IIJA provides about \$5.3 billion over its life. It
6 provides about \$5.3 billion into the state, infused into the
7 state.

8 Now, I feel it necessary to clear up a common
9 misconception. Sometimes, you know, little chatter that happens
10 out in the various newspapers and so forth. IIJA did not result
11 in the -- in Arizona getting brand-new, a brand-new -- an
12 additional \$5 billion. I have heard that I don't know how many
13 times. Oh, we got 5 billion more dollars to work with in
14 transportation. We do not. We do not. IIJA was quite
15 beneficial to the state in terms of funding levels, but it is
16 not \$5 billion of new money. It actually -- if you go to the
17 next slide, Dan -- I think I got -- no. This one doesn't do it.
18 But it actually represents we got \$1.3 billion more flowing into
19 the state over the five year life of IIJA.

20 But, you know, this -- what this slide is about
21 is me telling you that the feds -- Congress does not give you
22 money without leaving their fingerprints on it. They -- when
23 the federal government provides -- has provided us funding, they
24 provide us funding into individual programs, and essentially,
25 those individual programs define their policy priorities.

1 So in FY '22, for example, we got \$224 million
2 more coming into the state for -- you know, for transportation,
3 but that \$224 million, well, it wasn't all nice, easy money.
4 It's not like they gave us a lump system and said, hey, go
5 forth. Do good. Spend as you will. No. They gave us 120 of
6 that -- million of that money is a continuation of existing
7 FAST -- programs that were established in FAST Act, but I'm not
8 going to -- the remaining 104 is associated with new, particular
9 programs that have very specific eligibility and spending
10 requirements.

11 So as we go forward in the -- and this program is
12 built, we do have those additional IIJA moneys that are flowing
13 in. However, if we want to use these funds, we have to build
14 programs that met those -- we have to build programs that meet
15 those eligibility requirements.

16 Let's see. Let me turn the page here. Dan,
17 let's go to the next slide.

18 So we've covered Highway User Revenue Funds that
19 flow in and support the program. We've covered Regional Area
20 Road Funds that go in and support the overall program -- the
21 Maricopa side of the program. We've talked about the federal
22 funds that go in and support the program. Well, one of the
23 things we do is we leverage those revenues by issuing debt,
24 a/k/a financing mechanisms.

25 So, Dan, if you'll go to the next slide for me.

1 What this chart represents is the planned -- the
2 debt that we planned to issue in support of this program. As
3 many of the board members are aware, it's with your
4 authorization. We go into the market and we issue bonds. The
5 program that Paul will be presenting to you today assumes that
6 the department will issue 2.6 billion in bonds between FY '24
7 and FY '28.

8 Now, you might say, oh, what's that -- why is
9 there a blank -- where isn't there a bar in that very first
10 under FY '24? Well, it's because we're not going to be issuing
11 any debt in that year, and the reason we're not going to be
12 issuing any debt is some of you might recall that we got quite a
13 few legislative appropriations. You will also recall that I've
14 been telling you we've gotten quite a -- we've had some strong
15 revenue growth.

16 Issuing debt is a function of how much you have
17 in cash. Nobody's going to go out and issue debt when you've
18 got cash sitting in the bank. So what we're doing is we will
19 issue debt. We've cash flowed the program, and we say, okay.
20 When will our cash levels meet our operating threshold so we
21 don't issue debt until such time as we meet our threshold. So
22 what you see here is the projected debt we will issue over the
23 life of the program that Paul is going to present.

24 If we could go to the next slide.

25 Okay. Oh, if we could have a teeny-tiny drum

1 roll. So what you see before you now is the total funding, the
2 aggregation of the -- of the funding that I've just talked to
3 you about. It define -- the definition of the funding that's
4 available for the tentative program. The combination of the
5 revenue forecast, the combination of the funding, the federal
6 funding levels that we've been provided, combination of the
7 bonds that we were proposing to issue, leads to these -- this
8 level of funding available for the program.

9 Now, the first four years, '24 through '27, those
10 are the same levels of funding as were -- as the '23 to '27
11 program is currently built on. There is no change in funding
12 levels to those first four years. So what we're really looking
13 at is what is the new fifth year of funding, the new fifth year
14 being FY 2028. How much is the -- how much funding is available
15 for that new fifth year? And what we've got is a continuation
16 of '27, FY '27, at 1 billion 650 million dollars of funding
17 available for the new fifth year.

18 That -- let's go on to the next slide, Dan.

19 Okay. So what do we do after we determine how
20 much funding is available? Let's talk Casa Grande Accords.

21 The next step in the programming process after we
22 develop how much funding is available is we go through and
23 what -- a process called the RAAC allocation. Now, the RAAC
24 allocation -- RAAC stands for Resource Allocation Advisory
25 Committee, and that committee is the outcome of a meeting of

1 transportation stakeholders that was held in 1999 back in Casa
2 Grande. I was not a firsthand -- I wasn't there, so I'm
3 relaying this information. That was a little while ago. It's
4 been in place since that time, and the Casa Grande Accords,
5 sometimes called the Casa Grand Resolves, they're used
6 interchangeably, an agreement was reached as to -- after much,
7 much debate, as I've read, that the -- and the agreement was
8 that 37 percent of the department's funding would be programmed
9 in the MAG region, 13 percent would be programmed in the PAG
10 region, and 50 percent would be programmed in Greater -- the
11 Greater Arizona, the balance of Arizona.

12 An additional facet of that agreement was that
13 before that allocation took place, there would be certain
14 funding that would come off of the top for those functions and
15 programs that the -- that the group believed were of statewide
16 benefit. If there were issues of statewide benefit, the very
17 first thing, they took those -- that funding off the top. An
18 example of that -- and it's called, you know, the -- inside the
19 walls of ADOT, it's called off the top. You know, it's
20 off-the-top funding, and that off-the-top funding is for things
21 like ports and rest areas, things of that nature that have
22 statewide benefit, benefit to the entire state.

23 All right. Let's move on. That's -- and I give
24 the numbers -- hand them off to Paul and his friends, and then
25 they do those RAAC calculations.

1 This is the part of the program that I -- if you
2 were in person, I would offer you maybe some tissue boxes, and I
3 was thinking particularly that as I was getting ready for this
4 that I ought to be offering them to our new director. So --
5 because these -- we've got a few economic headwinds that we are
6 facing.

7 And let's go to the next slide.

8 First, let's talk about inflation. We are now
9 finally starting to see a tick down in inflation, and this is
10 the general CPI, Consumer Price Index, and this chart reflects
11 the Consumer Price Index. You can see we hit a high of about
12 9.1 percent inflation rate in June. Now we're finally starting
13 to see that tick down.

14 But wait. Let's go to the next slide.

15 Don't we wish we were only facing 6.5 percent
16 general inflation? Unfortunately, the department is actually
17 experiencing -- in actual materials that we have to use on
18 projects, we are actually experiencing an -- and this is our
19 most recent number. It just came out. We're facing inflation
20 that's 27.6 percent higher than it was quarter two of last year.
21 So one of the economic headwinds that we are facing is
22 inflation. And what does that ultimately mean for us?

23 Let's go to the next slide, Dan.

24 What that means is diminishing purchasing power.
25 When you look at HURF over the -- since the time that the last

1 time the gas tax was raised, we've actually lost in that entire
2 period about \$9.8 billion of HURF purchasing power, and that's
3 why I said I should hang -- hand out Kleenex.

4 If you go to the next slide.

5 What this chart depicts, if you -- you'll recall
6 that I showed you the historical HURF revenues, and what this
7 chart depicts, if you follow the top of the blue, kind of looks
8 like a mountain range. If you follow that, what that top
9 line -- that top of that blue section represents, it represents
10 HURF revenues, the revenues that had actually been realized. I
11 told you in '22 we have realized 1 billion 729 million in
12 revenues. That's at the very top right hand. That's 1,729.

13 What that pesky gray section, that gray area
14 represents is the actual purchasing power of those revenues.
15 And you will note that that gray area, if you follow that
16 across, that purchasing power has largely remained flat due to
17 the erosion of inflation. We are not seeing much growth in our
18 purchasing power because of the erosion of inflation.

19 I looked at this from the -- I glanced back to --
20 after Director Toth put out her welcoming email and her
21 introduction email, and it said, hey, I started in -- I don't
22 remember what year. '97? '97. And I said, oh, how much money
23 did she have available in real money? How much real money did
24 she have available in '97 when she started? And -- well, she
25 doesn't have much more money than what she had in 1997.

1 So next slide, Dan.

2 If you were to try and adjust for that inflation
3 by what would the gas tax have to be to combat that diminished
4 purchasing power, that 18 cents would need to become 41 cents
5 per gallon.

6 Okay. Let's go to the next slide.

7 So as I mentioned to you, the feds are trying to
8 combat this inflation. What you see here is this chart depicts
9 the federal open market committee action to increase interest
10 rates in order to bring inflation into check. There have been
11 seven increases in that since February of 2022. The predictors
12 that are -- that is -- that dotted line predicted that they will
13 continue to face -- we will continue to see increases in
14 interest rates through 2023, and then we'll -- we should start
15 seeing some diminishment there.

16 Why does this matter? Well, now we've got -- on
17 the one hand, we've got inflation that is diminishing our
18 purchasing power, and then on the other hand, we have high
19 interest rates that are increasing our cost of capital. So
20 this -- this is definitely an economic headwind.

21 MR. ROEHRICH: Excuse me, Kristine. Mr. Knight,
22 it looked like your microphone was on. Did you have a question?

23 CHAIRMAN KNIGHT: Does any board member have any
24 questions at this point?

25 VICE CHAIR SEARLE: No questions, but you missed

1 the quarter percent raise yesterday.

2 MS. WARD: Oh, my goodness. Sir, what time did I
3 send these slides out? You're right, sir. I did miss that.

4 VICE CHAIR SEARLE: (Indiscernible.)

5 MS. WARD: Oh, my goodness. Everybody knows it
6 but me. This is sad.

7 Well, I'm happy to hear it was a quarter percent.
8 Thank you for the 25 (inaudible) is better than the 75
9 originally forecasted. Thank you, sir.

10 MR. MAXWELL: Mr. Chair, this is Ted. I've got a
11 quick question.

12 CHAIRMAN KNIGHT: Yes. Go ahead.

13 MR. MAXWELL: Kristine, as always, great
14 financial brief, and as depressing as usual, but the -- my
15 question for you, when we issue those bonds, what is -- what's
16 the length that we put on those bonds? Does it vary or is it a
17 pretty standard format we use for issuance of our bonds?

18 MS. WARD: The answer to that is that it varies
19 according to our credit. Our HURF bonds usually are about a
20 26-year term. Our RARF bonds, when we -- when we were issuing
21 for the Regional Area Road Fund, would go the life of the tax,
22 and then our grant anticipation notes that are where we leverage
23 the federal funds coming into the state, those run about 15
24 years. A 15-year term.

25 MR. MAXWELL: Okay. And then with regards to

1 IIJA, because I've heard you brief on that several times, you
2 always have good numbers but I always think I'm throwing them
3 out with -- to the public sometimes incorrectly.

4 So what is the number that you would normally say
5 of those funds we've got from IIJA that are going to new
6 programs or basically even one-time programs, where it's not
7 going to be deposited into the ADOT funds to support our road
8 system and our five-year plan?

9 MS. WARD: So sir, the -- I can -- I can -- let
10 me -- let me think about this. So there's two -- so you'll
11 recall that FY '22 over FY '21, IIJA brought in 224 million more
12 into the state.

13 MR. MAXWELL: Correct.

14 MS. WARD: Of that -- and of that 224, 120 is
15 associated with existing programs that were established in the
16 FAST Act. That remaining 104 million is associated with new
17 programs that we build into the five-year program. Those
18 dollars, some of them are sub-allocated to the locals, but some
19 of them, still a dominant amount of them, remain for use on our
20 system, on the -- this board's system. And it's just that they
21 are prescriptive in the projects that are eligible to be used --

22 MR. MAXWELL: Right.

23 MS. WARD: -- (inaudible) use those dollars.

24 MR. MAXWELL: Thank you for that clarification.

25 MS. WARD: (Inaudible.)

1 MR. MAXWELL: You did. That answered it exactly,
2 because it was the new money that I was worried about, and I've
3 always -- the number I've been using, I've been telling folks
4 about 40 percent of the increase in funds is going towards new
5 programs that are not part of our current system, but like you
6 said, they will stay that way. So appreciate it. Thank you,
7 Mr. Chair.

8 MS. HOWARD: Mr. Chair, this is -- I do have
9 one --

10 CHAIRMAN KNIGHT: Yes.

11 MS. HOWARD: -- quick question.

12 Thanks again, Kristine. This presentation has
13 been very, very informative, and being a newbie on the Board,
14 it's great. These are -- answer a lot of questions that I've
15 had along the way, but back to -- I think it was Slide Number 7,
16 when there was a vertical breakdown of percentages of revenue
17 for HURF, and it -- again, it shows the decline in the gas tax
18 and the increase in the vehicle license tax.

19 So as of, I believe, January 1st, electric
20 vehicles, the license fees are the same as a gas vehicle, which
21 is going to bring those -- that amount to increase as well,
22 because from what I understand, they were down to, like, 1
23 percent of assessed value in the beginning, and then it went up
24 to 20, and now it's up to 69 cents per hundred assessed value or
25 something like that, which is the same as a gas vehicle.

1 So when I look at the gas tax, I'm understanding
2 that we're not taxed based on electric vehicle usage as a fuel
3 because it's electricity. Do you foresee that changing at any
4 point? Because I just see this number declining as well as --
5 as more electric vehicles are on the roads, and the state of
6 Arizona and the Phoenix area have some pretty stringent goals as
7 far as adding more electric vehicles to Arizona residents'
8 usage. So do you -- can you elaborate on that a little bit?

9 MS. WARD: Yes, ma'am. I can. And you've -- I
10 don't know that I need to do much elaboration, because you've
11 nailed it.

12 The situation is that we do, we have a tax on
13 fuel. You know, petroleum-based vehicles have a tax on their
14 fuel, and they have a tax on -- in the vehicle -- vehicle
15 license tax, an in lieu tax, whereas the electric vehicles have
16 a -- have a tax on just that registration. And you're dead on
17 with regards to those are coming out to be equal -- they have
18 been -- they have been -- the electric vehicle registration
19 costs have been increasing to ultimately there was a statute a
20 year or two ago, I can't remember, that's going to bring those
21 up to be the equivalent of a, you know, petroleum-based vehicle.
22 So in terms of is that -- could you give me more on your
23 question? I may have forgotten the first part.

24 MS. HOWARD: Well, do you -- do you foresee more
25 of an impact in the future for the gas tax based on electric

1 vehicle usage, gas usage declining, obviously, and the need for
2 it, and is there going to be a time where the electric power for
3 vehicles will be taxed?

4 MS. WARD: Okay. So the first part of the
5 question, do I see this as a growing trend? By all accounts,
6 yes. I do see it as a growing trend, and the effect of that
7 growing trend will be a -- an eroding fund -- an eroding funding
8 from the gas tax. As we transition from petroleum based to
9 electric based, based on our present tax structure, we will see
10 diminished revenues, barring policymakers doing anything to
11 change that. And that's -- and that's kind of where I can --
12 that's what I can walk up to, but I'm not a policymaker. And so
13 that's the -- that's what folks like this board, the
14 Legislature, and actually, this goes countrywide, the federal
15 government as well, that's what they're wrestling. That's got
16 to be wrestled with as we currently have a tax that is based on
17 the -- on a particular type of fuel. As long as it's based on a
18 particular type of fuel and we transition to another type of
19 fuel, we're in a pickle.

20 MS. HOWARD: Correct. Yeah.

21 DIRECTOR TOTH: Chairman Knight and Board Member
22 Howard, if I could interject. This is Jennifer Toth.

23 You know, you were talking about the Highway User
24 Revenue Fund, but just as Kristine was finishing there, I just
25 want to make the point that not only are the HURF revenues

1 eroding, but the federal funds are eroding, too, because of that
2 same reliance on the gas tax and the gas structure. So it is a
3 national issue as well as a local issue or state issue that we
4 need to definitely be aware of and participate in some
5 discussion, both Congressionally as well as with our Legislature
6 as to -- and where we need to head into the future.

7 MS. WARD: You're exactly right. I mean, the
8 Highway Trust Fund that is the basis for the federal funds that
9 we received, the revenue sources that flow in there, 95 percent
10 are from fuel taxes. So goes HURF, so goes the Highway Trust
11 Fund. Everyone's really facing this.

12 I've got some data that maybe I can provide you
13 later that kind of covers this electrification issue. So I will
14 bring -- if it -- if the Board would like, I will bring that
15 back to the Board. We've been -- we've been keeping an eye on
16 it and curious and -- well, not just curious, a little worried
17 about it. So I can report out on that later, if you would like,
18 Ms. Howard.

19 MS. HOWARD: Thank you. Thank you very much.

20 CHAIRMAN KNIGHT: Thank you. I think that
21 would -- that would be very helpful.

22 I think Board Member Howard hit the nail right on
23 the head, and I've been saying it for quite some time that the
24 electric vehicles are not paying their fair share, and it is up
25 to the Legislature and Congress to fix it so that there is some

1 way to tax them, just as there is some -- just as we have the
2 gas tax on gasoline vehicles.

3 So it's kind of out of our hands except that, you
4 know, I find it kind of ironic at the last board meeting we had
5 in Sierra Vista that one of their elected officials was bragging
6 how they were going to be completely transitioned to electric
7 vehicles for the city by 2025, which they're not the only
8 city -- that just happens to be the last one we were at -- but
9 they're not the only city that has -- that is in the process of
10 transitioning their city vehicles to electric, yet they come to
11 ADOT, their revenue input via HURF to ADOT is they're doing away
12 with it, essentially, and they're not contributing, yet they're
13 coming to us as a board and asking for more revenue and more
14 projects in their area, yet they're part of the problem.
15 They're part of the declining revenues that ADOT sees.

16 So I find it kind of hypocritical to reduce the
17 amount of money you're putting in and come to us and ask for us
18 to spend more money on their projects, but anyway, that's -- you
19 know, I look at things kind of like that, and I'm not a real big
20 fan of electric vehicles to begin with, especially for ADOT to
21 spend any of our road money for charging stations. That's
22 private sector, and I've said it many times. But anyway, I
23 just -- I just find it kind of hypocritical that these different
24 municipalities come to us at call to the audience and want us to
25 spend money on their projects when they're trying to reduce the

1 amount of money that they're putting into HURF. Anyway...

2 MS. DANIELS: Chairman.

3 CHAIRMAN KNIGHT: Yes.

4 MS. DANIELS: Jenn Daniels here.

5 I respect your opinion very much and are grateful
6 that you shared that. I just would like to offer maybe a
7 different viewpoint in that our state's economy is thriving in
8 large part because of many other contributions that are being
9 paid by electric vehicle manufacturers and others who are
10 contributing, and I don't think it's particularly helpful when
11 we blame either the driver of whatever vehicle they choose,
12 because the taxing mechanism is not within their purview. So
13 our gasoline-fueled vehicles are not paying their share either,
14 but it's not their fault, because the gas tax has not been
15 updated and/or shifted as it probably should have been since we
16 haven't had an update on that since 1991.

17 So I'd rather not blame the drivers, and I do
18 want to just make sure that we recognize the contribution to our
19 state's overall economy based on a lot of the manufacturing
20 that's being located here within our state, on the battery side,
21 on the electric vehicle and innovation side. There's a lot of R
22 and D happening here. So I just don't want us to overlook --
23 the picture's much broader than, you know, just the choice of
24 the vehicle and the fueling source.

25 CHAIRMAN KNIGHT: And I could see your viewpoint,

1 and I don't disagree. I'm just saying that it needs to be -- it
2 is something -- as I mentioned to begin with, it's something
3 that has to be -- it has to be addressed by our Legislature and
4 Congress to fix it, and by these different municipalities
5 converting over to all electric, they're not -- they're not
6 helping anything until such time as they end up having to pay
7 their fair share of the road maintenance and repairs. It seems
8 like, you know, nobody's supposed to get a free ride, so -- in
9 my opinion.

10 So anyway, I do agree, you know, that we are --
11 we do receive a lot of income -- economic development from
12 batteries, vehicle -- I toured the Lucid factory. It's a great
13 factory, and they're -- seem to be selling all the vehicles that
14 they can put out the door. So yeah, it's good for the state in
15 that respect, but it's not doing our HURF funds any good where
16 we're looking at pavement preservation and keeping the roads
17 upgraded for the vehicles that need to use them no matter what
18 fuel they're using. It just seems like the gasoline vehicles
19 are, of course, paying their unfair share.

20 And I agree with what you've said in that it's --
21 except that it's up to the Legislature and Congress to fix it,
22 and we need to -- as board members and the public, we need to
23 talk to our state legislators. They're the closest ones we
24 can -- we can speak to, and, of course, our state senators and
25 representatives -- or I mean, our Congressional senators and

1 representatives as well. We need to impress upon them that
2 there needs to be a solution for this problem, because it's --
3 it's hurting our state highway infrastructure.

4 MS. DANIELS: Additional funding is always -- I'm
5 glad we all agree on that, that we need additional funding in
6 order to maintain that, so sorry.

7 MR. MAXWELL: And Mr. Chair, this is Ted. Real
8 quick.

9 CHAIRMAN KNIGHT: Yes, Ted. Go ahead.

10 MR. MAXWELL: Since we've taken it down this
11 avenue, I figured it's worth making one quick comment, and I
12 agree with everything that you've both said, but, you know, for
13 me, our board's responsibility is to maintain the state of the
14 federal highway system in our region.

15 What I think we can do as a board, as
16 individuals, if we see fit, is to talk about the need to
17 modernize our infrastructure funding. I think that way we avoid
18 the electric versus the gas versus a new tax versus -- it just
19 needs to be modernized. It has not been addressed. We're still
20 using what I'd call more archaic funding streams and sources,
21 and until either in the state and at the Congressional level
22 they get serious about modernization of the funding sources, we
23 will be dealing with what we're dealing with.

24 Thank you, Mr. Chair.

25 CHAIRMAN KNIGHT: Thank you, Ted.

1 Any other comments by any of the board members at
2 this time?

3 MR. THOMPSON: Chairman Knight.

4 CHAIRMAN KNIGHT: Yes. Go ahead, Board Member
5 Thompson.

6 MR. THOMPSON: I really appreciate a lot of
7 discussion on the funding issues, where we're at and what we
8 need to do to create/increase the funding.

9 And the last comment on modernizing our funding.
10 I think we're going the right direction.

11 For the new director, I'd like to say that
12 despite the fact that the federal, BIA and tribal and county
13 funds or in supporting of maintaining their growth on the
14 reservation roads, there are no fundings coming from the State
15 of Arizona or from -- or from anywhere else to participate in
16 funneling state moneys to the school districts. There's quite a
17 number of them on the Native American reservations, and a lot of
18 these school buses go on dirt roads every day, and many times
19 the students' education are impacted by having to miss school
20 because of flooding, muddy roads and whatnot.

21 And I hope that in some way that Congress or the
22 Legislature will be able to adopt policies that would at least
23 give some funding to the school districts in the remote areas so
24 they can help assist in maintaining a lot of these roads. So
25 again, that is only a comment, and I do support modernizing the

1 funding levels.

2 Thank you, Chair.

3 CHAIRMAN KNIGHT: Thank you, Board Member
4 Thompson.

5 Any other comments?

6 Okay. Staff, carry on.

7 MS. WARD: All right. I will try and wrap this
8 up. I've just got a couple more slides to go.

9 The next headwind that we are dealing with is
10 we've also got a labor shortage problem. Right now, we've got
11 about 200 -- what this chart shows you is that we have job
12 openings, about 202,000 worth of job openings, and we've got
13 about 131,000 unemployed folks to fill those job openings.
14 That's a 71,000 -- 71,000 dollar -- dollars -- that's a
15 71,000-person gap that we are -- we're struggling with as well,
16 and, of course, that makes it more difficult to deliver -- you
17 know, to develop projects and to deliver a system.

18 Next slide, please. And I believe this might be
19 close to my very last one that might draw discomfort.

20 Anyone that's been listening to the news has been
21 hearing about the debate as to whether we are going to be
22 entering into a recession here in the near future. Just in the
23 last few weeks there was a presentation over at the Legislature
24 by a number of economists, economic groups that are also
25 participating in our forecasting process, and they are depicting

1 recessionary indicators. If we do go into a recession, that
2 will no doubt have some impacts on our program and the estimates
3 that I am forwarding to you today as well.

4 So next slide.

5 And finally, the kind of the last risks that I --
6 that I can see is, well, you can have a Congressional --
7 Congressional action or Congressional inaction that can impact
8 our program, as budgets are debated and debt limits are debated.
9 You have state legislative action that could impact the
10 estimates I'm providing today, as well as one that's not
11 discussed much, and quite honestly, we struggle to figure out
12 how it would impact, but climate change as well. We're not
13 really -- can't quite get a handle on -- yet on what those --
14 what risks that might present.

15 So with that -- next slide, Dan -- I conclude my
16 presentation, and if you have any questions, I'd be happy to
17 take them.

18 CHAIRMAN KNIGHT: Any questions from -- from the
19 Board at this time?

20 Hearing none.

21 MR. MECK: Mr. Chairman, Jackie Meck.

22 CHAIRMAN KNIGHT: Yes, Board Member Meck.

23 MR. MECK: Just a question. Do we have any idea
24 of how many residents, new residents that have moved in to
25 Arizona that still have their license plates from other states

1 that never, you know, brought their license plates into
2 compliance? We see a lot of them that are from other states for
3 years. As the state grows and all these people are moving in,
4 they don't update their license plates, which is a form of
5 revenue.

6 So I just throw that out. There's -- I don't
7 know if there's an answer, but do we have any idea or can we
8 tell how many people would be out there that are basically not
9 paying their fair share to use the roads? So that would be a
10 revenue for the state somehow or another for ADOT in particular,
11 but just a question. Thank you.

12 MS. WARD: So Mr. Chair --

13 CHAIRMAN KNIGHT: Thank you, Board Member Meck.

14 MS. WARD: I'm sorry. Go ahead.

15 DIRECTOR TOTH: Mr. Chairman and Board Member
16 Meck, we do have a mechanism. I can't -- I don't know a lot of
17 the details, but in regard to that, it has to do with insurance
18 coverage. So if somebody moves from a different state, they're
19 no longer insured, and when they apply for insurance here, then
20 we're able to track that to be able to ensure that they are
21 changing their license plate in order to be registered here in
22 the state. So I can get more information and send that out as
23 to the details of that, but that's the general gist of how MVD
24 tracks that.

25 MR. MECK: Thank you.

1 CHAIRMAN KNIGHT: Any further questions from
2 board members?

3 UNIDENTIFIED SPEAKER: (Inaudible.)

4 CHAIRMAN KNIGHT: Hearing none, Floyd, I guess
5 we're ready to move on to the next presentation.

6 MR. ROEHRICH: Yes, Mr. Chair. Dan's pulling up
7 the next presentation, and Mr. Patane will go ahead and start
8 it.

9 Is that the start of the presentation, Dan?

10 MR. PATANE: There you go. Thank you.

11 Thank you, Chairman Knight, Board Members. Paul
12 Patane, Multimodal Planning Division. What I'll be presenting
13 today is the Tentative Five-Year Program for FY 2024 through
14 2028.

15 Next slide, please.

16 What I'll be going through today are several
17 items. I'll be beginning with some background information,
18 going over asset condition. Then we'll get into the tentative
19 program itself, the MAG and PAG program, along with the airport
20 program and then our next steps.

21 So I'll begin with an overview of our asset
22 condition.

23 Next slide, please.

24 So our current value of the state highway
25 infrastructure is approximately \$24.4 billion. This is the

1 largest asset the state has.

2 Next slide, please.

3 And so now I'll talk a little bit about our
4 bridge condition and our bridge ratings. And our bridge ratings
5 are based on a good, fair and in poor condition. A good
6 condition bridge is primary structural components that have no
7 problems or very minor deterioration. Fair condition, you've
8 got some deterioration or erosion around piers. In poor
9 condition, where you have advanced concrete deterioration, scour
10 or some of your structural components are damaged. And poor
11 condition -- a poor bridge -- poor condition bridge is not
12 unsafe. Unsafe bridges are closed.

13 Next slide, please.

14 So this shows our -- our bridges, the bridge
15 condition on the statewide basis. As you can see, there is a
16 small decline over the past few years. I guess the big takeaway
17 here is, you know, based on our current funding levels, we're
18 unable to increase the amount of good condition bridges along
19 the state system.

20 Next slide, please.

21 Now I want to talk a little bit about pavement
22 ratings. The pavement ratings are similar to bridge based on
23 good, fair and poor. A good condition bridge is, you know, you
24 have a smooth road surface with little or no cracking. As it
25 gets to the fair condition, you have the cracking increases.

1 You begin to see rutting in the wheel path. I think we've all
2 experienced poor condition roadways, where the roads surface is
3 pretty rough. You have potholes and there's numerous cracks
4 across the road surface.

5 Next slide, please.

6 And so this shows the interstate -- the pavement
7 condition for our interstates. As you can see here as well, the
8 trend is on a downward trend. Before putting in some what we
9 call life extension-type projects where we begin to increase --
10 show some increase in our pavement condition over the last
11 couple years, but these are short-term fixes, and the current
12 funding levels still are adequate to increase our pavement to
13 where we have a higher percentage in the good condition.

14 Next slide, please.

15 This is the non-interstate, the national highway
16 system. Again, downward trend on the pavement condition. Here
17 we -- you know, we have to make the tough decisions where to
18 prioritize those dollars, and typically, our interstates are our
19 highest priority, our key commerce corridors. And so, again,
20 with the current funding levels, we seem to be not able to raise
21 or pay -- (inaudible) into higher condition.

22 Next slide, please.

23 UNIDENTIFIED SPEAKER: Go back one slide.

24 MR. PATANE: Go back one slide, please.

25 So this is a non-national highway system. Some

1 of our secondary routes. Again, we're on the downward trend
2 with the pavement ratings, the pavement condition, and so until
3 we get additional funding, we'll have challenges ahead of us.

4 Next slide, please.

5 So now I'll move on into what our Long-Range
6 Transportation Plan or current What Moves You Arizona 2040.
7 This long range plan establishes our strategic priorities and
8 goals, objectives that guide ADOT's investment choices as we
9 develop our five-year program. And the areas -- the categories
10 of investment based on a long range plan are preservation,
11 modernization and expansion.

12 Next slide, please.

13 So here -- this graphic here kind of shows the
14 connection of the long range plan, our planning to programming
15 process, which all feeds into the development of the tentative
16 five-year program.

17 So, you know, first we have -- you know, I talked
18 earlier about the three categories, you know, preservation.
19 These are activities that help us preserve our system. Then we
20 have modernization-type projects. These improve safety
21 operations, such as shoulders, (inaudible) lane, SMART road
22 technologies. Then we have expansion, which adds capacity and
23 additional lanes to the existing system.

24 So then we have our planning to programming
25 process, which is where -- this is where we come up and define

1 and prioritize the recommended construction projects that come
2 into the new -- the new five-year program. So these projects --
3 or in each year projects are scored on the four attributes,
4 technical, policy, safety and district priority. The projects
5 with the highest ranking across the four categories are then
6 included in the five-year program based on available funding.
7 This is the basis of how foundation for the -- how we build a
8 tentative five-year program.

9 Any questions on this slide?

10 Next slide.

11 CHAIRMAN KNIGHT: Paul, I don't hear any.

12 MR. PATANE: So here's an overview of the five-
13 year program development process. It's a year-long process
14 that's constantly ongoing. Once we -- we develop a new program,
15 we're already been in the process of developing the five-year
16 program.

17 So the thing -- the thing I could point out here
18 is there's significant outreach in how we select our projects.
19 We hold our district workshops in September, October. Those are
20 represented with the districts, but also the MPO and COG. Local
21 elected officials are there where we go over and discuss the
22 projects that have been selected to move up in the process.

23 Then also, there's additional coordination with
24 the MAG and PAG regions as we develop their program as well. So
25 there's input on the -- as we develop the projects at the very

1 beginning. Then once we have a tentative program developed,
2 there's also the opportunity for the public comment period as
3 well.

4 Next slide, please.

5 So these are -- these numbers may look familiar.
6 These are the numbers that Kristine sends off as we develop
7 our -- the new program, and so the funding distribution is, you
8 know, over the five years. And I was looking at it, and, you
9 know, the total's over \$7.73 billion. That's the size of the
10 program. So I think that's probably one of the largest programs
11 that ADOT has ever had.

12 Next slide, please.

13 So this slide here shows the distribution of the
14 funding sources in the expansion, modernization and preservation
15 categories, which you can see comparing -- this is the program
16 that includes the MAG and PAG funding, as well as you can see
17 from the last year's program we have increased the amount of
18 modernization and had some decrease in preservation. The
19 increase in modernization, there's been -- you know, there's
20 been some new IIJA programs, such as the transportation
21 alternatives, the carbon reduction, for NEVI programs. Also, we
22 increased the amount of highway safety improvement funds
23 available on a statewide level, and also, we've increased the
24 amount of dollars toward truck parking.

25 Next slide, please.

1 So what this slide shows is we broke out -- we're
2 excluding the MAG and PAG dollars, and this is the amount of
3 money going toward Greater Arizona. So these totals include all
4 the different sub-programs within our tentative program, and so
5 these are the totals that will be -- that we will be needing.

6 Any questions on this slide?

7 So next slide, please.

8 So the previous total -- it was for Greater
9 Arizona, but it does include local projects that are not on the
10 system but are eligible for federal dollars, and so these --
11 this graph, this here, these are the dollars that are dedicated
12 toward the ADOT state highway system. And so these are the --
13 what we'll be using to develop the projects along the state
14 highways.

15 Next slide, please.

16 So these are the dollars for the local competitor
17 programs in funding another system such as state parks, local
18 bridges, on and off system bridges, recreational trails, and so
19 there's a significant (inaudible) amount of dollars there going
20 into these various type of programs.

21 Any questions on the last couple slides?

22 So for Greater -- next slide, please.

23 So for Greater Arizona, there's the funding
24 distribution. We had 64 percent toward preservation, we got 20
25 percent toward modernization and 16 percent toward expansion.

1 Next slide, please.

2 So (indiscernible) I just want to provide an
3 update on the I-10 corridor, then the next couple slides, I'll
4 show you some of the projects, expansion projects along -- that
5 are part of the tentative program.

6 As you know, we were unsuccessful, at least we
7 received official notification that we were unsuccessful on the
8 MEGA grant, but, you know, our focus and priority still is I-10
9 for the agency. And so we still need to deliver the 26-mile
10 corridor, and so we are currently working on our -- what we've
11 kind of termed just internally as the Plan B option. And so
12 what -- right now we are looking at three projects along the
13 southern portion of the corridor that we're beginning to move
14 forward with the development.

15 The first project is the I-10 Gila River Bridge
16 replacement. We're looking to bid this project the summer of
17 2023, and looking for a completion of 2025.

18 The next project is on -- well, on I-10. It's
19 about 13 miles (inaudible) lane. It improves the main line. It
20 also includes Gasline Road, Seed Farm Road TI, Dirk Lay Road,
21 and the SR-387, Pinal Avenue TI. The estimate of this project
22 is at 327 million for FY '24.

23 Project 3 is I-10 Nelson Road and SR-587, the
24 Casa Blanca TI. The estimated cost here is \$89 million, and
25 we're looking to bid fall of 2025 and completing in 2027. This

1 includes only the Nelson Road and SR-587 Casa Blanca Road TI
2 improvements.

3 MR. MAXWELL: Mr. Chair, this is Ted.

4 CHAIRMAN KNIGHT: Go ahead, Ted.

5 MR. MAXWELL: So Paul, with Plan B on I-10, what
6 length of highway will be left at the four lanes or two lanes
7 each side instead of the six we're trying to get to?

8 MR. PATANE: So the -- this -- these three
9 projects take care of 15 miles in the southern portion. So that
10 will leave 11 miles further to the north to complete.

11 MR. MAXWELL: So we'll be prospectively three
12 lanes, what you're saying, all the way up to the Gila Bridge.
13 It will just be that section from the Gila Bridge into -- beyond
14 that we have to get to three lanes or our goal is to get to
15 three lanes on each side?

16 MR. PATANE: Correct. That is my understanding.

17 MR. MAXWELL: All right. Okay.

18 MR. BYRES: This is Greg Byres.

19 Mr. Chair, Board Member Maxwell, so on that
20 northern portion, basically from the county line north, there's
21 also -- currently there's funding in MAG's TIP for that portion.
22 The reason we started on that south end is because the right-of-
23 way clearance can be gained fairly quickly. It's going to take
24 a little while to gain the right-of-way clearance on the north
25 end, but it isn't that we're not going to pursue that. It's

1 just that it's in a little bit later time frame, and at this
2 point in time, there isn't enough funding to complete that
3 northern section without that MEGA grant. However, we're --
4 we're still looking at and trying to come up with a different
5 means of getting additional funding. Particularly, we will be
6 going after a MEGA grant in 2023. So -- and it will target that
7 northern section.

8 MR. MAXWELL: Thank you, Greg. I appreciate it.
9 I was just trying to confirm what we would have left to --
10 remaining to do. So thank you for that. Thank you, Mr. Chair.

11 CHAIRMAN KNIGHT: Any other questions for that?
12 Okay, Paul.

13 MR. PATANE: Thank you, Chairman.

14 Next slide, please.

15 So this slide here depicts some of the expansion
16 projects for FY '24. As you can see, we have the I-40, US-93
17 West Kingman TI. We have investments in US-93 for design work.
18 We have investments in State Route 260, the Lion Springs, the
19 right-of-way acquisition process, along with I-17, Anthem Way,
20 the \$83 million there, along with also dollars for the US-191,
21 Cochise Railroad overpass.

22 Next slide, please.

23 And so, you know, the reason you're seeing some
24 of these projects in two fiscal years, because we're cash
25 flowing them over the -- you know, the two-year period. And so,

1 again, on FY 2025 expansion, we're showing investments in US-93,
2 21 million, then 63 million, Cane Springs on 93. Some
3 investment in I-10. Also, the remainder of US-191, Cochise
4 railroad overpass.

5 Next slide, please.

6 So FY '26, showing 54 and a half million for Lion
7 Springs, SR-260. For US-93, still at 63.9 million toward Cane
8 Springs segment. Then another 43 million along US-93 for the
9 Vista Royale site.

10 And for FY '27, remainder of the Lion Springs,
11 State Route 260, 54 and a half million. Then 70 million for
12 US-93 in the Big Jim Wash segment.

13 Then for FY '28, we're currently showing no
14 expansion projects.

15 Next slide, please.

16 So this is for the MAG program for FY 2024-2028.

17 Next slide, please.

18 So this slide displays the MAG program, project
19 types (inaudible) from system interchange improvements, traffic
20 interchange improvements, along with expansion projects along
21 Grand Avenue.

22 Next slide, please.

23 We have the PAG program.

24 Next slide.

25 So here we're showing the projects within the PAG

1 region. We have the -- you know, the I-10, Country Club, I-10
2 Kino TI. Those projects will be -- talking with the district
3 administrator there, Rod Lane, those projects will be combined
4 into a single project. Here we have the Valencia Road widening
5 and the I-19 Irvington TI.

6 Next slide, please.

7 So here we have the Airport Capital Improvement
8 Program. The Airport Capital Improvement Program is still
9 objective at maximizing the use of state dollars for airport
10 development and maximizing the Federal Aviation Administration
11 funding for Arizona airports.

12 Next slide, please.

13 And so for the programs there, for the
14 federal/state/local match program, we're showing 8 million
15 dollars. For the state/local program, there's 10 million in --
16 for our Airport Pavement Management System. That's pretty
17 much -- our APMS program, pavement preservation program, they're
18 showing 5 million. There's 11 million toward the Grand Canyon
19 National Airport. A million dollars toward planning services,
20 for the total Capital Improvement Program of \$35 million.

21 Next slide, please.

22 So the projects from the six- to ten-year
23 program. In future years, we're showing no expansion and just
24 some modernization and state planning services along with
25 development, but it's pretty much a flat line for the remaining

1 five years out.

2 Next slide, please.

3 The next steps, we'll seek a recommendation for
4 the State Board approval for public comment at the February's
5 board meeting on the 17th. We'll have a public comment period
6 from March through May. Then in May we'll have our -- it's our
7 scheduled public hearing over -- for the tentative program.
8 We'll have a study session in June. Then we'll request and
9 recommend final approval by the State Transportation Board at
10 the June 16th board meeting. Then the state fiscal year starts
11 July 1, 2023.

12 Next slide, please.

13 Any questions?

14 CHAIRMAN KNIGHT: Does any board member have any
15 questions for Paul or for any other staff member?

16 VICE CHAIR SEARLE: Gary, this is Richard.

17 CHAIRMAN KNIGHT: Richard, go ahead.

18 VICE CHAIR SEARLE: Yes. Just a couple of
19 comments and then a question.

20 First of all, I know we're used to so much
21 pessimism and bad news, I like to live on the optimistic side,
22 and I think this is the first year that we're seeing an --
23 additional expansion projects. And although Kristine mentioned
24 that our funding was about the same, I'm encouraged to see the
25 expansion projects that have been projected in Greater Arizona.

1 Paul, if you would, please send me a more
2 detailed list of the five-year plan, of the different years and
3 the projects, if you would, please.

4 MR. PATANE: Chairman Knight, Board Member
5 Searle, yes. Yes, sir. We will -- we'll get that list out.
6 It's scheduled to be printed out next week.

7 VICE CHAIR SEARLE: All right. Very good.

8 MR. PATANE: Yeah. We'll have it to you, I
9 think, by the end of next week, sir.

10 MR. ROEHRICH: Excuse me. Mr. Chairman,
11 Mr. Chairman and Board Members, if you remember, we'll print out
12 the -- we'll bring them to you at the February board meeting.
13 That's where we normally have brought -- we will bring you a
14 hard copy at the board meeting.

15 VICE CHAIR SEARLE: All right. Perfect. Thank
16 you.

17 MR. ROEHRICH: And prior to that, we will email
18 you electronically. Electronic copy. We send out the
19 electronic copy early, but we always bring you a printed copy.

20 CHAIRMAN KNIGHT: And Board Member Searle, I
21 think -- I think where that extra money -- where the -- where
22 the expansion is coming from is from our earmarked funds from
23 our Legislature, so it's very important for us to engage them to
24 keep our -- some of our local projects funded, because I think
25 without the earmarks, we wouldn't have the expansion and

1 modernization that we're seeing now.

2 VICE CHAIR SEARLE: I was just trying to see the
3 positive side, Gary.

4 MR. MAXWELL: Mr. Chair, this is Ted. I got a
5 question along the same lines for -- for Paul and maybe Greg.

6 CHAIRMAN KNIGHT: Yes, Ted. Go ahead.

7 MR. MAXWELL: Two questions. On the pie charts
8 that showed the percentage breakdown and, you know, how much was
9 expansion to pavement preservation, modernization, from the old
10 plan to the new plan, did that include anticipated revenues from
11 MAG and PAG for our regional transportation authorities assuming
12 they're going to pass, or was that without those included?

13 (Inaudible conversations.)

14 MR. PATANE: We -- those are with -- excuse me --
15 Chairman Knight, Board Member Maxwell, those are without the
16 projections.

17 MR. MAXWELL: Okay. Okay. So that makes sense
18 why it's a pretty significant reduction and expansion on top of
19 it. And I think it also highlights the importance of the
20 regional transportation, because as Board Member Searle pointed
21 out, you know, it was good to see some more coming in, but
22 predominantly, the Legislature has always -- you know, large
23 part, not exclusively, but also targeted those rural requests,
24 and as they should, because there was no money to go into that
25 expansion, and they didn't have the regional approach, but it

1 does show that that's pretty critical for passage.

2 And then the one thing, it still always troubles
3 me, and I use the slide from the year and a half ago showing
4 that even on the fifth year of the plan, we have no expansion
5 money right now for Greater -- Greater Arizona either, and if we
6 don't get any of the (indiscernible) passed, we may have no
7 expansion money at all. So we've got to be aware of that moving
8 forward.

9 Thank you for the briefing. I appreciate the
10 information.

11 CHAIRMAN KNIGHT: Thank you, Ted. Are there any
12 other comments?

13 MR. THOMPSON: Chairman.

14 CHAIRMAN KNIGHT: Yes, Jesse. Go ahead.

15 MR. THOMPSON: Either from Paul or the staff,
16 I'll really for -- I think it's very important to be
17 communicating back to the community about their projects. I'm
18 really for that.

19 So as a part of that, Paul, going back to the map
20 on I-10 corridor, I-10 runs through Gila River Indian Community.
21 You have various projects (inaudible) on that -- on that road.
22 I'd like to have similar type of a setup mapped out for I-60,
23 along Chinle and Many Farms area.

24 Maybe for the last six years, that will
25 demonstrate, you know, the successes, you know, that can

1 actually happen if persons like Kee Allen Begay keeps on talking
2 about these projects, and so I'd like to make that request if
3 that could be provided to me. I know this will be late notice,
4 but I'm sure we do have all the information on that, because
5 I've seen a list of those projects before. So again, thank you,
6 Chairman.

7 CHAIRMAN KNIGHT: Thank you, Jesse.

8 MR. PATANE: Chairman Knight, Board Member
9 Thompson --

10 CHAIRMAN KNIGHT: Yes.

11 MR. PATANE: -- we'd be happy to make a map and
12 provide that to you, sir.

13 MR. THOMPSON: Thank you very much.

14 MR. PATANE: I would say we'd have it by the next
15 board meeting of the upcoming board meeting.

16 MR. THOMPSON: I'll call you on that and talk to
17 you on the phone.

18 MR. PATANE: Thank you.

19 CHAIRMAN KNIGHT: Okay. At this point we've
20 concluded all of the agenda items. Is there any other business
21 for -- from staff or any board members? I know Floyd probably
22 would like to announce our next board meeting in Oro Valley.

23 MR. ROEHRICH: Yes, Mr. Chairman. It's
24 February 17th in Oro Valley at their facility. Sherry's already
25 working on hotel information and other activity information. We

1 will have that out to you very shortly, and then we'll be able
2 to plan around other activities coordinating it. We've had the
3 coordination meeting with the city where I'm doing a follow-up
4 to test some of their technology in their -- in their chambers,
5 and we are going to be ready. It will be a real good meeting.
6 We're looking forward to going back to Oro Valley. We haven't
7 been there in a few years.

8 CHAIRMAN KNIGHT: Thank you, Floyd.

9 Any board member have any other business?

10 Hearing none, this meeting is adjourned.

11 (Meeting adjourned at 11:07 a.m.)

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1 STATE OF ARIZONA)
2 COUNTY OF MARICOPA) ss.

3
4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 74 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

11 I FURTHER CERTIFY that I am in no way related to any of the
12 parties hereto, nor am I in any way interested in the outcome
13 hereof.

14 DATED at Phoenix, Arizona, this 3rd day of April 2023.

15
16
17 /s/ Teresa A. Watson

18 TERESA A. WATSON, RMR
19 Certified Reporter
20 Certificate No. 50876

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22
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Adjournment

Chairman Gary Knight adjourned the State Transportation Board Study Session on February 2, 2023.

Meeting adjourned at 11:07 a.m. PST.

Not Available for Signature

Gary Knight, Chairman
State Transportation Board

Not Available for Signature

Jennifer Toth, Director
Arizona Department of Transportation

**STATE TRANSPORTATION BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, February 17, 2023
Town of Oro Valley
11000 North La Canada Drive
Oro Valley, Arizona 85737**

Call to Order

Chairman Gary Knight called the State Transportation Board Meeting to order at 9:00 a.m.

Pledge

The Pledge of Allegiance was led by Floyd Roehrich, Jr.

Roll Call by Board Secretary, Sherry Garcia

A quorum of the State Transportation Board was present. **In attendance (in person):** Chairman Gary Knight, Vice Chairman Richard Searle, Board Member Jenn Daniels, Board Member Ted Maxwell, Board Member Jenny Howard, Board Member Jesse Thompson, Board Member Jackie Meck. There were approximately 63 members of the public in the audience on-line and approximately 40 members of the public in the audience in person.

Opening Remarks

Chairman Gary Knight reminded members of the public, to keep their computer or phone muted during the meeting, unless called to speak during the Call to Audience.

Title VI of the Civil Rights Act

Floyd Roehrich, Jr., read the Title VI of the Civil Rights Act of 1964, as amended. Floyd, also reminded individuals to fill out survey cards, with link shown on the agenda.

Call to the Audience

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments.

ARIZONA STATE TRANSPORTATION BOARD

BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BOARD MEETING

VIA WEBEX AND IN PERSON AT:

Town of Oro Valley
11000 North La Canada Drive
Oro Valley, Arizona 85737

February 17, 2023
9:00 a.m.

REPORTED BY:
TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

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(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

1 REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC
2 PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD MEETING, was
3 reported from electronic media by TERESA A. WATSON, Registered
4 Merit Reporter and a Certified Reporter in and for the State of
5 Arizona.

6
7 PARTICIPANTS:

8 Board Members:

9 Gary Knight, Chairman
10 Richard Searle, Vice Chairman
11 Jenn Daniels, Board Member
12 Jackie Meck, Board Member
13 Ted Maxwell, Board Member
14 Jesse Thompson, Board Member
15 Jenny Howard, Board Member

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CALL TO THE AUDIENCE

SPEAKER: PAGE:

In-Person Speakers

Joe Winfield, Mayor, Town of Oro Valley.....	6
Rich Vitrello, Vice Mayor, City of Maricopa.....	9
Larry Lucero, Board Chair, Greater Vail Chamber of Commerce.....	11
Vincent Gallegos, Executive Director, CYMPO.....	13
John Moffatt, Director Infrastructure Policy, Southern Arizona Leadership Council.....	15

Virtual/Telephonic Speakers

Daryl Ahasteen, Commission President, Nahata Dziil Commission Governance.....	17
Valerie Dehombreux, Resident, Pinetop.....	19
Pierre Dehombreux, Resident Pinetop.....	21
William Regner, Resident, Clarkdale.....	24
Susan Guthrie, Town Manager, Town of Clarkdale.....	24
Jennifer Thompson, Controller/Townsite Manager, Freeport-McMoRan Badad, Inc.....	25
Ruth Mayday, Community & Economic Development Director, Town of Clarkdale.....	27

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AGENDA ITEMS

Item 1 - Director's Report - Jennifer Toth, ADOT Director...	29
Legislative Update - Floyd Roehrich, Junior, ADOT Executive Director.....	35
Item 2 - District Engineer's Report - Rod Lane, Southcentral District Engineer.....	39
Item 3 - Consent Agenda.....	45
Item 4 - Financial Report - Kristine Ward, Chief Financial Officer.....	46
Item 5 - 2024-2028 Tentative Five-Year Plan - Paul Patane, Multimodal Planning Division Director.....	50
Item 6 - Multimodal Planning Division Report - Paul Patane, Multimodal Planning Division Director.....	72
Item 7 - Priority Planning Advisory Committee (PPAC) - Paul Patane, Multimodal Planning Division Director.....	83
Item 8 - State Engineer's Report - Audra Merrick, Deputy State Engineer, Design.....	91
Item 9 - Construction Contracts - Audra Merrick, Deputy State Engineer, Design.....	92
Item 10 - Suggestions.....	100

1 (Beginning of excerpt.)

2 CHAIRMAN KNIGHT: Moving on to call of the
3 audience. Telephonically and Webex, everyone will be muted when
4 they call in to the meeting. When your name is called to
5 provide your comments, you will indicate your presence by
6 virtually raising your hand using your phone keypad. I believe
7 it's star three or through the Webex application, the Webex host
8 will guide -- will guide you through the unmuting and muting
9 process following the instructions included in the meeting
10 agenda.

11 In person, there's an opportunity for members of
12 the public to discuss items of interest with the Board. Fill
13 out a Request For Public Input Form, and they're located over by
14 the -- by the entrance. So if you please fill out the Request
15 For Public Input Form and give the Board -- give it to the Board
16 Secretary if you wish to address the Board at this time.

17 And in the interest of time, there will be a
18 three-minute limit imposed, so please keep your -- we're -- your
19 comments are very important and we want to hear them, but we
20 want to hear everybody's, so please keep your comments to three
21 minutes.

22 So at that -- with that being said, Floyd, would
23 you call the first -- the first person for call to the audience?

24 MR. ROEHRICH: Yes, Mr. Chair. We do have
25 speakers in person and online. We'll go with the in-person

1 speakers first, and our -- and our first speaker will be Mayor
2 Joe Winfield, Mayor of Oro Valley.

3 MAYOR WINFIELD: Okay. Thank you, Mr. Chair and
4 members of the Board. Admittedly, it's been a while since I've
5 been on this side of the counter, but I -- I'm enjoying it. So
6 I certainly want to welcome you to the town of Oro Valley. It
7 sounds in visiting with most of you prior to the meeting that
8 you had an enjoyable time last night, a restful evening, and I'm
9 sure you'll have a productive meeting today.

10 I currently serve as the Chair of the Pima
11 Association of Governments, or the Regional Council, and a
12 member of the Regional Transportation Board. It's my pleasure
13 to serve in both of these capacities, as well as the mayor of
14 the town of Oro Valley.

15 Now, the work that you do as the Transportation
16 Board impacts all who live and travel in communities across our
17 state. I was certainly -- I drove my wife to the Mesa Gateway
18 Airport this morning and returned safely, and so I'm certainly
19 grateful for the roadways that made that possible. So thank you
20 for ensuring that these much needed projects and programs are
21 funded and delivered.

22 Also representing our region is, of course, your
23 colleague and our colleague, Board Member Maxwell. He serves on
24 the PAG Regional Council and RTA board. During these meetings,
25 he shares keen insights and valuable information gained from

1 State Transportation Board meetings and serving as a key
2 communication bridge between these entities, and we appreciate
3 his service and incredible capabilities.

4 I want to recognize also the hard work of Arizona
5 Department of Transportation staff members, many -- or a few,
6 really, in comparison to the entire program, are in the audience
7 today, and I've met, I think, most of them. We appreciate the
8 work that they do and carry out on a day-to-day basis. And we
9 also want to congratulate the new director, Director Toth, for
10 being selected as the ADOT director.

11 As you know, our region contains a number of ADOT
12 facilities, including two interstate highways and several state
13 highways. Of particular interest to the town of Oro Valley has
14 been the improvements to State Route 77, from I-10 Miracle Mile
15 to Calle Concordia and actually beyond. And as I mentioned last
16 night, this was one of the chief complaints that I received from
17 my constituents. And so we appreciate the paving. I see a lot
18 more smiles on that roadway these days, so thank you so much.

19 There's been other corridor improvements, signal
20 and intersection improvements between River and Ina Roads,
21 constructing new ADA-compliant ramps, sidewalks and driveways
22 between River and McGee Roads, adding a new dual left-turn lane,
23 northbound Oracle to westbound McGee Road, installing -- my
24 three minutes is up. So when I'm the -- when I'm sitting there,
25 that's it. The hammer comes down. Just give me -- yeah.

1 That's what they all say, right? Just another --

2 CHAIRMAN KNIGHT: (Inaudible) you got it. Go
3 ahead.

4 MAYOR WINFIELD: In terms of regional projects,
5 ADOT staff members have been working collaboratively with PAG
6 staff to deliver important interstate projects. These include
7 the I-10 reconstruction between Ruthrauff and Ina Roads. This
8 has been combined with the Sunset Road extension, which is a
9 project -- voter-approved project in the 20-year RTA plan, a new
10 traffic interchange at I-19 and Irvington Road. Also, another
11 RTA partnership to improve access to the interchange.

12 Also, we look forward to seeing major
13 improvements along I-10 east as part of the final I-10 State
14 Route 10 -- 210 design concept report. In the coming years,
15 these will include new traffic interchanges at Country Club
16 Road, Kino Parkway, Park Avenue and 6th Avenue, and, of course,
17 there's many others.

18 So I would just like to simply conclude again
19 that we're grateful to have you here in the town of Oro Valley.
20 I know you'll have a productive meeting. I have four cadets
21 that are graduating today for our police department, so I'm
22 going to be leaving to participate in their graduation, but
23 our -- we have staff here. If there's anything that you need,
24 please don't hesitate to ask. But again, thank you for joining
25 us here in the town today. Thanks.

1 CHAIRMAN KNIGHT: Thank you, Mayor, and
2 congratulations on your recruitment of your police officers.

3 MAYOR WINFIELD: Thank you. Yeah. We've hired
4 this past year 15 to our department, not all officers and
5 dispatchers and other support staff. (Inaudible) successful.
6 Thank you. You're in the safest community in Arizona.

7 MR. ROEHRICH: Mr. Chairman, our next speaker is
8 Mr. Rich Vitrello -- Vitrello. I do apologize for pronouncing
9 some of your names, but you will get your three minutes
10 regardless, whether I'm right or wrong.

11 MR. VITRELLO: Good morning. Thank you for
12 having me here today. I really do appreciate the opportunity,
13 Chair, Vice Chair, Board Members.

14 First of all, before I start off, I want to tell
15 you, you have one of the toughest jobs in this state, and I do
16 appreciate everything you do, because we all come up here and we
17 tell you all the bad things.

18 My first thing I want to tell you is thank you
19 for this weekend coming up in Maricopa on the 238 and 347
20 repairs that you will be doing. Thank you. God bless you for
21 all that.

22 I also wanted to thank Director Toth for
23 everything that she has done for us, allowing us -- and her
24 staff to be available for us all the time.

25 Also, there's obviously a lot of things where we

1 all want to talk about. My biggest concern obviously is the
2 347. You guys have a big job throughout the whole state, and I
3 can sit here and talk to you for hours about the 347 to 238 and
4 major roads in Maricopa. We have roughly 67,000 people who
5 drive up and down the 347 and the 238 every single day. We need
6 to repair these roads. They need to get up and down the 238 for
7 work, and to the 347 for work, and other activities, because as
8 you know, Maricopa doesn't have everything available. But not
9 only that. When the I-10 is balled up, they come down through
10 Maricopa, and then they hit the 238 to go out to Yuma and San
11 Diego. So we know that those roads are important to fix. And
12 again, please remember, I do appreciate it.

13 Some of you have probably seen me come up here
14 and do this presentation before, especially if you were in the
15 city of Maricopa. This is a very close friend of mine, Izzy,
16 that had an unfortunate accident seven years ago. He was
17 sitting at the 347 and Riggs Road, minding his own business,
18 waiting to go home to visit his family and kids. Unfortunately,
19 there was an accident, head-on accident that a part flew through
20 and hit him in the head. He's been in a coma ever since. It's
21 seven years now. He's near and dear to me. He played on my
22 team for many years prior to this accident.

23 I tug on your heartstrings because there is no
24 more reason for having deaths or accidents on the 347. Again, I
25 don't want to sit here and only complain about that, but I also

1 want to tell you that one more is too many. So please do what
2 you can. I know funds are tough, but the 347 is one of the most
3 important for economic development, growth and the safety for
4 those 67,000 people who drive up and down that road every single
5 day. All they want to do is get home.

6 He's a -- he's a husband, family man and also a
7 correction officer in Pinal County. He's lying in a coma since
8 that day. He has not come out of it. He is lifeless. He's
9 living on support. All I ask is that if there's any way of
10 pulling funds together, please figure out a way to do this, to
11 take care of my buddy Izzy and everybody else, unfortunately,
12 who's passed away on that road.

13 Thank you very much. I appreciate everything you
14 do, because it is a thankless job, because that's all people
15 know is to complain, but I want to thank you personally. Have a
16 great day.

17 CHAIRMAN KNIGHT: Thank you.

18 MR. ROEHRICH: Our next speaker is Mr. Larry
19 Lucero.

20 MR. LUCERO: Good morning, Mr. Chair and members
21 of the Board. I'm Larry Lucero. I'm currently the chair of the
22 Board of the Greater Vail Chamber of Commerce, and the Greater
23 Vail Chamber of Commerce, since Vail is not yet incorporated,
24 serves as somewhat of a -- of a platform to make our issues and
25 concerns known to the public or -- and to entities such as

1 yourself.

2 First and foremost, welcome to Southern Arizona,
3 and appreciate your presence here and having a quorum here.
4 That's fabulous. It's so much more productive to have these
5 personal meetings, quite frankly. We've had so many of them via
6 Zoom.

7 Three comments I'd like to make quickly, and that
8 is thank you, first and foremost, in southeast Pima County. The
9 improvement to the Houten interchange, greatly appreciated in
10 the Vail community. It's an absolute improvement in terms of
11 safety.

12 Secondly, although the resources are very
13 constrained, as you all deal with the entire state as a whole,
14 we have a great need in southeast Pima County for continued
15 expansion by I-10. The safety of that is foremost. We just had
16 a HAZMAT situation there that you're very familiar with that
17 perhaps would have been a lot less impactful had we had other
18 alternatives available to us.

19 And that brings us to the third part of our
20 comment, and that is we hope that you continue to partner with
21 other -- the legislative body, in particular, to continue to
22 make investment in I-10, but that -- the third part is the
23 continued effort to improve connectivity between I-10 and I-19.
24 Other speakers will speak to that, of the Sonoran Corridor, but
25 again, the southeast part of our community and the Vail area in

1 particular will rely on additional infrastructure such as that,
2 and we commit to you -- will continue to work closely with our
3 partners, both locally, with PAG, which is -- as you've seen, is
4 very active and involved with the RTA efforts here. We'll
5 continue to participate in that effort. Although we're not
6 incorporated yet, we have a real -- a real desire to improve
7 mobility around that whole area. The second part and the second
8 leg of that is you guys. The state, ADOT, very important
9 partner in this effort. And third, we'll make a concerted
10 effort to work with our federal partners to try to bring the
11 resources to this area in order to get those things done,
12 particularly the Tier 2 effort on the Sonoran Corridor.

13 And finally, this is a very talented group. I
14 hope that you use your creativity to identify the resources
15 necessary for us to continue the very important investments in
16 infrastructure in this state. So I thank you for your time and
17 for your service to this great cause. Thank you.

18 CHAIRMAN KNIGHT: Thank you for your comments.

19 MR. ROEHRICH: Our next speaker is Mr. Vinny
20 Gallegos. Mr. Gallegos.

21 MR. GALLEGOS: Good morning, Mr. Chair, members
22 of the Board. Vincent Gallegos, but please call me Vinny. I'm
23 the executive director of the Central Yavapai Metropolitan
24 Planning Organization.

25 Just to echo the words of the Chair this morning,

1 it's good to see everyone here in person. We have the privilege
2 as CYMPO to host you next month, so we are looking forward to
3 seeing all of your bright, beautiful faces with us. We just had
4 a snowstorm, so we hope that we got the snow out of the way for
5 you and it'll be sunshine and just beautiful for you.

6 But I just wish to thank Chairman Knight and his
7 service on this board, as he also serves actively on our CYMPO
8 board. I would like to welcome Jenny Howard as the new board
9 member and welcome Director Toth also. CYMPO just really
10 appreciates, again, as you heard earlier, just kudos to you of
11 the work that you do. Very challenging work, difficult work. So
12 on behalf of staff, we thank you. We thank most especially the
13 ADOT staff on a day-to-day basis that we reach out to and we
14 work with. It's very helpful to be able to get, you know,
15 people to answer those calls and respond quickly and work with
16 us actively.

17 So again, we know you hear many of the challenges
18 and the issues, and I just want to take this time this morning
19 to just express gratitude, and please make every effort you can
20 to be in Prescott next month, and we look forward to spending
21 the time with you on behalf of my board. They are preparing to
22 host an evening the night before, but it sounds like Oro Valley
23 set the bar high. So we'll have to go back to the strategy
24 session, but we hope to honor you and spend that time with you.
25 So again, thank you, Mr. Chair, members of the Board.

1 Appreciate it.

2 CHAIRMAN KNIGHT: Thank you, Vinny.

3 MR. ROEHRICH: Our next speaker is Mr. John
4 Moffatt. Mr. Moffatt.

5 MR. MOFFATT: Good morning, Mr. Chairman and
6 Board Members. I'm John Moffatt, the Director of Infrastructure
7 Policy for Southern Arizona Leadership Council, an organization
8 of nearly 150 corporate CEOs in southern Arizona, and we look
9 forward to working with new Director Toth in all the growing
10 needs that we have down here.

11 I'll try to finish my comments that I started in
12 Sierra Vista rather than repeat a lot and try to stay, as I
13 said, to keep from getting dinged by Floyd.

14 I did mention that -- the need for this. I'm
15 referencing primarily the Sonoran Corridor, the need to get a
16 connection. Larry mentioned from I-19 to I-10, but the other
17 thing that is happening is we have rapid growth in that
18 southeast area, and we -- and we have rapid growth around the
19 airport. Their airport's got 4,000 acres master planned for
20 commercial development. There have been \$4 billion of new
21 development around the airport with more planned. So we have a
22 great need for increased and improved transportation there.

23 Additionally, I was talking to Mayor Murphy last
24 night, and, you know, the town of Sahuarita is growing rapidly,
25 and we have a -- you know, I-19 is more congested. This Sonoran

1 Corridor has the opportunity to take some of the load off of
2 I-10 as well as off of I-19.

3 The other thing that's -- that is important is --
4 and I mentioned this last time, but I want to reiterate it. The
5 state land trust has six -- or excuse me -- 21 sections of land
6 impacted by this project. So that's -- you know, we're all
7 looking to raise the values of that land so they can get more
8 money into the school trust, and that -- so there's a major
9 project going on now to master plan that whole area, and the
10 Sonoran Corridor is a key part of that.

11 The other -- the other thing that is starting to
12 become more and more important is when I was at Pima County, we
13 developed a rail plan that would also follow Nogales line --
14 along the alignment for the Sonoran Corridor. We're seeing --
15 I'm working on a \$2 billion project right now that we'll need
16 rail out in that area. It won't be a part of the funding for
17 you, but we need the right-of-way reserved to make sure there's
18 space there for that.

19 Finally, the funding is always an important part.
20 We worked very hard early on to get the Sonoran Corridor
21 included in the Fixing America's Surface Transportation Act, and
22 so that -- it's been designated as a high priority --
23 (inaudible) to the last paragraph, anyway -- as a high priority
24 international trade corridor. So we encourage you to keep
25 moving forward on that. Thank you very much for your time.

1 CHAIRMAN KNIGHT: Thank you.

2 MR. ROEHRICH: Mr. Chairman, that's all the
3 in-person requests that I received. We'll go to the online
4 requests.

5 Our first speaker online is Mr. Daryl Ahasteen.
6 Mr. Ahasteen, please raise your hand and the host will unmute
7 you.

8 WEBEX HOST: Daryl, your line has been requested
9 to be unmuted.

10 MR. ROEHRICH: Bryce, could you go over again how
11 to unmute to make sure he understands that?

12 WEBEX HOST: Yeah, of course. If you are a call-
13 in user, please press star three to -- oh, there we go.

14 MR. AHASTEEN: Okay. My name's Daryl Ahasteen,
15 Commission President from Nahata Dziil Commission Governance up
16 on the Navajo Reservation.

17 We've been trying to do some improvement out at
18 Pinta exit, Milepost 320 on I-40, and one of the projects that
19 we've been still talking about is moving the port of entry from
20 Sanders, Milepost 339, down to 3- -- probably down to 318. And
21 we're still doing our strategic meetings, our feasibility
22 meetings and trying to keep you guys up to post every month. So
23 that's where we're at right now. And thank you for your time.
24 I'm just trying to keep that bug in your ear. So I'll be
25 meeting with you guys next month again. Thank you.

1 CHAIRMAN KNIGHT: Thank you, Mr. Ahasteen, for
2 your comments.

3 MR. ROEHRICH: Our next speaker is Mr. William
4 Regner. Mr. Regner, please raise your hand.

5 WEBEX HOST: Mr. Regner, I requested you unmute
6 your line, but it looks like you -- your name went away. Please
7 press star three to raise your hand again. It looks like your
8 name keeps popping up and going away. Please press star three
9 and I will request to unmute your line. I don't see his name --

10 MR. ROEHRICH: Okay. Why don't we go on to the
11 next one? Maybe if you can e-mail or contact him and see if
12 there's some technical difficulty you can work with. Maybe we
13 can try him at the end, please.

14 WEBEX HOST: Oh, it looks like his name is up
15 again. Should we try one more time?

16 MR. ROEHRICH: Yes, ma'am.

17 WEBEX HOST: Your line has been unmuted.

18 MR. ROEHRICH: Bryce, please remind him how to
19 unmute.

20 WEBEX HOST: Mr. Regner, please press star three
21 to unmute your line.

22 MR. ROEHRICH: Mr. Chairman, why don't we move on
23 to the next speaker, and then Bryce, if you can contact
24 Mr. Regner and see if we can troubleshoot what the difficulty
25 is, please.

1 WEBEX HOST: Yes. I will e-mail him right now.
2 Thank you.

3 MR. ROEHRICH: Mr. Regner, we will come back to
4 you if you can hear us.

5 Why don't we move on to our next speaker is
6 Valerie Dehombreux. Ms. Dehombreux, please raise your hand.

7 WEBEX HOST: I have requested to unmute your
8 line. You are now unmuted.

9 MR. ROEHRICH: Ms. Dehombreux, if you're there --
10 it looks like you're muted -- please, you can make your
11 comments.

12 MS. DEHOMBREUX: Can you hear me?

13 MR. ROEHRICH: Yes, ma'am, we can.

14 MS. DEHOMBREUX: Oh, thank you.

15 My name is Valerie Dehombreux. I've been a
16 resident of the White Mountains of Arizona for 25 years. I've
17 also been a public school educator for 25 years, and most of my
18 career has been with the White River Unified School District on
19 the White Mountain Apache Reservation in White River.

20 I'm extremely concerned about the road conditions
21 of Highway 260, particularly between McNary to Show Low and
22 going through Pinetop-Lakeside both ways. The potholes are
23 horrendous. They are not workable. Not everyone has an old
24 truck that you don't have to worry about or a monster truck with
25 huge tires. Any type of car, including SUV's, cannot handle the

1 daily commutes through these potholes. We're just ordinary
2 people with jobs and responsibilities and the right to be safe
3 and also enjoy our lives and that community.

4 The White Mountains community people include many
5 members of the White Mountain Apache Tribe, who travel daily to
6 Pinetop-Lakeside and Show Low from White River for their
7 livelihoods. If not that, at least for shopping in the evenings
8 and on weekends. There are many educators and hospital staff
9 who travel to White River daily from Show Low and Pinetop-
10 Lakeside, and of course, other community members who travel to
11 their jobs. And all of us, we have to deal with potholes just
12 to go shopping at the local Safeway. And if we want to go to
13 Walmart, Home Depot, Show Low, Safeway, et cetera, we have to
14 get past even more.

15 Then that's not to mention the winter visitors
16 who come for skiing at Sunrise and other recreation, summer
17 visitors for camping, hiking, fishing, golf. Of course, there's
18 hunting during hunting season and the Hon-Dah Resort and Casino,
19 open year round, and the road conditions as they greatly impact
20 the economy of the White Mountain communities, including White
21 Mountain Apache Tribe.

22 I'm sure you know about Memorial Day weekend, and
23 especially the 4th of July weekend. Tons of people, more people
24 than I can count, come to -- from the metro valley area, Tucson
25 and other places, and bumper to bumper traffic, and they're all

1 going to be dealing with these potholes too.

2 I don't -- I don't understand why our area has
3 not been considered in the five-year plan or for your future
4 plans. Someone really please needs to evaluate the situation
5 immediately, and that Highway 260 going through Pinetop-Lakeside
6 needs to be repaved urgently. Thank you for listening to my
7 concerns.

8 CHAIRMAN KNIGHT: Thank you for your comments,
9 Valerie.

10 MR. ROEHRICH: Our next speaker is Mr. Pierre
11 Dehombreux. Please raise your hand.

12 WEBEX HOST: Mr. Dehombreux, I have requested to
13 unmute your line. Again, please -- oh, all right. It looks
14 like you are now unmuted.

15 MR. DEHOMBREUX: Can you hear me?

16 MR. ROEHRICH: Yes, sir, we can.

17 MR. DEHOMBREUX: Okay. So basically, I'm also a
18 resident. I mean, basically, you just heard my wife, and I will
19 take from there. You repaved a good section of 260 this summer,
20 basically from Show Low to city limit of Pinetop-Lakeside.
21 Beautiful. Beautiful repaving in Show Low. Very nice. Why did
22 you stop in Pinetop-Lakeside city limits? I do not know. It's
23 very frustrating, as she say. Every trip we have to do to just
24 go to the grocery store, it's (indiscernible) it's pretty much
25 (indiscernible). Are we going to damage the car or not?

1 And yeah, you also repave 73 that goes down to
2 White River, which on that one, I do have some bit of concern,
3 because that is not beautiful work. It's -- the contractor took
4 forever. I don't know why. I mean, all summer we're, like,
5 waiting on one lane, all summer long, and the road is still
6 pretty rough. And actually, Monday, as I was driving back from
7 work, it was, you know, late afternoon, the sun was probably
8 giving me the right angle, and I could notice this road that got
9 repaved just a few months ago is already starting to fail.

10 So that brings me to the other big point, is I
11 understand there are a lot of highways in Arizona, and I can see
12 a lot of them, especially in rural areas, that are really,
13 really failing. And when I was looking last night at your
14 2024-2028 Tentative Five-Year Plan, first I didn't notice
15 anything committed to rural Arizona, and rural Arizona exists.
16 It's not just about Phoenix or Tucson. Now people live there
17 who earns money, who pay taxes, who pay registration. Nothing
18 there.

19 Secondly, when I was looking at the plan, there
20 is some link to some kind of -- kind of survey of the road, but
21 this is 2021 data. And even based on 2021 data, because I've
22 been here for a long time, I'm questioning about this survey,
23 because you have marked section of the road fair that I do know
24 very well in 2021 had already potholes and disintegration of the
25 road, and I cannot tell you how it looks like today. I mean,

1 next thing I have to do is take a camera and take pictures,
2 which is fairly dangerous, because this road is being utilized
3 quite a bit. Some people don't understand, don't expect the
4 potholes, and whole basically section of pavements back to the
5 air, and they land up on your car --

6 MR. ROEHRICH: Excuse me, Mr. Dehombreux. You've
7 exceeded your three minutes. Can you please complete your
8 comments?

9 MR. DEHOMBREUX: Yeah. That's it, basically. I
10 was going to say this is a big safety hazard.

11 MR. ROEHRICH: Thank you, sir.

12 CHAIRMAN KNIGHT: Thank you, Mr. Dehombreux, for
13 your -- for your comments.

14 MR. ROEHRICH: Bryce, it looked like Mr. Regner
15 was unmuted. Is -- did he work out his issues?

16 WEBEX HOST: Yes. He wasn't muted. I was on the
17 phone with him. He said he had this problem last time, so we
18 are going to try to give him another chance to be able to speak.

19 Mr. Regner, also make sure that you do have your
20 settings correct on your speakers, just so that if you are
21 needed, we can hear you as well. Okay. And let's try...

22 I have requested to unmute you, Mr. Regner, so
23 let's try that again. And you are now unmuted.

24 MR. REGNER: Can you hear me now?

25 MR. ROEHRICH: Yes, sir. We can.

1 MR. REGNER: Are you able to hear me now?

2 MR. ROEHRICH: Yes sir, we can. Please make your
3 comments.

4 MR. REGNER: Thank you.

5 Well, thank you, Chairman Knight, and Vice
6 Chairman Searle and members of the committee and staff, and I'll
7 be very short. I just want to thank you for all the hard work
8 you're doing, and I want to thank you for understanding the
9 challenges of smaller rural cities, towns and counties by
10 creating the SMART Fund project. We urge you to approve the
11 SMART Fund allocations in Items -- in your Item 7J, Amendment
12 02/15/2023.

13 I'm speaking for myself as a former councilmember
14 with the town of Clarkdale, but my comments today are my own,
15 and just appreciate all your work and appreciate moving forward
16 with that amendment. That's all I have today.

17 CHAIRMAN KNIGHT: Thank you, Mr. Regner.

18 MR. ROEHRICH: Our next speaker is Ms. Susan
19 Guthrie. Ms. Guthrie, please raise your hand.

20 WEBEX HOST: Ms. Guthrie, you are now unmuted.
21 You may speak.

22 MS. GUTHRIE: Hello? Can you hear me?

23 MR. ROEHRICH: Yes, ma'am, we can.

24 MS. GUTHRIE: Thank you.

25 I actually registered just to make comments on

1 our SMART Fund application, but also, Chairman Knight, want to
2 thank you for your work along with the rest of the commission on
3 this program. Clarkdale is making every effort we can to be
4 competitive in the IIJA process as a very small rural community.
5 And having this program, the SMART Fund program is going to be
6 tremendously helpful to help us get shovel ready so that we can
7 be more competitive at the federal level.

8 So again, thank you for your work, and when you
9 come to our item, I'm available for questions.

10 CHAIRMAN KNIGHT: Thank you, Ms. Guthrie, for
11 your comments.

12 MR. ROEHRICH: Our next speaker is Ms. Jennifer
13 Thompson. Ms. Thompson, please raise your hand.

14 WEBEX HOST: Ms. Thompson, you are now unmuted.
15 You may speak.

16 MS. THOMPSON: Hello?

17 MR. ROEHRICH: We can hear you, Ms. Thompson.
18 Please make your comments.

19 MS. THOMPSON: Okay. Thank you.

20 All right. Good morning, everybody. Good
21 morning, Chairman Knight and members of the Board. I'm Jennifer
22 Thompson, and I'm the controller and townsite utilities manager
23 for Freeport McMoRan in Bagdad, located in Yavapai County. So
24 we're about an hour northwest of Wickenburg. We are -- you --
25 our State Route 97 takes off of the US-93 about 30 minutes

1 before Wikieup.

2 First of all, I'd like to welcome Director Toth.
3 We look forward to working with you and accomplishing many
4 things. Congratulations to you.

5 We're just a little more than a week away from
6 submitting the RAISE grant for the State Route 97
7 reconstruction. It'll be submitted by Yavapai County and
8 administered by ADOT. The -- this stretch of road is about 11
9 miles long, and we're looking for the reconstruction to bring it
10 up to standards both horizontally and vertically, you know, to
11 help us with production, safety in the road, facilitating better
12 access and readiness for first responders, which not only
13 respond to emergencies on this road, but also use it to get to
14 US-93.

15 Bagdad's main product is copper, also known as
16 the metal of electrification, and a key component to the 2050
17 net zero emission energy transition plan. So, you know, in an
18 effort to provide resources necessary to meet domestic and
19 global decarbonization goals, we are currently conducting a
20 feasibility study to potentially expand our Bagdad operations
21 starting in the next two to three years. This potential
22 expansion would double the current production, bringing us to
23 about 400 trucks per day. That would be for both copper
24 production and commercial freight. And add about 600 employees
25 to our already 1,000-strong workforce and add some contractors

1 to that. They would all be using State Route 97, as we don't
2 have the housing availability in Bagdad. So many of these folks
3 would be living in the Wickenburg area, commuting to Bagdad for
4 their job.

5 Just want to thank everybody on the Board. Thank
6 you, Mr. Chairman, for the opportunity to speak. We're excited
7 about getting this grant submitted. It's been a long time in
8 the making, and, of course, our first experience with it. So
9 just want to thank you for your partnership and, you know,
10 especially for the -- our district administrator, Anthony
11 Brozich, and the Northwest District staff. We've -- we continue
12 to partnership -- we continue to partner with them, and it's
13 been -- it's been a great relationship building project.

14 So thank you for your time.

15 CHAIRMAN KNIGHT: Thank you, Jennifer, for your
16 comments.

17 MR. ROEHRICH: Our last speaker that I have a
18 request for is Ms. Ruth Mayday. Ms. Mayday, please raise your
19 hand.

20 WEBEX HOST: Ms. Mayday, again, if you are a
21 call-in user, please press star three to raise your hand.

22 All right. And I'm requesting to unmute your
23 line now. Your line has been unmuted, Ms. Mayday.

24 MS. MAYDAY: Can you hear me now?

25 MR. ROEHRICH: Yes, we can hear you. Please make

1 your comments.

2 MS. MAYDAY: Perfect. Thank you.

3 Yes. I wanted to take this opportunity to thank
4 the committee for giving all of us that chance to speak about
5 these projects. I know you get literally thousands of requests
6 for funding every single year, and we appreciate ADOT putting
7 this program together to help small rural communities access
8 federal funding for projects.

9 As you may know, the project that Clarkdale is
10 working on is for an additional bridge across the Bitter Creek.
11 Right now, that area is served by a single bridge. That is a
12 single-lane bridge. It's over 100 years old. It provides
13 access to the Verde Canyon Railroad, which is a national and
14 international tourism draw. We also have Bent River Machine
15 down there. They make custom machines that support the high
16 tech manufacturing industries in the Valley.

17 Right now, we have a safety issue for the workers
18 in the -- in -- that go to Bitter Creek and Machine and other
19 businesses, that visit the railroad and residents down there,
20 because this is the only point of access and egress to that
21 area. If that bridge were to fail, we literally have no way to
22 move people back and forth across the creek.

23 There's a significant economic benefit for the
24 town of Clarkdale and for the greater Verde Valley region, and
25 in fact, north central Arizona, with the addition of another

1 bridge to cross this area. It would bring, according to a study
2 we had done by Elliott Pollack, we're conservatively looking at
3 an additional 125 jobs per year, 5,000 additional visitors to
4 the Verde Canyon Railroad, \$3.3 million in additional wages
5 paid, and \$9.5 million in additional economic output. And
6 that's just the benefit to Clarkdale. That doesn't include
7 additional growth opportunities for Cottonwood, Camp Verde and
8 other municipalities across the region that would have expanded
9 economic opportunities with additional -- with the possibility
10 of freight access.

11 Excuse me. And with that, I'll conclude my
12 remarks, and I'd be happy to answer any questions you may have.

13 CHAIRMAN KNIGHT: Thank you, Ms. Mayday, for your
14 comments.

15 MR. ROEHRICH: Mr. Chairman, that's all the
16 requests to speak.

17 CHAIRMAN KNIGHT: Thank you, Floyd.

18 We'll move on to Item Number 1, the director's
19 report.

20 I would personally like to welcome, along with
21 the -- along with the Board, our new director to her first
22 meeting of the full Transportation Board.

23 DIRECTOR TOTH: Thank you, Mr. Chairman, members
24 of the Board. I deeply apologize that I am unable to be there
25 in person, as I will be accompanying the Governor to Mexico

1 today to meet with President Obrador and Governor Durazo to
2 discuss the importance of border infrastructure, but I'm just --
3 I'm glad that I'm at least able to join you virtually. I do
4 apologize, as I might have to leave the meeting a little early.

5 But first, I want to thank Mayor Winfield and the
6 entire staff in Oro Valley. We are very, very thankful for your
7 hospitality today and last night. I had opportunities as ADOT
8 state engineer and deputy director for transportation to provide
9 presentations to this board in the past, but being before you
10 today as the agency's newest director is certainly an honor for
11 me, and I appreciate your trust in that.

12 To get started, I want to share with you a little
13 bit about my background before I give you some agency updates.
14 I'm originally from Houston. That's where I grew up. It's
15 where I went to college. I received my bachelor's degree in
16 civil engineering from the University of Houston before heading
17 over to New Mexico, where I got my master's degree in civil
18 engineering, with an emphasis in construction management.

19 And from there I came to ADOT, and I started
20 working as an engineer in training, moved up the ranks and was a
21 senior project manager in our Intermodal Transportation
22 Division, and then took a position in the private sector for a
23 few years.

24 I came back to ADOT in 2008 and had the privilege
25 to serve in a number of roles, including deputy director for

1 transportation and state engineer. In 2014, I was asked to
2 serve as director and county engineer at the Maricopa County
3 Department of Transportation. And then, again, I served in that
4 role for about eight years. And I'm really proud of what we
5 accomplished, but I'm very happy to be back at ADOT. I'm
6 excited about the chance to lead this organization.

7 Right now I'm meeting with a lot of different
8 people throughout the agency and our stakeholders and listening
9 and learning as I try to get settled into my new role. I know
10 for sure that I want to support the good work that's happening
11 every day, and I'm excited to discover new ways that can improve
12 safety, innovation, customer responsiveness and also
13 collaboration throughout the agency.

14 As board members, you are our agency advocates
15 and ambassadors, so I want to do my part in letting you in on
16 what ADOT employees are working on. So moving forward, I'd like
17 to use this spot on the agenda to share a brief look at some of
18 the positive things that are happening around ADOT.

19 For example, I'm really proud of our teams who
20 helped traffic move so smoothly last weekend during Super Bowl.
21 Our traffic management and system maintenance personnel assisted
22 and provided significant support across the Valley of both
23 groups. They prestaged equipment. They were ready to operate
24 our dynamic message signs, the ramp meters and traffic signals,
25 as we provided traffic incident management support. And ADOT

1 staff also supported various command centers with other cities
2 and other participating agencies, just a part of an example in
3 terms of our collaborative and innovative areas.

4 And finally, I just want to let you know that I'm
5 very excited to get to know this board a little better. I --
6 again, I was so looking forward to being there in person today
7 and really apologize that I'm not able to. I want to -- I want
8 to learn from you and hear more about your thoughts and visions
9 for the transportation system, and I will definitely be reaching
10 out to each of you to schedule some individual time and be able
11 to hear your voice and how you are feeling about the agency and
12 what you see.

13 So with that, I would like to follow up on a
14 question that was posed during our research study session having
15 to do with lost vehicle registration revenue. Anecdotally, we
16 kind of know that some registration revenue is lost by people
17 not registering their vehicle in this state, despite there being
18 a legal requirement to do so.

19 From our work with the mandatory insurance
20 program, we know, for example, that a person may not -- they may
21 move to the state and change their insurance, but not
22 necessarily their registration, because the registration from
23 the other state is not yet expired. This would result in
24 definitely some lost months of our -- and -- result in some
25 months of lost revenue that we would be able to collect.

1 Also, some people register their vehicles in
2 other states and with lower tax rates, and unfortunately, we do
3 not have a way to determine what is not registered here and that
4 should be. However, we do have a few options on how to
5 encourage compliance.

6 First, we have a page on our website about
7 enforcement compliance, and that includes a link where the
8 members of the public can report a registration compliance
9 violator, the phone number on the page, and the information
10 referred via the site. They're transmitted to ADOT Enforcement
11 and Compliance Bureau, and we're working to gather some data on
12 the usage of that hotline and website, as well as to better
13 understand what is our process when a violation is reported.

14 And second, which is what I alluded to in the
15 study session, MVD does work with a vendor to receive insurance
16 verification for vehicles registered in Arizona. We're
17 currently working with a vendor to explore the possibility of
18 receiving information on all insurance policies written by
19 insurers for vehicles in Arizona. So if it's written in Texas
20 but written for a vehicle in Arizona, we'd be able to match them
21 up with our vehicle registration database. And while that may
22 not allow us to estimate the number of vehicles insured, and
23 therefore, likely driving in Arizona but not registered here, we
24 can't -- we can probably use that information to enforce or
25 encourage compliance since we don't anticipate that we will be

1 able to receive any ownership information. So that -- that's a
2 little problem in terms of how we're getting the data and not
3 being able to get that ownership data.

4 The initial data that we are going to data dump,
5 so to speak, will be available next week, and we're going to be
6 taking a look at it and discussing what we might be able to do
7 with it to be able to ensure a little more compliance in terms
8 of that registration.

9 And lastly, MVD is creating a list of all new
10 driver's license issued within the past year where the individual
11 is over the age of 25 and does not have a registered vehicle in
12 their name. We plan to engage the Department of Revenue to
13 create a list of individuals who have filed Arizona income tax
14 returns but they don't have a vehicle registered in the state,
15 and so they may have recently moved to Arizona and not
16 registered their vehicles yet. While they may not have a
17 vehicle in state, by sending letters, we can encourage the
18 compliance if they do have a vehicle to go ahead and register
19 that. The cost to send a customer a letter is very minimal
20 compared to the potential return if even just a small portion of
21 those individuals register a vehicle here in Arizona.

22 So I really appreciate the question at the last
23 study session and us being able to dive in and see what we can
24 do in order to ensure some better compliance and ensure that
25 revenue stream is helping us. So these activities, they may not

1 allow the department to estimate the number of vehicles, but
2 we -- that shouldn't (sic) be registered here but aren't, but
3 like I said, it really gave us an opportunity to look at our
4 processes internally and be able to look at what we can do to
5 improve them.

6 So I'm very happy to be here, and I thank you for
7 allowing me to share about myself with you, and I think with
8 that, I'm going to turn it over to Floyd to talk about the
9 legislative report.

10 MR. ROEHRICH: Thank you, Madam Director.

11 Mr. Chairman and Board Members, Anthony Casselman
12 does send his regrets. He would normally give the legislative
13 report. He is meeting with legislative and direct -- and the
14 Governor's staff this morning on a number of bills as they kind
15 of wrap up. So I'm going to go through his -- kind of his
16 points here.

17 So this is the last week for bills to be heard in
18 their originating chamber. Next week is known as the transition
19 week, where the bills will pass to the sister chamber, and they
20 will start working on their committee meetings, with the
21 exception of the Appropriations Committee. They have two
22 meetings next week because they have a large number of items, 46
23 bills, as well as seven transportation bills, and one of the
24 bills that they will be discussing is the Prop 400 extension.
25 There are three others out there. This is the first one that

1 they will be reviewing them in the Appropriations Committee.

2 Earlier this week, he sent out a summary of all
3 the transportation related bills. After today's meeting and as
4 he gets the final review from the House and the Senate staff, he
5 will put together another -- a bill tracking list, and he will
6 send that out. He was hoping today. If not, it'll be early
7 next week, but again, it'll give us a summary of where the
8 next -- or where we stand with the transportation bills.

9 He does want to make one point of clarification
10 on House Bill 2063. In his summary, it said that it was the --
11 to take -- reduced the \$19 million appropriation in the Highway
12 Fund and put the 13 million towards improvements on 238 and 347.
13 This is not taking money that's in the Highway Fund that would
14 be appropriated by this Board -- excuse me -- would be
15 prioritized by this Board. It was General Fund money that was
16 appropriated last year to the tune of 19 million, but the
17 project that it was appropriated to -- appropriated to on 347
18 needed \$6 million. So what they're doing is in this cleanup to
19 that bill is they're taking the remaining \$13 million, which was
20 originally General Fund appropriation, and putting it onto those
21 improvements on 238, State Route 238 and State Route 347.

22 CHAIRMAN KNIGHT: Thank you, Floyd.

23 Does any member have any questions for Director
24 Toth? Jesse.

25 MR. THOMPSON: Chairman, members of the Board,

1 staff, those in the audience, I do welcome Ms. Toth's invitation
2 to meet with each one of us. Certainly it is -- we have
3 different counties in each of the districts that we represent,
4 and I represent Apache, Navajo and Coconino Counties. And a lot
5 of my district includes Native American communities, and that
6 has been a top priority for me. How can we as a board, as staff
7 and even as the State of Arizona support the maintenance of dirt
8 roads that are used daily by the school buses? And they
9 certainly need our help, because it does -- poorly maintained
10 roads does have an impact on the learning process of our young
11 people. So therefore, I am certainly very happy that you're
12 reaching out to each of us to talk about issues that matter to
13 all of us. So again, thank you very much, Chairman.

14 CHAIRMAN KNIGHT: Thank you, Jesse.

15 Yes, Ted.

16 MR. MAXWELL: First off, I -- Director Toth, I
17 would also like to welcome you to the Board. And I look forward
18 to meeting with you and discussing what -- how the department
19 could continue to support particularly a lot of the projects
20 that are benefited by the regional funding and the importance of
21 regional funding. That obviously is a big thing going forward
22 if we're going to continue to build new infrastructure. So I
23 look forward to that.

24 And Floyd, I guess I've got a question for you.
25 Kind of a follow-up on that -- on that last comment. You talked

1 about the funds now being -- from the one bill being changed
2 from 347 to 238. Is that going to happen this year, and when
3 will those funds be available, or what's the timing on that?

4 Then the other thing I'd like to follow up is
5 I've had a couple of state legislators reach out and ask about
6 what kind of progress we're making on timing issues of the
7 lights on 347. We've obviously heard a lot about that, and
8 it's -- there's needs for infrastructure and investment in 347,
9 but there's also needs to try and to improve that traffic flow,
10 and I just -- if you've got anything that you can update us on,
11 that would be great.

12 MR. ROEHRICH: Mr. Chairman, Board Member
13 Maxwell, my understanding is that the appropriation -- shifting
14 the appropriation would be approved this year, but it would be
15 next fiscal year. So the funds would become available in --
16 they're already in the program, but be available for that
17 project next fiscal year once -- if it passes and it gets
18 approved.

19 As far as the lighting on 347, I would have to
20 defer to the state engineer's office for that. I have not
21 followed that, but we will follow up and send an answer to you.

22 MR. MAXWELL: Thank you, Floyd. If we could,
23 since it's the engineering department would have to weigh in on
24 that, if you could either get us an answer before the next board
25 meeting or maybe even bring it back at the next board meeting.

1 That's -- we've talked about the call to the audience, and I
2 appreciate the work ADOT and the staff has done on summarizing
3 all the call to the audience and the department's responses to
4 some of those questions, but call the audience is really
5 important. So if we could get them an answer on that end and
6 the timing on the issue. So I appreciate all that effort,
7 Floyd, and thank you, Mr. Chair.

8 CHAIRMAN KNIGHT: Thank you. Did any other
9 member have any comments?

10 Hearing none, we'll move on to Item Number 2, the
11 district report, with Rod Lane.

12 MR. LANE: Mr. Chair, members of the Board, thank
13 you. And Director Toth, welcome. Look forward to working with
14 you again.

15 We did a board report last week, so I'm going to
16 expand a little bit on that. So talk about some of the
17 projects, but also expand on the relationships that we have in
18 the PAG region and how they've benefited the PAG region and ADOT
19 as well.

20 So the first project I'm going to talk about is
21 the project on I-10 from the Ina TI to the Ruthrauff traffic
22 interchange. So this is the third project out of the design
23 concept report. The first project was Ina Road, and that
24 project -- the whole corridor was just a significant relation --
25 significant, very good relationship between PAG and the RTA and

1 also the local communities. The Ina Road project consisted of
2 funding from both the RTA for the railroad overpass. It
3 consisted of funding from the town of Marana to put a bridge
4 over the Santa Cruz River, and it consisted of funding from the
5 local ADOT PAG regional funds to reconstruct the T -- the TI
6 that was in there.

7 That same process moved down to the Ruthraff
8 traffic interchange down south, where, again, we had regional
9 RTA funds in that project to provide funding for the crossing of
10 the railroad and then ADOT regional federal funds to improve the
11 traffic interchange on that one.

12 The third project in there is really the -- kind
13 of the pièce de résistance of that. We've got the mainline
14 widening going between Ina to Ruthraff right now, and this
15 project started last month. It's a \$171 million project. It's
16 being done by Granite. You'll start to see the impacts of
17 the -- of the project kind of starting right now, but the
18 regional cooperation for this project was quite significant.

19 The county has a -- had a commitment to connect
20 Silverbell to River Road via Sunset. There was a commitment
21 from the RTA again to make that connection with the county. So
22 we've combined all of those needs together into one project.
23 So, essentially, what's going to happen is we've got a new
24 Sunset Road. The city -- the county already took that over the
25 Santa Cruz River.

1 So now as part of ADOT's project and with funding
2 from both the county and the RTA, we're going to take Sunset
3 Road over I-10. We're going to take it over the railroad.
4 We're going to take it over the river, and then we're going to
5 connect it on to River Road to create a new connection for that
6 part of town, along with upgrading the interstate in that area
7 with a new interchange at Orange Grove and four new bridges on
8 the main line, plus widening the main line and adding auxiliary
9 lanes. So it's quite a cooperative effort in the entire
10 community to get this project done and get this whole DCR
11 concept completed.

12 The next one I want to talk about is SR-77, which
13 is an ongoing project. It's been going on for a few years.
14 It's been an interesting project in the sense that it's being
15 done in an urban area, very urban setting. So there's a lot of
16 challenges with that. It's got a significant traffic volume
17 level. Anywhere from 40- to 60,000 cars a day use this
18 facility.

19 So to reconstruct it to the level that we're
20 constructing does have impacts. The community's feeling that.
21 So I think I should say thank you for your patience to the
22 community. There is a lot of noise. We have to do this work at
23 night. It impacts people. We understand that. We're reaching
24 out to everyone and doing our best to try and mitigate that as
25 much as we can, but for safety issues, volumes of traffic,

1 pedestrian interactions, bicycle interactions, we really have to
2 do all of this work when the volumes are the lowest to make that
3 environment safe.

4 So this is also quite a cooperative effort.
5 There's a lot of funding from the RTA in this. There's a lot of
6 funding from PAG in this to do signals and sidewalks, and we're
7 enclosing the drainage structures. A lot of bridge work on this
8 job. So again, quite a cooperative effort from the community
9 and quite a good project. We should be wrapping this up this
10 summer. So hopefully we'll give some relief to the residents,
11 and they'll get a new corridor through there, and that will help
12 them out very nice.

13 The next project I want to talk about is also on
14 I-10. This is going to be impactful in the sense that I-10 is a
15 narrow section in there. It's only two lanes in there, and
16 we're going to have to be doing a pavement pres. All the work
17 will be done at night. So again, we'll try and reduce that
18 impact as much as possible. This has just started, so it'll be
19 kicking off and going on.

20 And the third one is not in the PAG region, but
21 it -- I'm an engineer, and this is a cool, geeky engineering
22 project. So I just want to talk about it, because I really like
23 it. This is a bridge slide. So what we did is we have the
24 existing bridge in the middle, and we essentially built new
25 columns and hammerheads underneath and then expand them out and

1 built two new bridges on either side. And then you come in and
2 you slide -- you demolish -- in one weekend, we demolished the
3 entire bridge. The next week -- the entire existing bridge, put
4 traffic on the outside. Then the following weekend, you switch
5 traffic to one side of the bridge, you slide that whole bridge
6 over. So we did that twice. It's all done. It's up just north
7 of Florence, in the -- up on SR-79. So now it's just kind of
8 wrapping up, and I just thought that was a nice project to
9 mention.

10 There is going to be a video coming out of the
11 process for this. I saw it last week. I don't have the website
12 for it, because I don't think it's quite ready to be published,
13 but it would -- it is quite something to see.

14 So with that, thank you for your time and enjoy
15 Southern Arizona. Any questions?

16 CHAIRMAN KNIGHT: How many miles is that -- how
17 long is that bridge that you're --

18 MR. LANE: I believe it's 1,600 feet.

19 CHAIRMAN KNIGHT: 600 (sic) feet.

20 MR. LANE: Yeah. It's a -- it's a pretty
21 significant bridge.

22 CHAIRMAN KNIGHT: It looked like it on
23 (inaudible).

24 MR. LANE: Yeah. Yeah. Yeah. It was quite an
25 event.

1 CHAIRMAN KNIGHT: Thank you.

2 Does any other board member have a question for
3 Rod? Yes, Ted.

4 MR. MAXWELL: Thank you, Mr. Chair. You know I'm
5 always willing to say something.

6 So Rod, one, I love the passion. It's good to see
7 traffic engineers and construction folks get all geeked out on
8 what they're doing, so that's great. I want to thank you for
9 what you're doing in this region, supporting the Southcentral
10 area of Arizona, but Mr. Chair what I really want to do is make
11 more of a statement. I think it's one that's really important
12 for everybody that calls in.

13 We hear a lot from rural areas and other areas.
14 In fact, all those projects that are having significant impact
15 on our region down here in Pima County, all are requiring a
16 collaboration of funding, both from ADOT, from regional, through
17 the RTA, and quite often even from the local governments. And
18 as we've looked at Pinal having an RTA that was voted down last
19 year, we've got Prop -- or we got 400's extension in
20 consideration, and we're currently working on our RTA next down
21 here.

22 I think it's really important that people
23 understand without those regional funds, it impacts everybody.
24 It impacts the rural communities. It impacts everybody else,
25 because the money gets tighter and gets more difficult, and when

1 you talk about the Legislature, it -- they represent everybody
2 in the state, but there's large sectors of areas. And if the
3 funds regionally aren't there, they're going to be looking at
4 how they can improve the area for the most constituents in
5 Arizona, and it gets even tighter on the rural.

6 So it's these regional bills and regional funding
7 is incredibly important, and I think that we need to keep
8 telling the story about all the different funds that go into the
9 creation of these projects. People see projects done. They
10 assume it's all ADOT money or they assume it's all federal
11 money, and the reality is it's generally not, and I think that
12 impacts the entire state.

13 So thank you, Mr. Chair, for that opportunity.
14 Thank you, Rod.

15 CHAIRMAN KNIGHT: Yes. Member Searle.

16 VICE CHAIR SEARLE: Good morning, Rod. I
17 appreciate the input when we talk about the Saint David Bridge
18 project, and it does seem like that the detour for the wide load
19 seems to be helping, and I appreciate the assistance on that.

20 MR. LANE: Thank you.

21 CHAIRMAN KNIGHT: Any other comments for Rod?
22 Questions?

23 Hearing none, we'll move on to -- thank you, Rod.

24 MR. LANE: Thank you.

25 CHAIRMAN KNIGHT: We'll move on to Item 3, the

1 consent agenda. Does any member want an item removed for
2 special consideration or comments?

3 Hearing none.

4 VICE CHAIR SEARLE: I'll make the motion to
5 approve the consent agenda as presented.

6 MS. HOWARD: I'll second.

7 CHAIRMAN KNIGHT: You second.

8 I have a motion from Member Searle to approve
9 as -- the consent agenda as presented, and a second by Member
10 Howard. Is there any comments or questions from the Board?

11 All those in favor, please signify by saying aye.

12 BOARD MEMBERS: Aye.

13 CHAIRMAN KNIGHT: Any opposed? Motion passes.

14 We'll now move on to Agenda Item Number 4 for
15 information and discussion only, and Kristine Ward will give us
16 her presentation. Thank you, Kristine.

17 MS. WARD: Good morning, Board Members, and also
18 a good morning and welcome to our new director. It's
19 unfortunate she couldn't be here with us, but we can celebrate,
20 nonetheless, in her absence.

21 So I have a very brief report for you this
22 morning, and it's short and positive. I'll leave the less
23 positive to Paul. I think he's coming up here soon.

24 Let's see. Who's moving slides today? Do I get
25 to do that myself?

1 UNIDENTIFIED SPEAKER: Yes. Here's the clicker.

2 MS. WARD: Okay. This is -- it's new being in
3 person again.

4 Okay. Let's first discuss the Highway User
5 Revenue Fund, HURF, and we're in -- I'm happy to report we are
6 in forecast range, with about \$990 million collected year to
7 date. Just for some perspective, our overall forecast for HURF
8 for this year is about 1 billion, 750 million. So we're running
9 right on target. I think -- well, just a little -- .7 percent
10 behind. Nothing concerning.

11 Moving on to the individual categories, so this
12 slide will show you, January, the month of January, isolated,
13 not year to date, but just for January, the results shown by the
14 individual categories. And for the month of January, we're
15 running a little bit above forecast, 1.7 percent, but overall
16 for that year, we're right on target, within our target
17 measurement range.

18 Okay. Speaking of the regional -- to the
19 Regional Area Road Fund. Similar to HURF, RARF is within its
20 forecast range with \$350 million collected year to date. Again,
21 for some perspective, our overall forecast for Regional Area
22 Road Fund are \$720 million for FY '23. The category that stood
23 out this month and is standing out is contracting. We've had
24 growth -- with growth of about 32.6 percent. When you look at
25 the individual categories for RARF, now understand RARF runs a

1 little behind, the way the process flows. We're looking at
2 December revenues because of the way TPT tax is collected, and
3 what you'll see there is we're just running a little bit ahead
4 of forecast for December at 4 percent above forecast.

5 I don't have anything to report on the federal
6 aid program or the debt program, and I would be happy to take
7 any questions you might have.

8 CHAIRMAN KNIGHT: Does any member have a question
9 for Kristine?

10 Yes, Member Daniels.

11 MS. DANIELS: Kristine, do -- does ADOT track
12 total dollars spent either within the region or within the state
13 on O&M only in comparison to the gas tax revenues that we
14 receive?

15 MS. WARD: Mr. Chair, Board Member Daniels, I am
16 pausing and thinking. May I get back to you on that? I am not
17 certain we do have that. I need to think about that.

18 MS. DANIELS: I would imagine we have all the
19 data. Maybe it's not compiled specifically --

20 MS. WARD: Yeah.

21 MS. DANIELS: -- in that way. I did throw you a
22 curveball this morning. So, yeah, we can --

23 MS. WARD: No problems.

24 MS. DANIELS: -- get back together.

25 MS. WARD: Keeps it exciting.

1 MS. DANIELS: What I'm curious about is there's a
2 lot of conversation across the state, in particularly the
3 Legislature right now on the revenues associated with gas tax
4 applied to -- I'm just telling you the angle that I'm looking at
5 here --

6 MS. WARD: Uh-huh.

7 MS. DANIELS: -- as I'm thinking about this. The
8 revenues that we receive from gas tax as a percentage of what we
9 spend total on the operation and maintenance of our
10 comprehensive system.

11 MS. WARD: Oh.

12 MS. DANIELS: And the reason I say that is
13 because there's a theory out there that gas tax is covering
14 everything, and I need -- we need to clarify that. I think we
15 all as a board know that that's not an accurate statement, but
16 I'm not sure that that message is being sent both to lawmakers,
17 but also to the general public. I think we need to sort of show
18 that there was a conversation obviously from this board last
19 month about electric vehicles, and we know there's a discrepancy
20 there. I just think it's really important that we get some data
21 behind the conversation.

22 MS. WARD: Mr. Chairman, Ms. Daniels, I will -- I
23 will touch base with you after this meeting just to make sure I
24 have clarity in the question, and we can certainly gather that
25 for you. Your reframing of it helped quite a bit. So thank

1 you, and we'll touch base afterwards. Thank you.

2 CHAIRMAN KNIGHT: I think it is important that
3 we -- that we make sure the public knows that you can't cover
4 2023 or 2024 expenses with 1991 gas tax revenue. It just can't
5 happen, and they need to know that. Thank you.

6 MS. WARD: Thank you.

7 CHAIRMAN KNIGHT: Any other comments for
8 Kristine?

9 Thank you, Kristine.

10 We'll now move on to Agenda Item Number 5, which
11 is for discussion and possible action. Paul Patane.

12 MR. PATANE: Good Morning, Chairman Knight, Board
13 Members. So Paul Patane, Multimodal Planning Division. Today,
14 I will be presenting to you the Tentative Five-Year Program for
15 your consideration and approval.

16 So the items I'll cover today are a little --
17 just a little background information. Then I'll cover the
18 Tentative Five-Year Highway Delivery Program, the tentative MAG
19 program, the tentative PAG program, the tentative Airport
20 Capital Improvement Program, along with covering the next steps.

21 So as far as some of the background information,
22 as you're aware that the five-year program must be a fiscally
23 constrained document. The approval process and schedule ahead,
24 presenting the tentative program today, and May 19th is our
25 currently scheduled public hearing, followed by June 1st, the

1 board study session. We'll go over and discuss the comments we
2 received from the public and others. Then for June 16th board
3 date, it's projected approval of the five-year program.

4 Just real quick, an overview of our assets
5 condition. So the current value of all our infrastructure
6 assets according to our 2022 ADOT Annual Comprehensive Financial
7 Report, the value of the system is \$24.4 billion. This is the
8 largest asset that the State of Arizona has.

9 So next I'll get into talking about our bridge
10 and pavement ratings. And so federal performance or federal
11 regulations require us to have performance standards and metrics
12 for our pavement and bridges. Thus is why we show this to you
13 where we evaluate and track our bridge performance. How we do
14 this is by the bridge ratings. On the bridge rating of good is
15 the primary structural component has no problems and very minor
16 deterioration. A fair condition bridge is one where the
17 structural components are sound, but there's beginning some of
18 concrete deterioration. Followed by poor -- a poor rating is we
19 have severe scour, severe potholes on bridge decks. A poor
20 condition bridge is not unsafe. Unsafe bridges are closed.

21 So in looking at our condition on the statewide,
22 going from 2010 to '21, there's a downward trend on the bridge
23 condition. In 2010, the overall system was at 75.5 percent.
24 Now we're at 64 percent, which as you can see, we've kind of
25 leveled off all over the last few years, and that's because of

1 our -- a lot of investment that we put into the -- to the
2 bridges. But again, our system is aging and so, you know, we
3 can't maintain the current downward trend we're going. So
4 additional funding will be necessary.

5 So looking at our pavement ratings. Again,
6 they're based on good, fair and poor condition. A good is a
7 smooth road surface with little cracking or no ruts or potholes.
8 Then fair condition is moderate amounts of cracking with
9 increased roughness on the road surface. And we have poor
10 condition pavement, and I think a lot of us have experienced the
11 rough surface, the ruts in the road of a poor condition.

12 And here we're looking at our pavement condition
13 for our interstates. Unfortunately, it's a downward trend as
14 well. In 2010, we were at 72 percent. In 2021, we're at 51.4
15 percent. The last couple years we were able to increase the
16 amount of good condition payments. Fortunately, we were to get
17 some additional legislative appropriations along with some
18 CRRSAA funding, but also we've -- our pavement group has
19 developed what we call a life extension program where we're able
20 to take care of some pavements that are in fair condition but --
21 and get those up into good condition with some minor milling and
22 resurfacing of the roadways.

23 This is our pavement condition for the
24 non-interstates. Unfortunately, a downward trend as well. We
25 have to -- when it comes to prioritizing where we invest our

1 pavements or key commerce corridors or interstates is where we
2 look to prioritize, and so, naturally, the other roadways, state
3 highways or -- you know, are the direct result of what happens.
4 So in 2010, we were at 68.1 percent. As you look today, or
5 2021, in our last data, we were at 33.8 percent.

6 These are pavement condition for the non-National
7 Highway system. Not much good news to report here either. Our
8 good condition was -- in 2010 was at 44.3 percent, and
9 currently, in 2021, we were at 17.1.

10 So What Moves Arizona 2040 is the agency's most
11 current Long Range Transportation Plan. The Long Range -- our
12 Long Range Transportation Plan is not project specific, but it
13 is a policy document. The long range plan helps us establish
14 the strategic priorities, goals and objectives and guides ADOT's
15 investments based on the anticipated funding levels.

16 As you can see, the investment categories we have
17 within our long range plan are preservation, modernization and
18 expansion.

19 So how does this all kind of link together? This
20 is kind of the purpose of the slide. Where's -- the long range
21 transportation planning does give us recommended investment
22 choices. So from there we use our planning to programming
23 policy and process to identify the new projects that come into
24 the program on the -- on the new fifth year of the program. And
25 so once we rate those projects using the input from the

1 districts, key stakeholders, NPO, COGS and other elected
2 officials, we develop the tentative five-year program. Then we
3 get it, as we are here today, to have the tentative program
4 approved by the Board.

5 So this is just a slide showing the -- kind of
6 the process we used to develop the five year, the fifth year of
7 the new program. It's an ongoing process, takes, you know, a
8 whole, full year to develop the program. Then if you've seen
9 from all the board meetings, we come with recommendations, you
10 know, to the -- to the program once it's approved. I mean, we
11 approve the program in June. Then in July we're making changes
12 due to additional projects being added, additional funding
13 sources being identified. So it's an ongoing process throughout
14 the year where we develop and execute the five-year program.

15 So at our study session, you know, we presented
16 this slide as well. This is showing the funding available for
17 the tentative program. As you can see, we're -- our program is
18 doing quite well over the last few years, and this program here
19 is the largest program that ADOT has ever had and will
20 administer. The current value's in excess of \$7.73 billion.

21 So this slide here shows the funding distribution
22 by percentages for different investment choices. As you can
23 see, the -- on the left there's the program from 2023-2027
24 compared to the new program, 2024 to 2028 program. As you can
25 see, our modernization has increased, and this is partially due

1 to the new programs that were part of IIJA investments in truck
2 parking. Some of the new programs were the Transportation
3 Alternative Program, the Carbon Reduction and the NEVI, and we
4 also increase the amount in the HSIP program.

5 So these are the program dollar amounts,
6 excluding the -- of the MAG, the Maricopa and Pima County
7 regions. As you can see, we're -- the 2024 we're at over
8 804 million, up to 2028 where we were increased to 962 million.

9 So this -- these are the funding amounts for the
10 ADOT system only. This doesn't include what goes on the local
11 system. We're at 6 -- over 693 million in 2024, with a constant
12 rise to right around 867 million in 2028.

13 So this slide here shows what goes into the local
14 competitive programs and funding and other systems, such as
15 state parks. This funding has increased as well, as you can
16 see. There's over 100 million average throughout the five
17 years. Money going through the NEVI programs there, the
18 recreation trails, off system bridge, and along with the CMAC
19 funds for the Nogales area.

20 So for Greater -- for Greater Arizona, we have 64
21 percent for expansion in the new 2024 program. They have 20
22 percent for modernization, along with 16 percent toward
23 expansion.

24 So just wanted to bring you up to date on the
25 I-10 corridor. There's a lot of moving parts here, and so we're

1 working with our regional partners and our tribal partners on
2 and coming up with the phasing plan. A lot of discussion going
3 on, but we do have over \$800 million toward the corridor that's
4 currently in the program, and so not all the projects will be in
5 the tentative program. Those are still being fleshed out with
6 our MAG and our great partners just to make sure everybody's on
7 board in how we implement this 26-mile gap that's in need of
8 improvement.

9 So here are some of the expansion projects. For
10 FY '24 we have our -- the West Kingman TI and I-40 and US-93
11 interchange. That's at 160 million. We're investing some
12 design work on US-93 at Cane Springs, along with, again, the
13 right-of-way process for the SR-260 Lion Springs. Investing
14 83 million for Anthem Way, along with 20 million for the I-10
15 corridor. And we're using -- for US-191 Cochise Railroad
16 overpass, there's 23.15 million programmed.

17 For FY '25, expansion projects. Again, a lot of
18 our focus is on US-93, Vista Royale to Big Jim Wash. We've got
19 US-93 at Cane Springs. Another 30 million for the I-10
20 corridor. And we have the remainder of the US-91 Cochise
21 Railroad overpass, with 23.15 million.

22 The reason -- just real quick for, like -- for
23 the US-191, we show it in two fiscal years because we cash
24 flowed over. That's how we...

25 So FY 2026, we have 54.5 million towards Lion

1 Springs and State Route 260. You have another 63.9 million for
2 US-93 at Cane Springs. Then 43 million for US-93 at Vista
3 Royale.

4 FY '27, we have Lion Springs SR260, and also
5 70 million for US-93 at Big Jim Wash.

6 For FY '28, we're currently showing no expansion
7 projects on the tentative program.

8 So I'm going to show the MAG program for
9 2024-2028 based on the latest information we have obtained from
10 MAG. So here we're showing -- this displays the program that's
11 for 20- -- FY '24 and '25 for the MAG region. And we have
12 various types of projects. Some interchange improvements, along
13 with expansion projects along Grand Avenue.

14 This is for the PAG region, the tentative program
15 for the PAG region based on the latest information given to us.
16 So we're showing projects on I-10, Country Club and Kino. Kino
17 Road traffic interchange. Both those projects will be combined
18 into one. Then we have expansion on I-19 from Valencia Road to
19 I-10, along with I-19 at Irvington TI at 79 million.

20 So this is the Airport Capital Improvement
21 Program. The ACIP has the objective of maximizing the use of
22 state dollars for airport development and F -- federal aviation
23 funding for Arizona airports. Federal monies are derived mainly
24 from taxes on airline tickets and are distributed by the Federal
25 Aviation Administration directly to local airports through the

1 National Airport Improvement Program. State funding comes
2 mainly from flight, property tax, aircraft in lieu tax, aircraft
3 registration and aviation fuel tax.

4 And this picture here shows the Cottonwood
5 Airport, which they received the last year for the airport of
6 the year. Each year we pick an airport of the year, and they --
7 and they get put on the program. One of the benefits.

8 So showing our ACIP for fiscal year 2024. We
9 have the federal/state/local program, which is at 8 million. We
10 have the state/local program, which is at 10 million. You have
11 the Airport Pavement Maintenance System (AMPS) program at
12 5 million. And then we have the Grand Canyon National Airport
13 (GCN). For FY '24, they have 20.6 million. And then we have
14 state planning services, an additional million dollars. For the
15 total Airport Capital Improvement Program of 44,705,000. Excuse
16 me.

17 So then looking on the six- to ten-year program.
18 Again, using our long range plan as our guide for our investment
19 choices, and we're not showing any expansion from 2029 to 2033
20 as well.

21 So the next steps was a recommendation to the
22 State Transportation Board for approval for public comment on
23 February 17th, today. We will have the public comment period of
24 March through May. And then currently scheduled for March --
25 for May 19th is the public hearing of the tentative program,

1 followed by the study session in June. Then anticipate final
2 approval by the State Transportation Board on June 16th. Then
3 our new state fiscal year starts July 1.

4 Any questions?

5 CHAIRMAN KNIGHT: I think Mr. -- Board Member
6 Searle has a question.

7 VICE CHAIR SEARLE: Well, actually, I've got
8 several questions, Paul. And since you're going to be taking
9 public comment for the next several months, would you like to
10 start right now?

11 MR. PATANE: No. I mean, that's what we're here
12 for. We're here to serve, and -- well, I may not be able to
13 address them --

14 VICE CHAIR SEARLE: Okay.

15 MR. PATANE: -- all, but we'll -- we will address
16 them.

17 VICE CHAIR SEARLE: All right. I've got to keep
18 my finger on this button to keep it... Thanks, Jackie.

19 Let's start with the Cochise overpass that you
20 referred to earlier.

21 MR. PATANE: Yes.

22 VICE CHAIR SEARLE: And I don't know if this is
23 a -- just a technical addition problem, but you said it carries
24 over two years, the funding.

25 MR. PATANE: Correct.

1 VICE CHAIR SEARLE: And it's showing 23 million
2 one year and 23 million the next year. So is that a total of 46
3 for the project?

4 MR. PATANE: If it's -- you know, I don't have my
5 program -- I got it right here. If it's showing -- showing in
6 two fiscal years, that's what currently is being --

7 VICE CHAIR SEARLE: All right. But it's also got
8 it added up over here at \$89 million as well.

9 MR. PATANE: What page are you looking at, sir?

10 CHAIRMAN KNIGHT: 129. (Inaudible) break there.
11 Yeah.

12 MR. PATANE: Yeah. The way I'm reading it, we
13 got 23.15 in FY '24 and '25

14 VICE CHAIR SEARLE: So the total project is
15 forty-seven nine; is that correct?

16 MR. PATANE: Correct.

17 VICE CHAIR SEARLE: So the number above it, which
18 on total construction is showing 89 million bucks. So that --

19 MR. PATANE: Oh, okay.

20 VICE CHAIR SEARLE: Is -- I'm assuming that's a
21 typo then.

22 MR. PATANE: Yes, sir.

23 VICE CHAIR SEARLE: Okay. All right. If we'll
24 go back to page 100. No, no. I'm sorry. Let's find it here.
25 Page 101. I got Jackie...

1 This is the legislative appropriation combined
2 with a project that's going to be bid out this fall. The
3 question I've got is the next one is 102, which is basically
4 work on the same -- the same segment of road, but scheduled for
5 two years later, and I'm just wondering for efficiencies, is
6 there an issue that they shouldn't be done at the same time?

7 MR. PATANE: Well --

8 VICE CHAIR SEARLE: And that might be something
9 you want to get back with me on.

10 MR. PATANE: Yes, Sir.

11 VICE CHAIR SEARLE: And the last comment or the
12 last question is in previous years on the Airport Capital
13 Improvement program, it's been a listing of the different
14 airports and the different projects, and I didn't see an
15 individual breakout as to where the individual airports are
16 going to get funding for this coming fiscal year.

17 MR. PATANE: Yeah. We can provide that list.
18 They had to update it based on some additional funding that came
19 in, but the list will be provided.

20 VICE CHAIR SEARLE: Okay. Those are my questions
21 and comments, Gary.

22 CHAIRMAN KNIGHT: Does any other board member
23 have questions? Board Member Daniels.

24 MS. DANIELS: Thanks.

25 Hey, Paul.

1 MR. PATANE: Hello.

2 MS. DANIELS: Paul, I'm so grateful that you come
3 and present. I can tell you do not love presenting, but you do
4 a really good job. So I just need you to know we see it, and
5 we're still really proud of you.

6 MR. PATANE: (Inaudible.)

7 MS. DANIELS: Question for you.

8 MR. PATANE: I'll do better on my body language.

9 MS. DANIELS: No, stay you, because you got
10 both -- you got both sides of the coin. It's great.

11 Question for you. It -- we've used this phrase
12 historically, and I just want to make sure that we're still
13 being consistent. I've heard before that in order for something
14 to be within the five-year plan, a DCR has to be completed in
15 order for that to take place. Is that still sort of the policy?

16 MR. PATANE: So that's -- you know, that's -- it
17 really depends on the -- on these larger projects, you know, to
18 get funding for construction, it's -- yes, it's best to have
19 that preliminary (indiscernible) scoping document, but there's
20 funding sources, like, you know, these -- are our pavement
21 preservation program. Those projects have a very small scope to
22 them. They don't have a big study, design concept report. So
23 it varies on the type of project, but when you get into larger
24 projects, you have to have that guiding document to help you
25 make the right decisions.

1 MS. DANIELS: I can appreciate that. I'm going
2 to put you on the spot then on State Route 88, which I hear
3 about regularly. There's a very active group of citizens
4 involved.

5 MR. PATANE: Right.

6 MS. DANIELS: I realize it's a complicated
7 project because of the varying levels of government that are
8 involved in that, but the statement was made at the last State
9 Route 88 meeting that in order for something to be included in
10 the five-year plan, there has to be a DCR. If we could outline
11 the criteria for when something does require a DCR and when it
12 doesn't, that will help us, I think, in those conversations,
13 because I think I misunderstood sort of this -- the size and
14 scope that would require a DCR and which ones won't. But I --

15 MR. PATANE: Right.

16 MS. DANIELS: -- think we need to be really clear
17 about that, because there is some inconsistency, I think, in the
18 way that we're explaining that.

19 MR. PATANE: Okay. We can do that.

20 CHAIRMAN KNIGHT: Yes. Member Howard.

21 MS. HOWARD: Thank you, Chair.

22 Thank you, Paul, for such a great report. I just
23 wanted to make a couple of comments.

24 In the beginning of your presentation, we're
25 showing quite a decline in the ratings of most of our roads and

1 bridges, and it scared me, you know, as you went on through your
2 presentation, because I see the decline in the funding going
3 towards the maintenance as well, which causes further decline,
4 obviously. But when you get to the end where we're looking out
5 ten years, that number seems to grow in more of the maintenance
6 aspect and preservation versus the modernization and growth, and
7 so that eases me a little bit.

8 So I really want us to remain open over the next
9 several years with that. You know, nationally, all of our
10 infrastructure is declining --

11 MR. PATANE: Right.

12 MS. HOWARD: -- both utilities and public works,
13 and I really think we need to have foresight there and plan well
14 in advance to maintain as well as provide for growth and
15 modernization at the same time, just that balance.

16 So thank you very much.

17 MR. PATANE: Thank you for those good comments.

18 CHAIRMAN KNIGHT: Any other questions for Paul?

19 Yes. Member Maxwell.

20 MR. MAXWELL: Thank you, Mr. Chair.

21 Paul, kind of quick follow-up to what Member
22 Howard just said, is I think as we look at that ten years out,
23 there's just no money for expansion, and I think that goes back
24 to where we're going to have to identify where those alternative
25 sources are or have the conversation of modernizing, and the

1 keyword is modernizing how we fund infrastructure right now.
2 We're using, you know, decades old systems to fund something
3 that's -- the vehicles aren't the same. The roads aren't the
4 same. Construction's not the same. So at some point we may
5 have to have that conversation.

6 Specific questions on this one. You briefed the
7 I-10 project today, and you talked about the 800 million cost,
8 but we don't have all that money identified yet; is that
9 correct?

10 MR. PATANE: That's correct. There still is --
11 based on the current estimate and the available funds, there is
12 still a gap of 130 million.

13 MR. MAXWELL: So in the five-year plan, do we
14 have the piece -- do we have the entire 800 million built in the
15 five-year plan, and we're betting on the (indiscernible) do we
16 have the 400 million that we know we've got from the State
17 Legislature?

18 MR. PATANE: No, we don't. There's some regional
19 requirements that have to be completed before that 400 million,
20 you know, can be used in, you know, the MAG region. There's
21 (inaudible) conformity. It's got to be in their TIP, things
22 like that. But we are anticipating, you know, that the Gila
23 River Bridge still going this year, in FY '23. So, you know,
24 hopefully begin construction by the end of the year on the -- on
25 the Gila River Bridge.

1 So we just have to -- with our -- working with
2 our regional partners and our -- and our tribal partners,
3 there's just still ongoing discussion on the phasing between the
4 north and south and where things will begin construction, but
5 the Gila River Bridge is moving forward.

6 MR. MAXWELL: So Gila River Bridge is in here,
7 the rest of the project's not necessarily to complete the 26
8 miles of I-10?

9 MR. PATANE: Correct, sir.

10 MR. MAXWELL: And I think that's important for
11 the public to understand that we -- ADOT works nonstop on this
12 plan, because it's a continual year-to-year. I mean, you saw
13 the timing even overlaps, starting the next one before we've
14 even approved this one. So that's a lot of good work, and I
15 appreciate that.

16 And the other question I've got is really more
17 for clarification. The preservation that's in the five-year
18 plan is not the only preservation that ADOT does. I mean, when
19 it comes to -- you hear -- you know, we heard a caller today
20 talk about potholes and doing that. There's -- that -- are
21 those funds -- I mean, obviously we've got the preservation
22 projects in here, but is there also just a bucket of money for
23 the other preservation we do or --

24 MR. PATANE: Yeah. Our operations or maintenance
25 operations, you know, they -- you know, we have funding that

1 goes to the different districts, and they use -- they do
2 preservation as well as themselves. We got -- there's a special
3 line item, I believe it's 35 million now, the SLA program is
4 used for preservation as well. So there's an -- ongoing
5 strategies, both them, boots on ground along with our pavement
6 group folks who are planning, because we -- earlier in the year
7 we did have our pavement group run the numbers, what it would
8 take to get all our pavements in good condition, and it was,
9 excuse me, 4.6 billion. So it's a huge number.

10 MR. MAXWELL: Thank you, Paul, for clarifying. I
11 just want to make sure everybody realized that there are
12 projects in here, but there's also other pavement preservation
13 efforts that go on as well.

14 And thank you, Mr. Chair.

15 CHAIRMAN KNIGHT: Thank you, Ted.

16 All right. Paul, to Member Howard's comments,
17 the only reason we have expansion and modernization in the early
18 years of the plan are due to legislative appropriations, and
19 we're not taking it away from our pavement preservation money;
20 is that correct?

21 MR. PATANE: Well, no. I believe it's not,
22 Chairman Knight. The current funding for the expansion projects
23 is, you know, the program dollars, the HURF dollars, and those
24 are needed for, like, US-93. You know, we're trying to get
25 where we can get more HSIP funds qualified for that corridor,

1 but, you know, based on just the concerns from operations, you
2 know, it's in need of expansion, and just because of safety as
3 well.

4 CHAIRMAN KNIGHT: Okay. I -- seems like when we
5 first -- going back a couple of five-year plans, we had no --
6 initially, we had the expansion and modernization ended, and the
7 preservation continued to increase, and now we seem to have
8 money for expansion and modernization, and, of course, that --
9 the legislative appropriations helped that considerably. So I
10 just --

11 MR. PATANE: Oh, it frees up money in other
12 areas. You know, you're able to move funding around. I think
13 last year's program is when we introduce some of these expansion
14 projects, based on some of the safety needs.

15 CHAIRMAN KNIGHT: Okay. I've got one more
16 observation question. The MAG prediction out into -- I --
17 they're -- Prop 400, whatever that -- their transportation tax
18 expires 2026? 2025?

19 MR. PATANE: Right.

20 CHAIRMAN KNIGHT: So are you assuming with
21 your -- with your predictions out past 2025 that that's going to
22 be approved or is -- how does that -- how does that work?

23 MR. PATANE: Well, as you can see, we showed just
24 '24 and '25, and only (indiscernible) work with our regional
25 partners, and, you know, they kind of hand us their program that

1 we insert into our program, and so we -- that's still ongoing
2 discussion, and when, you know, I talked earlier or next about
3 the new Long Range Transportation Plan, you know, one of our
4 forecasts is based on them. Prop -- the low forecast is based
5 on Prop 400E not passing.

6 CHAIRMAN KNIGHT: Yeah. The only the only reason
7 I ask is it might be beneficial when they reintroduce that to
8 the voters to show that, what it would look like after 2025 if
9 that is not approved, that way the voters can see what they're
10 going to lose if that proposition is not passed, but anyway...
11 Just a comment.

12 MR. PATANE: Okay. Thank you.

13 CHAIRMAN KNIGHT: Member Daniels?

14 MS. DANIELS: To that point, we do have that
15 analysis. MAG has worked diligently on that. And right now
16 it's not even a question of the voters approving it. We need to
17 get it through the Legislature first to get it on the ballot, so
18 there's a few steps still ahead, but that analysis has been done
19 and I think that that could be provided. I think it's a little
20 bit of a tricky scenario as it relates to when we're working in
21 conjunction with ADOT, because at some point there would have to
22 be some reallocation of dollars, and I was really grateful for
23 mayors and leadership, elected leadership, outside of Maricopa
24 County or the MAG region who very much are -- have been
25 supportive of that effort, and it's been really heartening to

1 see the rest of the state come together to support that region.
2 So I just want to convey that.

3 I was on the exact same page as you, Chair
4 Knight, when you talked about legislative appropriations for
5 expansion projects. We have become a little dependent, if you
6 will, I think, on that, and I don't mean that in a negative way.
7 There's been some surpluses at the Legislature that have allowed
8 for -- I call them earmarks, but I know the legislators don't
9 like that -- so appropriations to allow them to have specific
10 expansion projects, many of which have benefited a lot of our
11 residents across the -- across the state.

12 I -- if that is going to be the new norm, I would
13 like to see ADOT get much more involved in the legislative
14 process and in ensuring that a lot of those bills are
15 prioritized from an ADOT perspective. And I know we have a new
16 legislative director, and I don't -- I don't mean to give
17 direction. That would be a Director Toth initiative, but I do
18 believe that as a board as well as an agency, if our norm for
19 expansion and modernization is going to be coming from
20 legislative appropriations, as it has over the last couple of
21 years, we need to get a little bit more proactive in that effort
22 to ensure that the priorities of the state remain intact.

23 CHAIRMAN KNIGHT: Thank you.

24 Member Maxwell.

25 MR. MAXWELL: And just a follow-up comment to

1 that too, to Member Daniel's point of if that's going to be the
2 new norm, we've got -- ADOT needs to be involved in that process
3 as well. But the fact of the matter is it's been surpluses that
4 have allowed the legislators the ability to do that additional
5 funding, and if we're going to assume that we're going to have
6 surpluses going forward forever, I think that's a position where
7 we're going to get -- and the point where if we don't have a
8 solid five-year plan and a solid regional funding plan, the
9 feds, you know, always are looking to get some match, and they
10 can't come, but we can't start relying on a single source to get
11 our infrastructure needs met. And if we do that as a -- as a --
12 either a board or a state, I think we're going to be in trouble
13 eventually.

14 CHAIRMAN KNIGHT: Thank you.

15 And I would also comment that the rural counties,
16 the other 13 counties have come together through the RTAC, the
17 Rural Transportation Advocacy Council, to do precisely what
18 Board Member Daniels is talking about, and yes, ADOT would -- it
19 would behoove ADOT to be involved as well, and we're -- and that
20 organization is -- makes every effort to do that. Kevin Adam
21 has been a great leader of that -- of that group. So things are
22 being done, and unfortunately, since it just is the Rural
23 Transportation Advocacy Council and it just includes the 13
24 rural counties, but MAG and PAG also have been present with a
25 voice.

1 Any other comments from this?

2 VICE CHAIR SEARLE: (Inaudible.)

3 CHAIRMAN KNIGHT: Yeah. Go ahead, Member Searle.

4 VICE CHAIR SEARLE: (Inaudible) looking for a
5 motion to approve the Tentative 2024-28 Five-Year Transportation
6 Plan?

7 CHAIRMAN KNIGHT: If there are no other comments
8 or no other questions for Paul.

9 VICE CHAIR SEARLE: I so move.

10 MR. MAXWELL: Second.

11 CHAIRMAN KNIGHT: I have a motion from Member
12 Searle and the second from Member Maxwell to approve the Five-
13 Year Transportation Facilities and Construction Program review
14 and -- for public hearing. Does any member have any further
15 comments?

16 Hearing none, all those in favor signify by
17 saying aye.

18 BOARD MEMBERS: Aye.

19 CHAIRMAN KNIGHT: Any opposed? Motion passes.
20 Thank you, Paul.

21 MR. PATANE: I'm up here for a little while
22 today.

23 CHAIRMAN KNIGHT: We'll now move on to -- we'll
24 now move on to Agenda Item Number 6, which is also Paul's, for
25 information and discussion only. The Multimodal Planning

1 Division Report.

2 MR. PATANE: Thank you.

3 So today, current, the planning activities I'll
4 discuss are the tribal transportation update, along with just a
5 high level overview of where we're at with the Long Range
6 Transportation Plan and some of the next steps with that Long
7 Range Transportation Plan.

8 So the first update is regarding the Intertribal
9 Council of Arizona. The objective of this group is to improve
10 consultation, coordination and cooperation between ADOT and the
11 tribes in Arizona. The working group meetings are formed to
12 provide information and receive feedback on issues or concerns
13 from our tribal partners. And so they had the meeting. The
14 transportation working group had a meeting yesterday, and the
15 topics of discussion were the ADOT Transportation Alternative
16 Program, the ADOT Intergovernmental Fund Transfer Agreement
17 process, along with the ADOT IFTA, the tribal experience. The
18 next meeting -- working group meeting is on March 16th.

19 So here's an update on US-DOT Tribal
20 Transportation Program Safety Fund. Tribal grants were awarded
21 in Arizona. On February 2nd, the US DOT released notice of that
22 the following projects were awarded safety funding. The
23 Colorado River Indian Tribes were awarded a little over 277,000
24 for design and pedestrian improvements along Agency Road.

25 The second award of a little over 514,000 for

1 systematic application of roadway departure countermeasures.
2 Also, Fort McDowell received funding for Indian Route 106 and
3 hundred -- a little over 191,000 for road safety improvements.

4 So some ongoing activities with the Northern
5 Arizona region. We have newly-elected leaders. Ms. Parker is
6 the newly-elected chairwoman of the Hualapai Nation. She was
7 elected on special -- she was elected by a special election on
8 January 14th to replace Dr. Damon Clarke. With the Navajo
9 Nation, the newly-elected leader was -- let's say this right --
10 Buu Nygren. He's the new Navajo Nation president, took oath in
11 the office in -- earlier on January 10th.

12 Then we have our ongoing Hopi and ADOT
13 partnership meeting. We meet on a quarterly basis at the
14 Northcentral District office discussing issues such as road
15 safety assessment, the process there, data sharing, as well as
16 updates on upcoming projects from both the ADOT Northeast
17 District and NACOG.

18 Any questions on the tribal updates?

19 CHAIRMAN KNIGHT: Any questions from the Board?

20 MR. THOMPSON: Yes.

21 CHAIRMAN KNIGHT: Board Member Thompson.

22 MR. THOMPSON: You know, just right now, we just
23 passed the Five-Year Transportation Plan for public hearings.

24 MR. PATANE: Yes.

25 MR. THOMPSON: I'd like a little more emphasis

1 put to the tribal governments as to the importance of having
2 them, you know, make a lot these comments that pertain to their
3 communities. And I certainly do appreciate -- I believe that
4 we've (inaudible) a good degree of progress, in doing this,
5 communicating with the public and tribal governments and having
6 them be part of the process. So again, I'd just like to extend
7 thank you to you and also the staff here, and for on the Board
8 as well. So thank you, Paul.

9 MR. PATANE: No. Thank you. It's important that
10 we hear from our tribal partners and, you know, because of the
11 emphasis, we've added two staff members dedicated to improving
12 those tribal relations. We added one working directly for Greg.
13 Then we have -- we added another tribal liaison in our
14 Environmental Planning Group. So we're looking to improve those
15 relationships.

16 CHAIRMAN KNIGHT: Any further questions or
17 comments from the Board?

18 Carry on, Paul.

19 MR. PATANE: Okay. Just a little quick update on
20 the 2050 Long Range Transportation Plan update. As you know,
21 federal and state requirements, required to update the plan
22 every five years, and that's where we're at. We're currently
23 updating the new plan.

24 And so the plan provides a blueprint for the
25 vision for the state's future transportation system over the

1 next 25 years. And I just want to -- you know, a lot of the
2 documents -- going to begin to share those with you over the
3 next couple months, because it's important we get your feedback
4 on some of these documents, because we will look to -- we will
5 look to give you a detailed briefing on the June 1st study
6 session followed -- and we anticipate it -- having it go to the
7 Board in June as well for final approval.

8 So I'll cover these documents, the vision, the
9 schedule, some of the deliverable status, our public
10 involvement, some of the great things we did there, the
11 multimodal needs analysis, and the revenue analysis. Both the
12 needs and revenue analysis are still draft, and so those need to
13 be currently updated, but I want to share with you what we have
14 to date and the next steps.

15 So our vision for Arizona is "Connecting Arizona.
16 Better Lives Through Better Transportation." And to support
17 that vision, we have nine goals, and the goals are, you know,
18 enhance safety and security, support economic vitality, preserve
19 and maintain the system, improving mobility, reliability and
20 accessibility, strengthen partnerships, along with support
21 equitable access to the state highway system.

22 And so, you know, with, you know, some of these,
23 just like enhanced safety and security, you know, our vision is
24 still for a state highway system where we have zero fatalities,
25 and so our efforts will be focused to really reduce and actually

1 eliminate the fatalities on our state highway system.

2 We've all heard about preserving and maintaining
3 our infrastructure. Our infrastructure is aging. It's over
4 50-60 years old, and so all the emphasis we need to make sure we
5 improve and dedicate as much funding as possible to
6 preservation.

7 Improving mobility, you know that has to do with
8 travel time reliability. Our freight -- is our freight plan,
9 kind of eliminating some of those bottlenecks along our state
10 highway system, along with strengthening our partnerships. I
11 kind of alluded to that -- alluded to that earlier, but it's
12 important that we're all working together with a common vision,
13 because we all know what a good transportation system can do to
14 this state and to our economy.

15 So here's our schedule. We're moving along, and
16 right now we're really in the meat of what the Long Range
17 Transportation Plan is all about, because at the end of the day,
18 we're looking at determining what our recommended investment
19 choices will be, which guides how we program the five-year
20 program and develop it.

21 And so right now we're in February, and so we
22 look forward to the conclusion over the next few months, but
23 this is an important time, I want to stress, if we can get your
24 feedback on the documents that we begin to share with you.

25 So some of the deliverables. Some of these are

1 completed. The vision, goals and objectives, we'll get that to
2 you over the next week. Then the drafts, as mentioned, for the
3 needs analysis and the revenue analysis. And the future -- our
4 future deliverables are the gap analysis and final long range
5 plan, but we also added a couple items to this was a resiliency
6 plan, as part of the long range plan, along with updating our
7 key commerce corridors.

8 So I'll start with our public involvement. So
9 some of the (inaudible) we use with social media, e-blasts and
10 keys stakeholder outreach. As you can see, we kind of exceeded
11 our expectations. We were anticipating 7,100 responses. We got
12 closer to the 7,900, and so, you know, we were really pleased to
13 even increase it from 5,900 over the last long range plan. So
14 those efforts are paying off where we're reaching out and
15 getting feedback from our customers.

16 So this kind of shows the survey coverage of the
17 feedback we received. Naturally, the Maricopa was the highest
18 at 54 percent, Pima County in 19. Several others at 1 percent
19 and 3 percent, and along with Pinal County, we got good response
20 at 10 percent.

21 So we asked -- as part of the survey, we asked
22 them, as you've seen earlier, I referenced the seven goals that
23 were part of the Long Range Transportation Plan vision, and so
24 the survey respondents were asked to rank those, the priority of
25 the goals, okay, and you can see where enhanced safety and

1 security was real close with two, mobility, followed up by
2 preservation and maintaining the system. Then as -- the others
3 are listed there as well. So in this question, they were asked
4 to rank the goals of -- to their importance.

5 Then on this second survey, this other survey
6 question we ask is -- we gave the respondents, you know, a fixed
7 budget, and where would they put their coins, you know, in
8 the -- in these categories, and as you can see, preservation was
9 the number one, followed by expansion, modernization, innovation
10 and accessibility.

11 As part of our public outreach, we had tribal
12 consultation sessions. We reached out to all 22 tribes. Twelve
13 tribes responded. We met with ten. Some of the takeaways from
14 those meetings were district communication on projects. They
15 feel it's important that they know not just during the
16 development of the project, but they want to get -- you know,
17 even when construction starts, get those notifications.

18 The roadway, lighting was an issue. Then
19 pedestrian safety. Widen shoulders and crash data sharing. The
20 crash data sharing is really huge, because we're not able to,
21 you know, put those numbers in the system and see if they
22 qualify, depending on the type of serious crash or fatals. And
23 so I really highly recommend we really need to do all we can to
24 get the data sharing issue taken care of, so...

25 Then also, you know, our regional partners, NPO,

1 COG outreach, you know, it's the continuing updates with the MPO
2 COGS. You know, we were able to do upon request any one-on-one
3 meetings, in-depth presentations as needed, but that group has
4 provided a lot of good input. Good input throughout this
5 process.

6 And these are our future public meetings coming
7 up. They're just around the corner. These are a combination of
8 in-person and virtual. The first three are in-person meetings
9 at -- both in the Phoenix area, Tucson and Flagstaff, and we
10 have a statewide virtual meeting followed up by a telephone town
11 hall on March 22nd.

12 So when we looked at the multimodal needs
13 analysis, you know, the purpose of the needs analysis is really
14 to define as funding amount required to bring -- to bring our
15 facilities to desired level. And so when we look at how the
16 transportation system is made up, now, we have the ADOT
17 infrastructure, which is our -- you know, our state highway
18 system, our ports of entry, our other facilities. These are
19 assets owned and operated by ADOT.

20 Then we have ADOT stewardship needs, and the
21 needs are -- are, like, programs -- ADOT stewardship needs
22 reference the amount of typical -- or excuse me -- the
23 stewardship are areas of programs that we administer on behalf
24 of the locals. Okay? And a big one is the transit, the 5311 --
25 53T -- 5310 money, which all comes through ADOT as passthrough.

1 Then we have the aviation funding. Also, the non- -- the
2 bridge -- the bridge funds, non-AH bridge funds. We do the
3 passenger rail, the 5329 program. We provide the state
4 oversight for that program, along with the Section 130 funding
5 associated with public at grade crossings. And so then we have
6 the complementary transportation systems, which is really owned
7 and operated by the local agencies.

8 So when we -- when we looked at the needs for --
9 you know, for the 2026-2050 horizon, you know, for the ADOT
10 infrastructure, we're looking at the need of \$154 billion. The
11 ADOT stewardship is based on current program funding levels,
12 because a lot of those are federal, federal aid highway programs
13 that we just projected the same levels of funding. Then we did
14 not include the complementary transportation funding as part of
15 the multimodal needs analysis. And so for the total in our
16 draft document that -- the total needs is currently at 211
17 billion.

18 So when we did our revenue analysis, we looked at
19 three scenario assumptions. A base forecast, ADOT official
20 revenue forecast for HURF and RARF. Current federal
21 authorization levels. And we did alter alternative forecasts on
22 the high end, with ADOT risk analysis focused on -- of 10
23 percent for HURF and RARF, a \$200 million increase per year,
24 with IIJA and BIL replacement funding. Along with alternative
25 forecasts lower. The ADOT risk analysis forecast of 90 percent

1 for HURF, termination of RARF funding in 2026, and return to
2 lower FAST Act funding levels.

3 So on the -- so I'm the one making those green
4 marks, huh? So I --

5 (Inaudible crosstalk.)

6 MR. PATANE: I won't mess with it.

7 And so on the revenue analysis, for the base, the
8 base extended -- the base forecast extended, we're looking at a
9 need of 74.8 billion. On the alternative high forecast,
10 94.5 billion, along with the low forecast of 42.5 billion.
11 Again, these are draft numbers. They still -- we still need to
12 have more collaboration with our consultant and our FMS group to
13 make sure we get the right numbers out, but we'll be sharing
14 with you these documents for your input and feedback.

15 MS. DANIELS: Let's go ahead and delete those
16 green marks if we can, just because it's hard to read a few
17 things on the slide.

18 UNIDENTIFIED SPEAKER: Good question. I don't
19 know how to do this. Is it an invisible one?

20 UNIDENTIFIED SPEAKER: I didn't touch it. Didn't
21 touch it, Floyd.

22 UNIDENTIFIED SPEAKER: (Indiscernible.)

23 UNIDENTIFIED SPEAKER: You did it. All right.

24 MR. PATANE: (Inaudible.) Step back.

25 So the next steps are we've got to -- once we

1 have the needs analysis and revenue analysis completed, we'll do
2 a gap analysis to find out what the funding needs are, and we'll
3 have a draft Long Range Transportation Plan that will go out for
4 public comment review, followed by a study session in June.
5 Then look for -- anticipate bring to the Board for
6 recommendation for approval on the board meeting in June.

7 CHAIRMAN KNIGHT: Do any members of the Board
8 have questions or comments for Paul?

9 Hearing none, you're -- don't go anywhere.

10 MR. PATANE: I'm not going anywhere. I told
11 them --

12 CHAIRMAN KNIGHT: Moving on to Item Number 7.

13 MR. PATANE: I told (inaudible). We've got to
14 make a change next meeting.

15 CHAIRMAN KNIGHT: PPAC items with Paul.

16 MR. PATANE: Okay. Chairman Knight, Board
17 Members, for your consideration are the recommended changes to
18 the FY2023-2027 Transportation -- Five-Year Transportation
19 Facilities Construction Program, Items 7A through 7F project
20 modifications.

21 CHAIRMAN KNIGHT: Any questions or comments for
22 Paul? I'll enter -- Board Member Thompson.

23 MR. THOMPSON: I would so -- I would so move for
24 approval as presented, approving the projects.

25 CHAIRMAN KNIGHT: I have a motion from Board

1 Member Thompson to approve the PPAC modifications Item 7A
2 through 7F as presented; is that correct? Do I have a second?

3 MR. MECK: Second.

4 CHAIRMAN KNIGHT: I've got to -- I've got a
5 second from Board Member Meck.

6 All those in favor signify by saying aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN KNIGHT: Any opposed? Motion passes.
9 Okay, Paul.

10 UNIDENTIFIED SPEAKER: (Inaudible.)

11 MR. PATANE: It should be the one that says --
12 okay.

13 (Inaudible crosstalk.)

14 MR. PATANE: Okay. Chairman Knight, Board
15 Members, for your consideration are the recommended changes to
16 the FY '23-2027 Five-Year Transportation Facilities Construction
17 Program, Items 7G through 7I, new projects.

18 CHAIRMAN KNIGHT: Any questions or comments from
19 the Board? Then I'll entertain a motion to approve PPAC new
20 projects Items 7G through 7I as presented.

21 MS. DANIELS: So moved.

22 MS. HOWARD: I'll second.

23 CHAIRMAN KNIGHT: I have a motion from Member
24 Daniels and a second from Member Howard to approve as presented.
25 Any other questions or comments?

1 If -- hearing none, all those in favor signify by
2 saying aye.

3 BOARD MEMBERS: Aye.

4 CHAIRMAN KNIGHT: Any opposed? Motion passes.
5 Thank you.

6 MR. PATANE: Okay. One more. Okay. Item 7J.
7 I'm kind of excited about this one. I'll give you an update
8 on -- well, all of them. The AZ SMART Fund, because, you know,
9 to date we've only received three applications, and so I
10 really -- Board -- Chairman, Knight, Board Members, you know,
11 we've talked to our MPO's, our COGs, and everybody's aware we
12 have a website. You know, they -- we really like to see the
13 locals take advantage of this program. It's -- the program was
14 developed for the locals to have competitive application for
15 grants, and the way it's set up, you know, we can reimburse them
16 for the grant, the design services, and, you know, then they
17 have the -- you know, for the match. So it's all of -- all the
18 processes in place for them to really go for a grant from, you
19 know -- from submitting it to up to the match requirement, so...

20 So just real quick. You know, House Bill 2872
21 appropriated 50 million for the -- for the AZ SMART program.
22 The program provides grants to assist rural cities and towns and
23 counties to effectively compete for federal district
24 discretionary grants. And so just some real quick highlights.
25 As you know, they broke the applicant category into five areas,

1 and available funding was 10 million for each area. And so the
2 eligible uses are reimbursement up to 50 percent of grant
3 development submission costs.

4 This is for counties with a population of less
5 than 10,000, or 100,000 in cities and towns with a population of
6 less than 10,000. Can be used for a match for a federal grant
7 and reimbursement for design and other engineering services that
8 meet federal standards for projects eligible for a federal
9 grant. Unfortunately, there is -- there is some ineligible
10 applicants. Eligible applicants are all ADOT -- all cities and
11 towns and counties, except Maricopa and Pima Counties. Then
12 Guadalupe, Paradise Valley, Tempe, Tolson, Youngtown and South
13 Tucson are not eligible.

14 So the current grant that's available is the
15 Rebuilding American Infrastructure With Sustainability and
16 Equity grant, known as the RAISE grant. It's a multimodal,
17 merit-based competitive program funding a wide variety of
18 transportation projects. The emphasis: To improve safety,
19 environmental sustainability, mobility, economic
20 competitiveness, state of good repair, and partnership and
21 innovation. Available funding is a little over 1.1 billion for
22 urban and rural areas. The minimum reward is 5 million for
23 urban and 1 million for rural, and the application deadline is
24 February 28th.

25 So we received three applications that we

1 received of all our eligible applicants, eligible projects that
2 have submitted the COG, NPO and approval as required by statute.
3 Summary of the full applications was provided in the Board
4 packet. All have been approved by PPAC to be considered for
5 Board award. Total -- the total requested for the match was
6 29,000. Total requested for design and other engineering
7 services was a little over \$1,016,000. Total requested for
8 grant development submission, zero. The Board may approve, deny
9 -- approve, modify, deny or request more information.

10 So I'll go through each of these real quick, the
11 projects.

12 The first one is in Navajo County. It will
13 provide a match on the already awarded RAISE grant for a
14 regional multimodal study. It covers 16 miles on State
15 Route 260 between US-60 and State Route 73. The study will look
16 for areas to -- for improvement, to address inadequate safety
17 measures. It'll prepare pre-construction documents, conduct the
18 necessary community outreach, create a technical advisory
19 committee, which ADOT will be a part of, and to develop a
20 comprehensive plan. So the ask here is 29,000 for match from
21 Navajo County.

22 Next we have the town of Clarkdale. Their
23 request is for 807,500. This is for design and other
24 engineering services. AZ SMART request will fund design of a
25 new two-lane bridge to replace the 105-year old single-lane

1 bridge. The new bridge will improve emergency response vehicle
2 access/connectivity. Will facilitate tourism to the Verde
3 Canyon and improve nationwide connectivity for the Arizona
4 Central Railroad. The old bridge will be converted to a
5 pedestrian bicycle use. The applicant will submit right-of-way
6 and construction phases for RAISE grant in 2024.

7 Next AZ SMART request is from the City of Bisbee,
8 in the amount of 208,500 for design and other engineering
9 services, and the fund -- the request will fund design of a new
10 bridge on Commerce Street. Current -- the current bridge has
11 no -- has moisture damage or wood rot and is a safety concern.
12 It spans the Mule Gulch Channel and major drainageway recognized
13 by FEMA. Collapse could damage utilities, block channel,
14 resulting in flooding and property damage? Applicant will
15 submit the construction phase for a RAISE grant in 2024.

16 So our ask here is we'll recommend approval for
17 all three applications. There's -- sufficient funding is
18 available and will be set aside for awarded applicants. This
19 being Clarkdale, contracts for design and other engineering
20 services will be executed within 120 days of Board approval.
21 The Navajo County contract for match will be executed after
22 applicant executes the federal grant agreement. And all
23 applicants are responsible for all costs exceeding the amount
24 awarded by the Board.

25 And I have a requested action.

1 VICE CHAIR SEARLE: I'll make a motion to approve
2 the Arizona SMART applications.

3 CHAIRMAN KNIGHT: Before we do that, I've got one
4 quick question, that Governor Hobbs, it was my understanding,
5 added 25 million to the AZ -- to the SMART Fund. Is that --
6 does that have to be approved by the Legislature or is she just
7 able to add 25 million?

8 MR. ROEHRICH: Mr. Chairman, Board Members, that
9 was in her budget.

10 CHAIRMAN KNIGHT: Yes.

11 MR. ROEHRICH: But that is still being
12 negotiated.

13 CHAIRMAN KNIGHT: Okay. Okay.

14 MR. ROEHRICH: That has not been approved yet.

15 CHAIRMAN KNIGHT: It was in the budget.

16 MR. ROEHRICH: So the SMART Fund is only at
17 50 million at this point.

18 CHAIRMAN KNIGHT: That's what I wanted to
19 clarify.

20 MR. PATANE: Thank you, Floyd.

21 CHAIRMAN KNIGHT: Okay. Very good. Then I have
22 a motion from Board Member Searle to approve the SMART Fund
23 applications as presented. Do I have a second?

24 MR. THOMPSON: Second, with a question.

25 We make -- there's a lot of individuals or

1 leadership in the Native American communities that were very
2 interested in the SMART program, and we recommended that they
3 work with their counties. Do you know if there was any
4 applications that came in? (Inaudible), for an example?

5 MR. PATANE: No, I -- the -- I don't know. Clem,
6 do you know? Yeah. We haven't received any. The only ones we
7 received are these three to date.

8 MR. THOMPSON: Very good. (Inaudible.)

9 CHAIRMAN KNIGHT: And I have a second from Member
10 Thompson. Any further discussion?

11 MR. MAXWELL: Chair, I got a quick question.

12 CHAIRMAN KNIGHT: Yes.

13 MR. MAXWELL: So we've got 50 million in there
14 right now for these -- the SMART Fund. What's the time frame we
15 have to -- I mean, this is --

16 MR. PATANE: It doesn't lapse.

17 MR. MAXWELL: Does it lapse at all or can we --

18 MR. PATANE: No. We -- I know -- I know --
19 Kristine, maybe you could help me, how we invested the money,
20 the SMART Fund.

21 We invested the SMART -- so it's gaining
22 interest. Okay? So there -- it doesn't lapse.

23 MR. MAXWELL: I'm just curious if it expires at
24 some point, if there was any -- you know, this is a one-year
25 availability of these -- this 50 million or is it two, three,

1 five?

2 MS. WARD: Mr. Chair, Board Member Maxwell, I
3 believe this is a non-lapsing appropriation, and we invest those
4 funds, and it's part of our cash management.

5 MR. PATANE: Thank you.

6 MS. WARD: You're welcome.

7 UNIDENTIFIED SPEAKER: (Inaudible.)

8 MR. PATANE: Yeah.

9 CHAIRMAN KNIGHT: Okay. Any further questions or
10 discussions? Then I'll call for the vote.

11 All those in favor signify by saying aye.

12 BOARD MEMBERS: Aye.

13 CHAIRMAN KNIGHT: And opposed?

14 Motion passes, and I'm really happy to see
15 movement on the AZ SMART funds. I think you're going to see
16 more after today.

17 MR. PATANE: Yes. Thank you.

18 MR. ROEHRICH: Eli, that's -- you need to back up
19 the slides a little bit. You're on -- that's not the first
20 slide, I believe.

21 MS. MERRICK: (Inaudible.) Yep. You got it.

22 CHAIRMAN KNIGHT: State engineer's report.
23 Sorry. I didn't press the button.

24 MS. MERRICK: No problem.

25 So thank you, Chairman Knight and members of the

1 Board. My name is Audra Merrick. I'm the deputy state engineer
2 over design, and I'll be presenting Greg's report here today.
3 He's unable to make it.

4 So for the state engineer's report today, we have
5 99 projects under construction. There's one point -- we're
6 worth \$1.9 billion. In January, we finalized three projects at
7 the tune of \$62 million. And in fiscal year to date, we have 45
8 projects that have been finalized.

9 And so that concludes the Item 8, state
10 engineer's report.

11 So I do have five projects today, new projects to
12 discuss with you, Items 9A through 9E. And Item 9A, I'll start
13 with that one first.

14 This is a project on I-8. I should move the
15 slides here. I don't want to color on them. This is a project
16 on I-8, approximately 35 miles west of Gila Bend. This is a
17 rehabilitation project. The low bid was 17,478,738, with a
18 State's estimate of 23,046,321, the difference being 5,567,582,
19 for a difference of 24.2 percent. And I see some smiles.
20 Things are going in the other direction.

21 So one big difference we saw with this was the
22 price in the asphaltic concrete. We did speak to the
23 contractor. He was able to find a material pit that was much
24 closer than what we had estimated. So that's a good thing, and
25 so our costs we received were better than to be expected bid

1 prices. Another big difference what we saw was in the binder
2 costs. And we did speak to the contractor, as they are seeing
3 the cost of products coming down compared to just a month ago.
4 The State's estimates based on prices in the previous quarter
5 and this -- 2022 and this project was bid in January. So that's
6 also good as well.

7 So after reviewing and analyzing the bid, we feel
8 this is a responsive and reasonable bid, and we recommend the
9 award to F&F Construction, Inc.

10 CHAIRMAN KNIGHT: Thank you. And having driven
11 that to get here, coming from you -- I can say that it really
12 needs some pavement preservation -- some pavement
13 rehabilitation. It needs to -- it needs to be fixed. It's
14 really in bad shape. But that being said, it is in
15 District 6. I would move to award Item 9A to FNF Construction,
16 Inc., as presented. Do I have a second?

17 MR. MECK: Second.

18 CHAIRMAN KNIGHT: And I have a second from Board
19 Member Meck. Any further discussion?

20 All those in favor, please signify by saying aye.

21 BOARD MEMBERS: Aye.

22 CHAIRMAN KNIGHT: Any opposed? Yeah, it passes.

23 MS. MERRICK: Thank you. Thank you, Chairman
24 Knight.

25 Moving on to Item 9B. This one is going to be

1 somewhat similar. So this is a project on US-93, about 20 miles
2 southeast of Wickiup, in Mojave County. This is another
3 rehabilitation project. The low bid was 18,717,715. The State
4 estimate was 24,689,861, for a difference of 5,972,147. And the
5 difference was 24.2 percent under the State estimate.

6 So the main difference we had, we saw three main
7 differences in this project. Both -- there's two of them that
8 are similar to the last one, where we did speak with the
9 contractor, and the contractor has found a material source much
10 closer to what we had estimated initially, and so we have a
11 savings there. In addition, talking to this contractor, we did
12 find the difference in the binder costs as well, and they too
13 are seeing the cost of oil products coming down just from a
14 month ago and -- our State estimate's based on the prices from
15 the previous quarter in 2022. Again, this one actually opened
16 on the same day, January 20th. So we tall -- saw two savings
17 there similar to the last one. Lastly, we did get better than
18 expected bid prices on the milling and the roadway grading items
19 as well.

20 So after reviewing and analyzing the bid, we feel
21 this is a responsive and reasonable bid. We recommend the award
22 to Fann Contracting, Inc.

23 CHAIRMAN KNIGHT: This also is in my district,
24 and I'm happy to see that both of these projects came in well
25 under bid, but at that, that being said, I would move to award

1 Item 9B to Fann Contracting as presented. And I'll entertain a
2 second.

3 MR. MAXWELL: Second.

4 CHAIRMAN KNIGHT: I have a second from Board
5 Member Maxwell.

6 All those in favor, please signify by saying aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN KNIGHT: Any opposed? The motion
9 passes.

10 Next item.

11 Thank you, Chairman Knight.

12 Because it's getting a little bit late in this
13 meeting, if it's okay with you, I won't read the numbers, but I
14 will give you the difference. Is that okay with everyone?
15 We'll save you a little bit of time. I know it's been a long
16 morning for everyone.

17 So moving on then to Item 9C, this is a project
18 up on one -- US-191, located 30 miles north of Clifton. This is
19 an embankment protection ER project, emergency relief project,
20 due to the Bear Fire. And this one came over the State's
21 estimate by a difference of 823,301, which is a 92 -- 90.2
22 percent increase.

23 This is a unique project, we -- where we're
24 addressing the erosion needs and some steep slopes due to the
25 past flooding of the Bear Fire. Due to the remote location and

1 extreme mountainous terrain, construction of this project will
2 be very difficult and was reflected in the cost differences.
3 There is also a specialty item on this project called the
4 articulated block mattress, and this is atypical to ADOT, and we
5 did see higher than expected pricings on that item as well.

6 Upon discussing this project with the low bidder
7 and further reviewing the contract documents, we do believe that
8 this is -- this more accurately reflects the true cost of the
9 project. Therefore, after reviewing and analyzing the bid, we
10 feel this is a responsive and reasonable bid, and we recommend
11 the award to Show Low Construction, Inc.

12 VICE CHAIR SEARLE: Chairman Knight, considering
13 all the savings in the previous two projects, I have no problem
14 with this, and I'd like to make the motion to approve.

15 CHAIRMAN KNIGHT: I have a second from Member
16 Thompson. So is there any further discussion?

17 All those in favor, please signify by saying aye.

18 BOARD MEMBERS: Aye.

19 CHAIRMAN KNIGHT: Opposed? Motion carries.

20 MR. ROEHRICH: Chairman Knight, if I could, just
21 to make sure, I thought the second was by Board Member Meck.

22 Was that --

23 CHAIRMAN KNIGHT: Oh, he's back. I'm sorry.

24 MR. ROEHRICH: So the second, that was by Board
25 Member Meck.

1 CHAIRMAN KNIGHT: Okay. I'm sorry.

2 MR. MECK: I thought I support the idea of saving
3 all that money, so I'm glad we spent it.

4 CHAIRMAN KNIGHT: Yeah, we saved a lot more than
5 that. You didn't spend all of it.

6 UNIDENTIFIED SPEAKER: Give us time.

7 MS. MERRICK: I'm actually glad I had those two
8 projects first.

9 Okay. Moving on to Item D, Item -- or Item 9D.
10 I'm sorry. Item 9D is a project on State Route 386, located
11 from Milepost 4 up to Kitt Peak Observatory, southwest of
12 Tucson, that is on one of our tribal nations. This is a
13 guardrail ER project, emergency relief project, and this one's
14 due to the Contreras Fire. And with this one, similar to
15 Item 9E, we do have a cost over our state estimate, and that
16 amount is 871,955, for a 51.9 percent cost increase.

17 This item is similar to the previous item in that
18 it's a very remote location and extreme mountainous conditions
19 where the fire occurred. Construction of this will be
20 difficult, which was reflected in the cost differences. Because
21 of the rugged terrain, the contractor -- they're removing and
22 replacing the burnt guardrail, and they -- what they will be
23 doing is removing sections of guardrail and then putting back
24 those sections that they can in one shift. So that will never
25 have the guardrail removed and not something put back in its

1 place just because the topography is so steep.

2 Upon discussing with the low bidder and further
3 reviewing the contract documents, we believe the bid accurately
4 reflects the true cost of the project. Therefore, after
5 reviewing and analyzing the bid, we feel this is a responsive
6 and responsible bid.

7 CHAIRMAN KNIGHT: I will entertain --

8 MS. MERRICK: Responsible and reasonable. I'm
9 sorry. We recommend awarding the contract to Ashton Company,
10 Inc., Construction and Engineers.

11 CHAIRMAN KNIGHT: All right. I will entertain a
12 motion to award Item 9D to Ashton Company, Inc., Contractors and
13 Engineers as presented.

14 MR. MAXWELL: Mr. Chair, as this is in
15 District 2. I move this contract to go forward. I'd like to
16 make a comment, though, afterwards.

17 VICE CHAIR SEARLE: I'll second it.

18 CHAIRMAN KNIGHT: I have a motion from Member
19 Maxwell and a second from Member Searle to award Item 9D to
20 Ashton Company, Inc., Contractors and Engineers. All in favor
21 signify by saying aye.

22 BOARD MEMBERS: Aye.

23 CHAIRMAN KNIGHT: Any opposed? The motion
24 carries.

25 MR. MAXWELL: Chairman, can I make one quick

1 comment?

2 CHAIRMAN KNIGHT: You certainly can.

3 MR. MAXWELL: I just want to thank ADOT, and the
4 effort to get multiple bids makes a big difference in these
5 votes, because they're obviously well above, but we've got
6 multiple bids that were all well above. So it shows
7 consistency, and I think, you know, a year ago when we were
8 looking at a lot of overbids that there was only a single
9 project -- or a single bidder it was very difficult for us to
10 move forward. So I appreciate all you've done to go out and
11 encourage more bids on all these projects. So thank you.

12 CHAIRMAN KNIGHT: The only comment I might have
13 is that my district seems to save it and the other district
14 seems to spend it. Oh, well. As long as it all shakes out in
15 the end?

16 9E, go ahead.

17 MS. MERRICK: Okay. Thank you. Thank you,
18 Chairman Knight, and thank you, Board Member Maxwell, for your
19 comment. We appreciate that.

20 Item 9E, this is a local project in Yavapai
21 County. It's actually on Cornville Road. It's a shoulder
22 widening project. It has some rumble strip, striping, signs and
23 such. This project did come over bid at 713,684, which is a 22
24 percent increase over the State estimate. We have been in
25 contact with the County. They do want to move forward with this

1 project and have agreed to provide the additional funding to do
2 that. We expect to receive that funding by the end of the
3 month, and therefore, it's recommended that this project be
4 postponed with the expectation that the contract will be sent to
5 the March transportation meeting for award consideration.

6 CHAIRMAN KNIGHT: I will entertain a motion to
7 postpone Item 9E.

8 MR. MECK: So moved.

9 CHAIRMAN KNIGHT: I have a motion from Member
10 Maxwell -- I mean Member Meck. Do I have a second?

11 MS. DANIELS: Second.

12 CHAIRMAN KNIGHT: I have a second from Member
13 Daniels.

14 All those in favor signify by saying aye.

15 BOARD MEMBERS: Aye.

16 CHAIRMAN KNIGHT: Any opposed? Motion carries.

17 MS. MERRICK: Thank you.

18 CHAIRMAN KNIGHT: Moving on to Agenda Item
19 Number 10, suggestions. Does any board member have a suggestion
20 for future agenda items?

21 MS. DANIELS: It's not a suggestion, but it is a
22 question because --

23 CHAIRMAN KNIGHT: Okay. Member Daniels.

24 MS. DANIELS: Thank you.

25 At our last board meeting, Supervisor English

1 made a request, and I think we put that on a future agenda.

2 VICE CHAIR SEARLE: (Inaudible.)

3 MS. DANIELS: Thank you.

4 CHAIRMAN KNIGHT: We got that, Floyd?

5 MR. ROEHRICH: Yes, sir. Board Member Searle
6 answered, but I was going to answer. It's going to be on the
7 March agenda. We're going to bring the turn back discussion on
8 the March agenda.

9 CHAIRMAN KNIGHT: Any other comments or
10 suggestions for Agenda Item 10?

11 Then we'll move on to -- we have actually
12 covered all the agenda items on this agenda. I'm sure Floyd
13 would like to mention the upcoming board meeting for next
14 month.

15 MR. ROEHRICH: Prescott Valley, as we heard
16 Mr. Gallego say, the CYMPO's area. They're looking forward to
17 us. We have a planning meeting scheduled with Prescott Valley
18 next week, so we will be ready for all of us to meet there,
19 Mr. Chairman.

20 CHAIRMAN KNIGHT: Thank you, Floyd.

21 That being said, if there's no further business,
22 this meeting is adjourned.

23 (Meeting adjourned at 11:44 a.m.)

24

25

1 STATE OF ARIZONA)
2 COUNTY OF MARICOPA) ss.

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BE IT KNOWN that the foregoing proceedings were reported by me, TERESA A. WATSON, Registered Merit Reporter, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and were reduced to written form under my direction; that the foregoing 101 pages constitute a true and accurate transcript of said electronic recording, all done to the best of my skill and ability.

I FURTHER CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

DATED at Phoenix, Arizona, this 3rd day of April 2023.

/s/ Teresa A. Watson

TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

Adjournment

Chairman Gary Knight adjourned the State Transportation Board Meeting on February 17, 2023.

Meeting adjourned at 11:44 a.m. PST.

Not Available for Signature

Gary Knight, Chairman
State Transportation Board

Not Available for Signature

Jennifer Toth, Director
Arizona Department of Transportation

April 21, 2023

RES. NO. 2023-04-A-012
PROJECTS: 202L MA 000 H5439 / 202L MA 056 H8827 / 202-D(200)S
HIGHWAY: SOUTH MOUNTAIN FREEWAY (ED PASTOR FREEWAY)
SECTION: 17th Avenue - 51st Avenue Segment (Segment B)
ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 096

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain right of way acquired for the South Mountain Freeway, State Route 202 Loop, within the above referenced project.

Lying within the Preliminary Transportation Corridor recommended by the Regional Council of M. A. G., the Maricopa Association of Governments, the alignment was adopted and approved as the State Route Plan for the Southwest Loop Freeway, and designated State Route 218 by Resolution 85-04-A-33, dated April 26, 1985. A refined State Route Plan Corridor was established in Resolution 87-08-A-68 of August 21, 1987. This segment was renumbered and redesignated as part of the State Route 101 Loop in Resolution 87-11-A-105 of December 18, 1987. It was subsequently renumbered and redesignated as State Route 202 Loop by Resolution 91-07-A-56 of July 19, 1991. Resolution 2015-01-A-005, dated January 09, 2015, established new right of way in the segment as a state route; and Resolution 2015-03-A-018, dated March 20, 2015, established a further refined corridor, including additional new right of way as a state route. Resolution 2016-07-A-040, dated July 15, 2016, established the entire South Mountain Freeway as a controlled access state route and state highway. Thereafter, Resolution 2017-07-A-040 of July 21, 2017; Resolution 2018-05-A-025 of May 18, 2018; and Resolution 2018-12-A-062 of December 21, 2018, all established additional rights of way within the 17th Avenue - 51st Avenue Segment as a state route and state highway to accommodate design enhancements and facilitate the construction phase of the largest single highway project to date in the history of the Great State of Arizona.

April 21, 2023

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SECTION: 17th Avenue - 51st Avenue Segment (Segment B)
ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 096

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Phoenix has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 15-0005234, dated December 17, 2015, and Amendment One, dated January 10, 2023, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

Accordingly, I recommend that the State's interest in the right of way be abandoned, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SOUTH MOUNTAIN FREEWAY, 17th Avenue - 51st Avenue Segment, Project 202L MA 000 H5439 / 202L MA 056 H8827 / 202-D(200)S", and is shown in Appendix "A" attached hereto.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

The abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213.

This resolution is considered the conveying document for the right of way to be abandoned; and no further conveyance is legally required.

April 21, 2023

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I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Phoenix, in accordance with Intergovernmental Agreement No. 15-0005234, dated December 17, 2015, and Amendment One, dated January 10, 2023, and as provided in Arizona Revised Statutes §§28-7207 and 28-7209; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

Pursuant to Arizona Revised Statutes §28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

April 21, 2023

RES. NO. 2023-04-A-012
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RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on April 21, 2023, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of certain right of way to the City of Phoenix within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Phoenix has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 15-0005234, dated December 17, 2015, and Amendment One, dated January 10, 2023, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

Accordingly, it is recommended that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SOUTH MOUNTAIN FREEWAY, 17th Avenue - 51st Avenue Segment, Project 202L MA 000 H5439 / 202L MA 056 H8827 / 202-D(200)S", and is shown in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

April 21, 2023

RES. NO. 2023-04-A-012
PROJECTS: 202L MA 000 H5439 / 202L MA 056 H8827 / 202-D(200)S
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DISTRICT: Central
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DISPOSAL: D - C - 096

WHEREAS the City of Phoenix has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 15-0005234, dated December 17, 2015, and Amendment One, dated January 10, 2023, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209; and

WHEREAS for the convenience and safety of the traveling public, it is necessary that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, shall retain existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and shall reserve a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on said maps and plans; and

WHEREAS this resolution is considered the conveying document for such right of way; and no further conveyance is legally required; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Deputy Director's report; therefore, be it

RESOLVED that the recommendation of the Deputy Director is adopted and made part of this resolution; be it further

April 21, 2023

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ROUTE NO.: State Route 202 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 096

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Phoenix, in accordance with Intergovernmental Agreement No. 15-0005234, dated December 17, 2015, and Amendment One, dated January 10, 2023, and as provided in Arizona Revised Statutes §§ 28-7207, 28-7209 and 28-7210; be it further

RESOLVED that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, hereby retains existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and reserves a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project; be it further

RESOLVED that this abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the conveying document for the right of way abandoned herein; and no further conveyance is legally required; be it further

RESOLVED that the Deputy Director provide written notice to the City of Phoenix, evidencing the abandonment of the State's interest.

April 21, 2023

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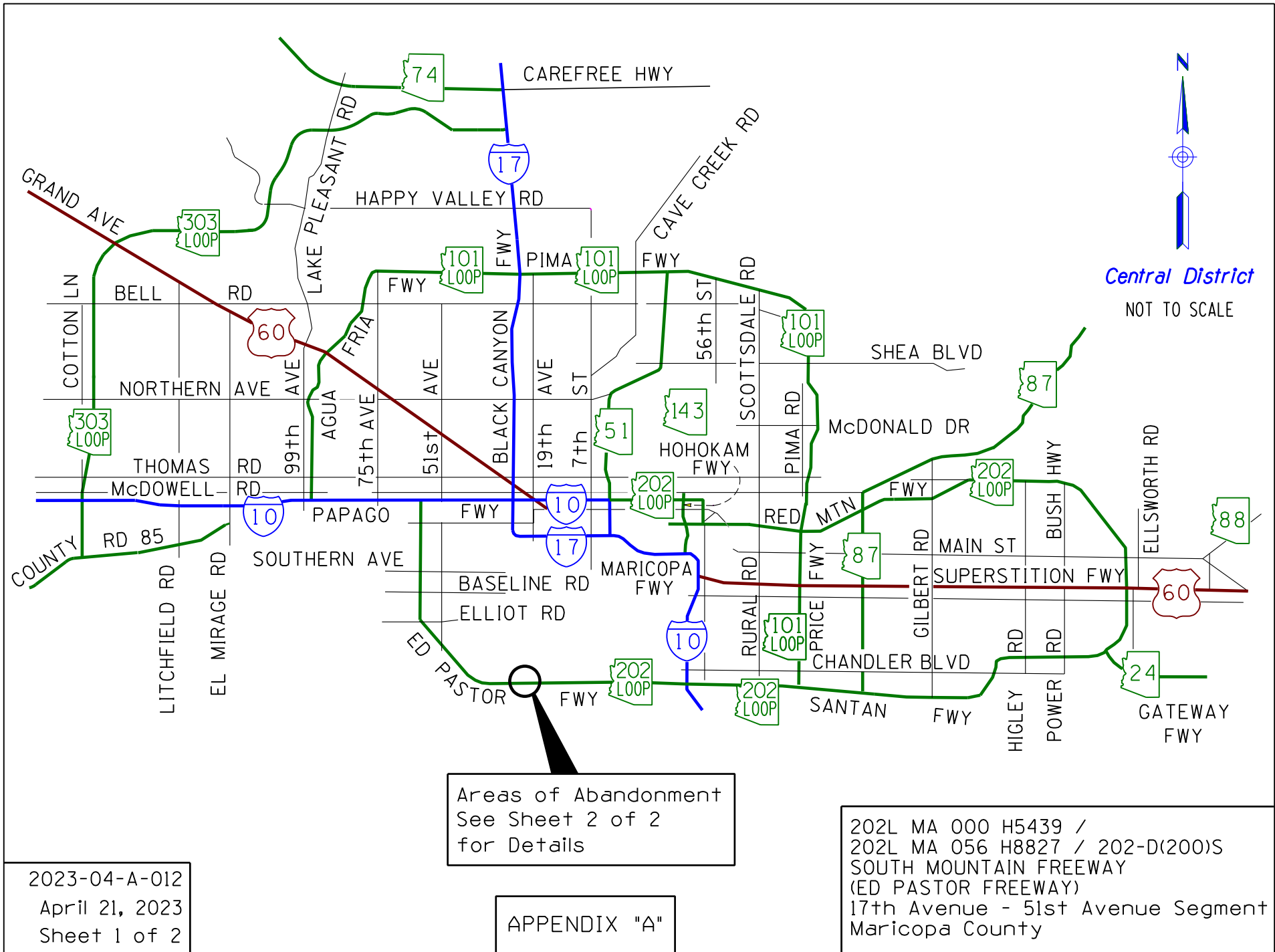
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on April 21, 2023.

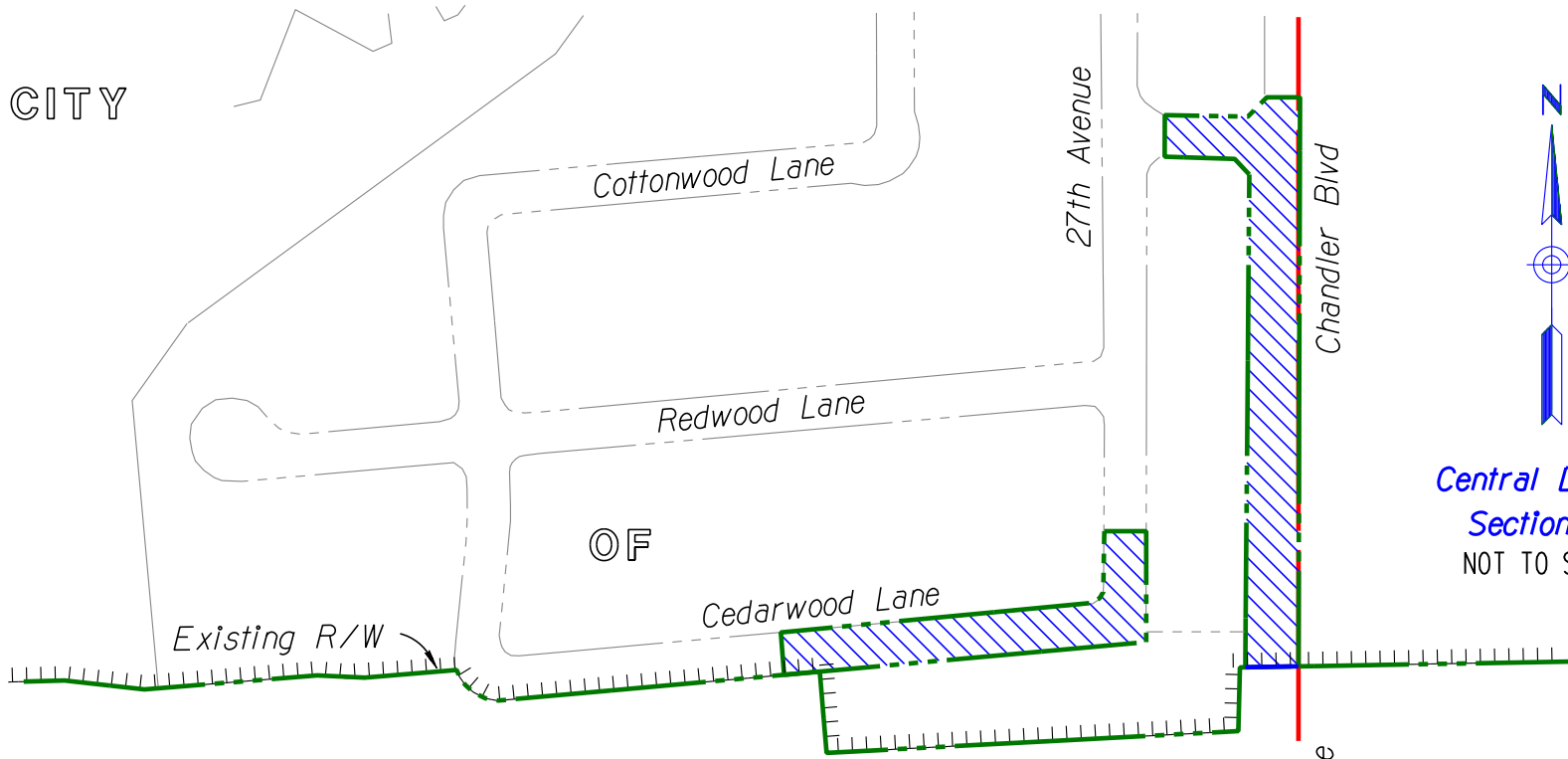
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on April 21, 2023.

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal

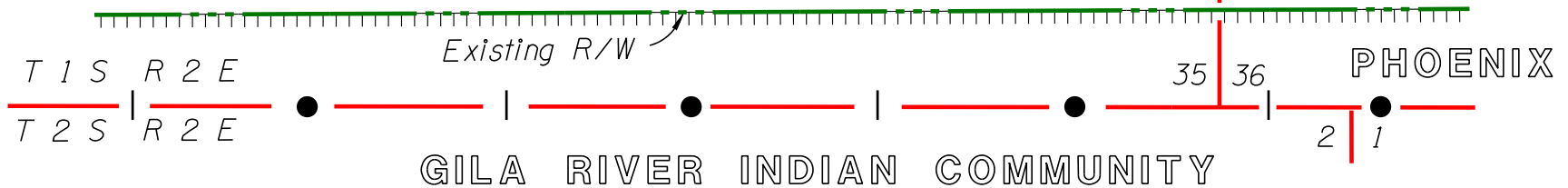


CITY



Central District
Section 35
NOT TO SCALE

S. R. 202L SOUTH MOUNTAIN FREEWAY (ED PASTOR FREEWAY)



GILA RIVER INDIAN COMMUNITY

Areas of Abandonment



ADOT Retains Existing Access Control



202L MA 000 H5439 /
202L MA 056 H8827 / 202-D(200)S
SOUTH MOUNTAIN FREEWAY
(ED PASTOR FREEWAY)
17th Avenue - 51st Avenue Segment
Maricopa County

2023-04-A-012
April 21, 2023
Sheet 2 of 2

APPENDIX "A"

April 21, 2023

RES. NO. 2023-04-A-013
PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
HIGHWAY: SAFFORD - SPRINGERVILLE
SECTION: Picnic Hill
ROUTE NO.: "Old" U.S. Route 180
DISTRICT: Northeast
COUNTY: Apache
DISPOSAL: D-NE-004-A

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain right of way acquired for "Old" U.S. Route 180 within the above referenced project.

The existing alignment was previously established as State Route 81, as an overlapping designation of U.S. Route 260, by Resolution of the Arizona State Highway Commission, dated May 28, 1935, as entered on Page 231 of its Official Minutes; and was established as a state highway by the Resolution of June 28, 1935, shown on Page 307 of those Minutes. The Resolution of August 11, 1943, on Page 148 of the Official Minutes disclosed that this alignment was incorporated into the proposed Canada to Mexico Highway, and had been renumbered and redesignated as U.S. Route 666. On Page 268 of the Minutes of December 14, 1959, the Commission approved the renumbering and redesignation of U.S. Route 260 as U.S. Route 180 in order to coincide with Texas route numbering. Under the above referenced Project F-051-2-811, Arizona State Transportation Board Resolution 81-07-A-02, dated July 17, 1981; and Amended Resolution 82-03-A-19 of March 19, 1982, established new right of way as a state route and state highway along a relocated alignment. Upon completion, the new alignment was given the overlapping designations U.S. Routes 180 and 666, and named the Safford-Springerville Highway, thereby removing the old alignment from service as a state highway, although it was never eliminated from the State Transportation System until this day, April 21, 2023, by this Arizona State Transportation Board Resolution of Abandonment, and by its Resolution of Extinguishment 2023-04-A-014 that follows.

April 21, 2023

RES. NO. 2023-04-A-013
PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
HIGHWAY: SAFFORD - SPRINGERVILLE
SECTION: Picnic Hill
ROUTE NO.: "Old" U. S. Route 180
DISTRICT: Northeast
COUNTY: Apache
DISPOSAL: D-NE-004-A

The right of way to be abandoned is no longer needed for state transportation purposes. The County of Apache has agreed to accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated February 07, 2023, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

Accordingly, I recommend that the State's interest in the right of way be abandoned, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Apache County Right of Way Map, SPRINGERVILLE-ALPINE U.S. HWY. 260, Project F.H.P. N.R. 20 J.I."; and is also depicted on those entitled: "Right of Way Plan of the SAFFORD-SPRINGERVILLE HIGHWAY, Picnic Hill Section, Project F-051-2-811, and is depicted in Appendix "A" attached hereto.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

The abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213.

This resolution is considered the conveying document for the right of way to be abandoned. No further conveyance is legally required.

April 21, 2023

RES. NO. 2023-04-A-013
PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
HIGHWAY: SAFFORD - SPRINGERVILLE
SECTION: Picnic Hill
ROUTE NO.: "Old" U. S. Route 180
DISTRICT: Northeast
COUNTY: Apache
DISPOSAL: D - NE - 004-A

Pursuant to Arizona Revised Statutes § 28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

April 21, 2023

RES. NO. 2023-04-A-013
PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
HIGHWAY: SAFFORD - SPRINGERVILLE
SECTION: Picnic Hill
ROUTE NO.: "Old" U. S. Route 180
DISTRICT: Northeast
COUNTY: Apache
DISPOSAL: D - NE - 004-A

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on April 21, 2023, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of certain right of way to the County of Apache, within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The County of Apache has agreed to accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated February 07, 2023, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209. Accordingly, it is recommended that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Apache County Right of Way Map, SPRINGERVILLE - ALPINE U.S. HWY. 260, Project F.H.P. N.R. 20 J.I."; and is also depicted on those entitled: "Right of Way Plan of the SAFFORD - SPRINGERVILLE HIGHWAY, Picnic Hill Section, Project F-051-2-811", and is depicted in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

April 21, 2023

RES. NO. 2023-04-A-013
PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
HIGHWAY: SAFFORD - SPRINGERVILLE
SECTION: Picnic Hill
ROUTE NO.: "Old" U. S. Route 180
DISTRICT: Northeast
COUNTY: Apache
DISPOSAL: D-NE-004-A

WHEREAS the County of Apache has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated February 07, 2023, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209; and

WHEREAS this resolution is considered the conveying document for such right of way; and no further conveyance is legally required; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Deputy Director's report; therefore, be it

RESOLVED that the recommendation of the Deputy Director is adopted and made part of this resolution; be it further

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the County of Apache, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated February 07, 2023, and as provided in Arizona Revised Statutes §§ 28-7207, 28-7209 and 28-7210; be it further

RESOLVED that this abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the conveying document for the right of way abandoned herein; and no further conveyance is legally required; be it further

RESOLVED that the Deputy Director provide written notice to the County of Apache, evidencing the abandonment of the State's interest.

April 21, 2023

RES. NO. 2023-04-A-013
PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
HIGHWAY: SAFFORD - SPRINGERVILLE
SECTION: Picnic Hill
ROUTE NO.: "Old" U.S. Route 180
DISTRICT: Northeast
COUNTY: Apache
DISPOSAL: D-NE-004-A

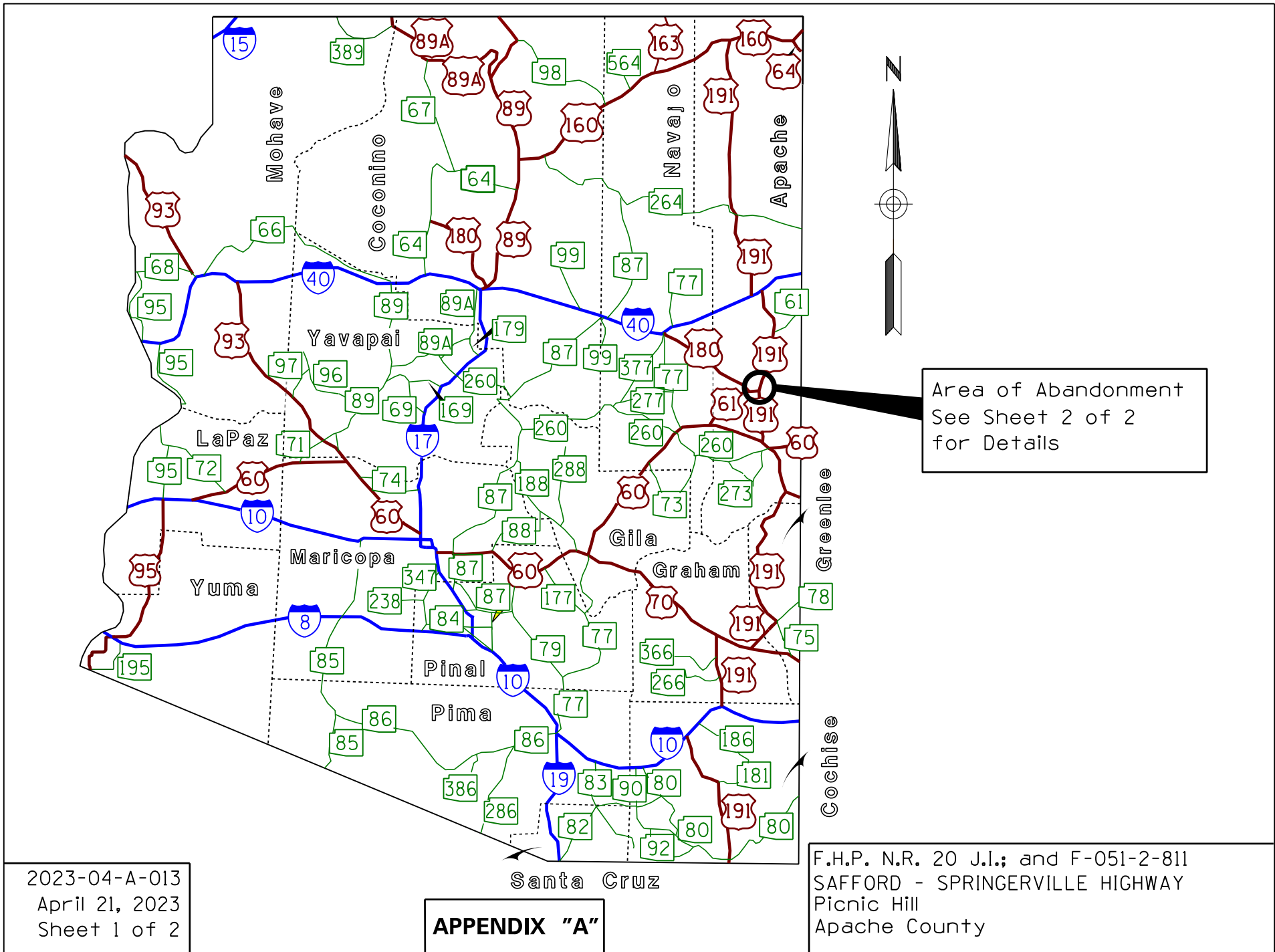
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on April 21, 2023.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on April 21, 2023.

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal

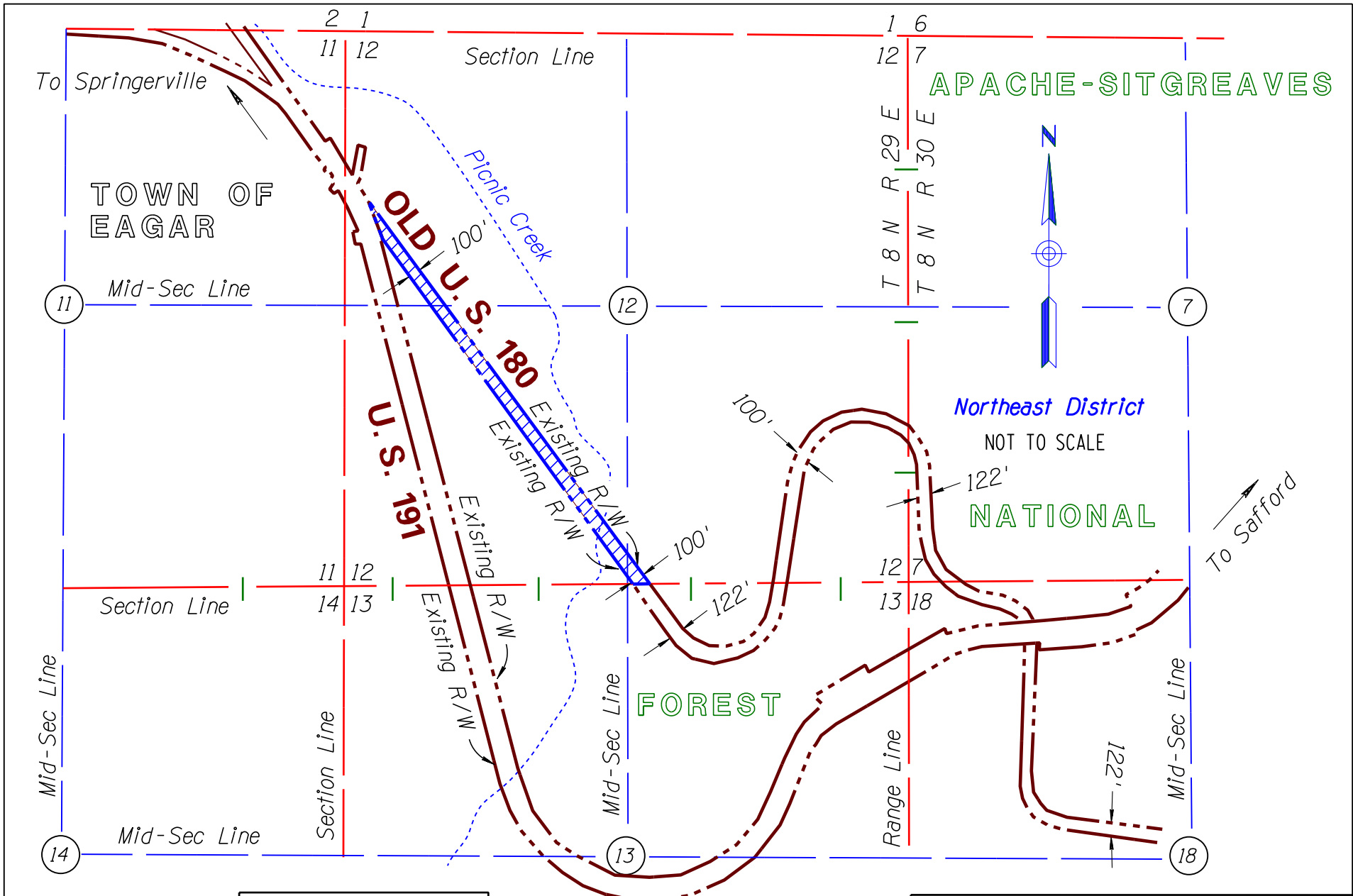


Area of Abandonment
See Sheet 2 of 2
for Details


2023-04-A-013
April 21, 2023
Sheet 1 of 2

APPENDIX "A"

F.H.P. N.R. 20 J.I.; and F-051-2-811
SAFFORD - SPRINGVILLE HIGHWAY
Picnic Hill
Apache County



2023-04-A-013
 April 21, 2023
 Sheet 2 of 2

Area of  Abandonment to Apache County

APPENDIX "A"

F.H.P. N.R. 20 J.I.; and F-051-2-811
 SAFFORD - SPRINGVILLE HIGHWAY
 Picnic Hill
 Apache County

April 21, 2023

RES. NO. 2023-04-A-014
PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
HIGHWAY: SAFFORD - SPRINGERVILLE
SECTION: Picnic Hill
ROUTE NO.: "Old" U. S. Route 180
DISTRICT: Northeast
COUNTY: Apache
DISPOSAL: D-NE-004-B

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA TRANSPORTATION BOARD:

The Intermodal Transportation Division has made a thorough investigation concerning the vacation and extinguishment of a portion of a highway easement right of way originally acquired for use within the above referenced project.

The existing alignment was previously established as State Route 81, as an overlapping designation of U. S. Route 260, by Resolution of the Arizona State Highway Commission, dated May 28, 1935, as entered on Page 231 of its Official Minutes; and was established as a state highway by the Resolution of June 28, 1935, shown on Page 307 of those Minutes. The Resolution of August 11, 1943, on Page 148 of the Official Minutes disclosed that this alignment was incorporated into the proposed Canada to Mexico Highway, and had been renumbered and redesignated as U. S. Route 666. On Page 268 of the Minutes of December 14, 1959, the Commission approved the renumbering and redesignation of U. S. Route 260 as U. S. Route 180 in order to coincide with Texas route numbering. Under the above referenced Project F-051-2-811, Arizona State Transportation Board Resolution 81-07-A-02, dated July 17, 1981; and Amended Resolution 82-03-A-19 of March 19, 1982, established new right of way as a state route and state highway along a relocated alignment. Upon completion, the new alignment was given the overlapping designations U. S. Routes 180 and 666, and named the Safford-Springerville Highway, thereby removing the old alignment from service as a state highway, although it was never eliminated from the State Transportation System until this day, April 21, 2023, by the preceding Arizona State Transportation Board Resolution of Abandonment 2023-04-A-013, and by this Resolution of Extinguishment.

April 21, 2023

RES. NO. 2023-04-A-014
PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
HIGHWAY: SAFFORD - SPRINGERVILLE
SECTION: Picnic Hill
ROUTE NO.: "Old" U. S. Route 180
DISTRICT: Northeast
COUNTY: Apache
DISPOSAL: D - NE - 004-B

Said portion of highway easement right of way is no longer required in the State Transportation System, nor will it be used for public highway purposes. Accordingly, I recommend that said portion of highway easement right of way be removed from the State Transportation System by the vacation and extinguishment thereof.

The portion of highway easement right of way to be vacated and extinguished was conveyed to the County of Apache in the document, dated February 02, 1931, recorded August 03, 1931, in Book 22 of Deeds, Page 7, records of Apache County, Arizona; and lies between the engineering stations as depicted and described in Appendix "A" attached hereto.

It was thereafter taken into the State Transportation System by Resolution of the Arizona State Highway Commission, dated June 28, 1935, for the establishment of State Route 81.

The right of way to be vacated and extinguished is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Apache County Right of Way Map, SPRINGERVILLE - ALPINE U. S. HWY. 260, Project F.H.P. N.R. 20 J.I."; and is also depicted on those entitled: "Right of Way Plan of the SAFFORD - SPRINGERVILLE HIGHWAY, Picnic Hill Section, Project F-051-2-811", and is depicted and described in Appendix "A" attached hereto.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the vacation and extinguishment of the portion of highway easement right of way depicted and described in Appendix "A".

April 21, 2023

RES. NO. 2023-04-A-014
PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
HIGHWAY: SAFFORD - SPRINGERVILLE
SECTION: Picnic Hill
ROUTE NO.: "Old" U. S. Route 180
DISTRICT: Northeast
COUNTY: Apache
DISPOSAL: D - NE - 004-B

The right of way being vacated by easement extinguishment herein may have existing property owners adjoining the roadway that may be left without a public or private legal access connecting the land with an established public roadway. Therefore, I further recommend the reservation of rights of ingress and egress for public or emergency vehicles, all property owners, property owner guests and invitees and persons lawfully conducting business on the land, in accordance with Arizona Revised Statute Section 28-7215(A).

The vacation and extinguishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213.

This resolution is considered the only document necessary to vacate and extinguish said portion of highway easement right of way; and no other instrument of conveyance is legally required.

Pursuant to Arizona Revised Statutes §§ 28-7046 and 28-7214, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

April 21, 2023

RES. NO. 2023-04-A-014
PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
HIGHWAY: SAFFORD - SPRINGERVILLE
SECTION: Picnic Hill
ROUTE NO.: "Old" U. S. Route 180
DISTRICT: Northeast
COUNTY: Apache
DISPOSAL: D - NE - 004-B

RESOLUTION OF EXTINGUISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on April 21, 2023, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §§ 28-7046, 28-7210, and 28-7214, recommending removal of a certain portion of highway easement right of way from the State Transportation System by the vacation and extinguishment thereof.

The portion of highway easement right of way to be vacated and extinguished was conveyed to the County of Apache in the document, dated February 02, 1931, recorded August 03, 1931, in Book 22 of Deeds, Page 7, records of Apache County, Arizona; and lies between the engineering stations as depicted and described in Appendix "A" attached hereto.

It was thereafter taken into the State Transportation System by Resolution of the Arizona State Highway Commission, dated June 28, 1935, for the establishment of State Route 81.

The right of way to be vacated and extinguished is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Apache County Right of Way Map, SPRINGERVILLE - ALPINE U. S. HWY. 260, Project F.H.P. N.R. 20 J.I."; and is also depicted on those entitled: "Right of Way Plan of the SAFFORD - SPRINGERVILLE HIGHWAY, Picnic Hill Section, Project F-051-2-811", and is depicted and described in Appendix "A" attached hereto.

April 21, 2023

RES. NO. 2023-04-A-014
PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
HIGHWAY: SAFFORD - SPRINGERVILLE
SECTION: Picnic Hill
ROUTE NO.: "Old" U.S. Route 180
DISTRICT: Northeast
COUNTY: Apache
DISPOSAL: D-NE-004-B

WHEREAS said portion of highway easement right of way is no longer needed for State transportation purposes, nor will it be used for public highway purposes; and

WHEREAS remaining portions of highway easement right of way are still needed for transportation purposes and will be used for public highway purposes under the jurisdiction of the County of Apache; and

WHEREAS the right of way being vacated by easement extinguishment herein may have existing property owners adjoining the roadway that may be left without a public or private legal access connecting the land with an established public roadway. Therefore, there is expressly reserved the rights of ingress and egress for public or emergency vehicles, all property owners, property owner guests and invitees and persons lawfully conducting business on the land, in accordance with Arizona Revised Statute Section 28-7215(A).

WHEREAS this resolution is considered the only document necessary to vacate and extinguish said portion of highway easement right of way; and no other instrument of conveyance is legally required; and

WHEREAS because of these premises, this Board finds public convenience requires that said portion of highway easement right of way be removed from the State Transportation System by vacation and extinguishment; therefore be it

RESOLVED that the recommendation of the Director is adopted and made a part of this resolution; be it further

April 21, 2023

RES. NO. 2023-04-A-014
PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
HIGHWAY: SAFFORD - SPRINGERVILLE
SECTION: Picnic Hill
ROUTE NO.: "Old" U. S. Route 180
DISTRICT: Northeast
COUNTY: Apache
DISPOSAL: D-NE-004-B

RESOLVED that this portion of highway easement right of way no longer needed for State transportation purposes, is removed by vacation and extinguishment from the State Transportation System; be it further

RESOLVED that this vacation and extinguishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; be it further

RESOLVED that this resolution is the only document necessary to vacate and extinguish said portion of highway easement right of way; and no other instrument of conveyance is legally required.

RESOLVED that the right of way being vacated by easement extinguishment herein may have existing property owners adjoining the roadway that may be left without a public or private legal access connecting the land with an established public roadway. Therefore, there is expressly reserved the rights of ingress and egress for public or emergency vehicles, all property owners, property owner guests and invitees and persons lawfully conducting business on the land, in accordance with Arizona Revised Statute Section 28-7215(A).

RESOLVED that this vacation and extinguishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the only document necessary to vacate and extinguish said portion of highway easement right of way; and no other instrument of conveyance is legally required.

RESOLVED that the remaining portions of highway easement right of way not being vacated and extinguished herein shall remain in the under the jurisdiction of the County of Apache for use as such.

April 21, 2023

RES. NO. 2023-04-A-014
PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
HIGHWAY: SAFFORD - SPRINGERVILLE
SECTION: Picnic Hill
ROUTE NO.: "Old" U.S. Route 180
DISTRICT: Northeast
COUNTY: Apache
DISPOSAL: D-NE-004-B

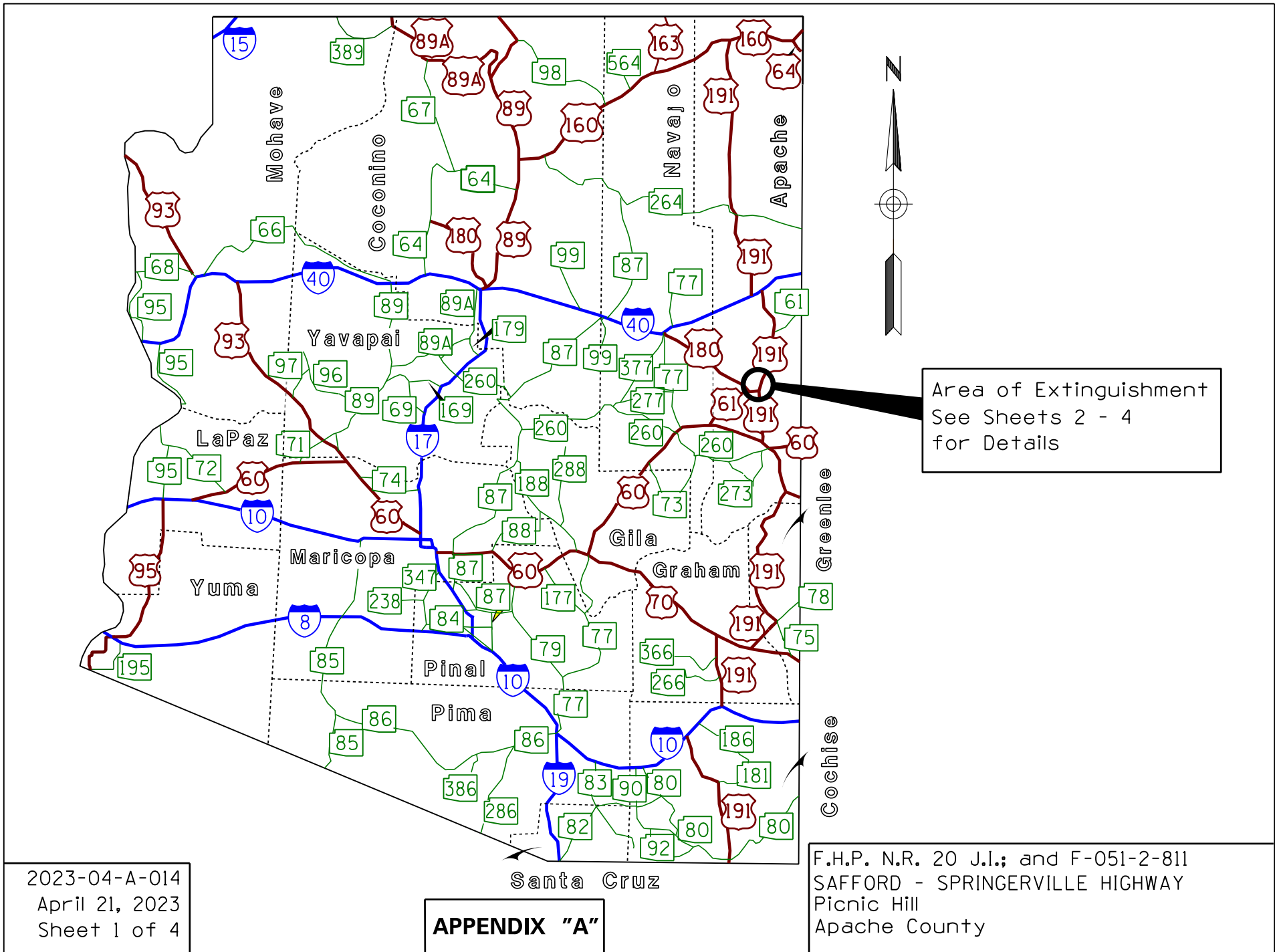
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on April 21, 2023.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on April 21, 2023.

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal

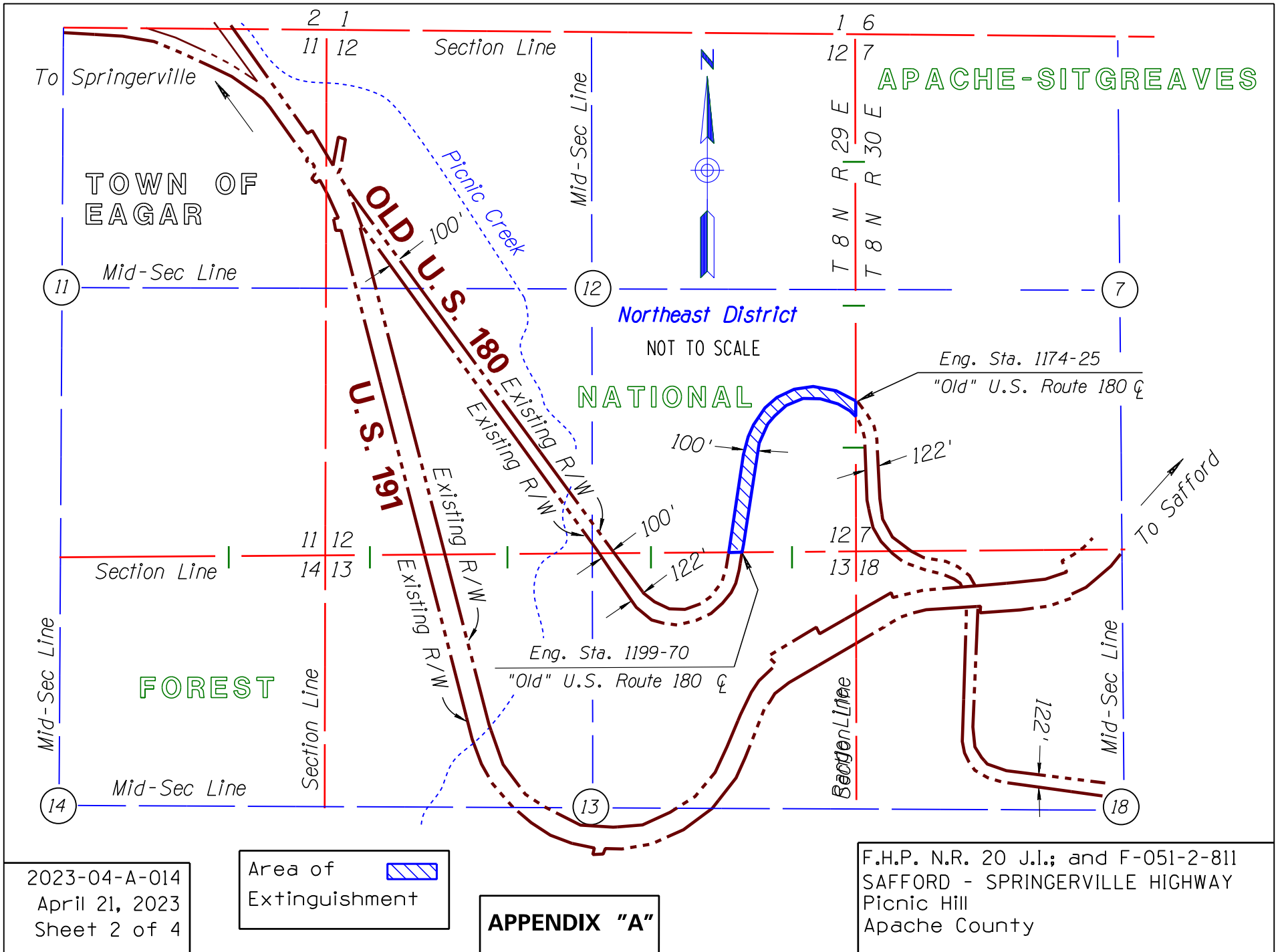


Area of Extinguishment
See Sheets 2 - 4
for Details


2023-04-A-014
April 21, 2023
Sheet 1 of 4

APPENDIX "A"

F.H.P. N.R. 20 J.I.; and F-051-2-811
SAFFORD - SPRINGVILLE HIGHWAY
Picnic Hill
Apache County



2023-04-A-014
 April 21, 2023
 Sheet 2 of 4

Area of  Extinguishment

APPENDIX "A"

F.H.P. N.R. 20 J.I.; and F-051-2-811
 SAFFORD - SPRINGERVILLE HIGHWAY
 Picnic Hill
 Apache County

April 21, 2023

RES. NO. 2023-04-A-014
PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
HIGHWAY: SAFFORD - SPRINGERVILLE
SECTION: Picnic Hill
ROUTE NO.: "Old" U. S. Route 180
DISTRICT: Northeast
COUNTY: Apache
DISPOSAL: D - NE - 004-B

APPENDIX "A"
Legal Description

A right of way easement for highway purposes, as conveyed to the County of Apache in the document dated February 02, 1931, recorded August 03, 1931, in Book 22 of Deeds, Page 7, records of Apache County, Arizona, situated in and being part of the East half of the Southeast quarter ($E\frac{1}{2}SE\frac{1}{4}$), and the Southwest quarter of the Southeast quarter ($SW\frac{1}{4}SE\frac{1}{4}$) of Section 12, Township 8 North, Range 29 East of the Gila and Salt River Base and Meridian, Apache County, Arizona, over, through and upon the following described lands, and premises, being one hundred feet in width, 50 feet on each side, parallel and adjacent to the center line of the original alignment of U. S. Route 260, later renumbered and redesignated overlapping U. S. Routes 180 and 666, and known as the SAFFORD - SPRINGERVILLE HIGHWAY, as said center line runs with all curves and angles, as depicted and delineated on the Right of Way Map of Project F.H.P. N.R. 20 J.I. on file in the office of the State Highway Engineer, and more particularly described as follows:

BEGINNING at a point 1,442 feet North of the Southeast corner of said Section 12, Township 8 North, Range 29 East at Sta. 1174 - 25;

thence in a northwesterly direction along a curve with a Radius of 375 feet, through a Delta angle of $79^{\circ}03'$ Lt. Sta. P.C. 1703 - 03.65, a distance of 396.03 feet to Sta. 1178 - 21.03;

thence along a tangent bearing South $81^{\circ}31'$ West, a distance of 321.8 feet to Sta. P.C. 1181 - 42.83;

(continued)

April 21, 2023

RES. NO. 2023-04-A-014
PROJECTS: F.H.P. N.R. 20 J.I.; and F-051-2-811
HIGHWAY: SAFFORD - SPRINGERVILLE
SECTION: Picnic Hill
ROUTE NO.: "Old" U. S. Route 180
DISTRICT: Northeast
COUNTY: Apache
DISPOSAL: D - NE - 004-B

APPENDIX "A"
Legal Description
(continued)

thence in a southwesterly direction along a curve with a Radius of 550 feet, through a Delta angle of 54° 32' Lt., a distance of 523.48 feet to Sta. P. T. 1186 - 66.31;

thence along a curve with a Radius of 1,000 feet, through a Delta angle of 23° 05' Lt., a distance of 402.88 feet to Sta. P. T. 1190 - 69.19;

thence along a tangent bearing South 30° 54' West, a distance of 597.80 feet to Sta. P. C. 1196 - 66.99;

thence along a curve in a southerly direction with a Radius of 1,000 feet, through a Delta angle of 15° 48' Rt., a distance of 275.76 feet to Sta. P. T. 1199 - 42.75;

thence along a tangent bearing 19° 42' West [sic] (should read: South 19° 42' West), a distance of 27.25 feet to a point in the South section line of said Section 12, Township 8 North, Range 29 East at a point 1,317 feet West of the Southeast corner of said Section 12 at Sta. 1199 - 70, and the POINT OF TERMINATION of this center line description.

Comprising an area of 254,500 square feet, or 5.843 acres, more or less

April 21, 2023

RES. NO. 2023-04-A-015
PROJECT: 101L MA 000 H0829 01R / 600-1-702
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
SECTION: Doubletree Ranch Road - South Reservation Boundary
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 094-A

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the extinguishment and relinquishment of certain portions of highway easement right of way originally acquired for use within the above referenced project.

Lying within the Preliminary Transportation Corridor recommended by the Regional Council of the Maricopa Association of Governments, the existing alignment was previously approved and adopted as the preliminary transportation corridor and the State Route Plan for the Northeast Outer Loop, and designated State Route 117 by Arizona State Transportation Board Resolution 86-09-A-60, dated August 15, 1986. Thereafter, Resolution 87-11-A-105, dated November 20, and December 18, 1987, redesignated and renumbered State Routes 117, 218, 417, and part of State Route 220, as the State Route 101 Loop. Resolution 87-12-A-110, also dated December 18, 1987, partially rescinded and amended the previous Resolution 86-09-A-60 in order to establish a portion of Pima Road as an integral part of the corridor. Resolution 89-05-A-34, dated May 19, 1989, established a refined corridor location for the State Route Plan and provided for advance acquisition. Resolution 89-06-A-53 of June 16, 1989, approved and adopted a further refined State Route Plan corridor for the location of a future controlled access state highway. When construction of this segment of the corridor drew near, it was established as a state highway by Resolution 90-07-A-55, dated July 20, 1990. Originally dedicated as the Northeast Outer Loop, and later as the Pima Road Freeway, it is now known as the Pima Freeway.

April 21, 2023

RES. NO. 2023-04-A-015
PROJECT: 101L MA 000 H0829 01R / 600-1-702
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
SECTION: Doubletree Ranch Road - South Reservation Boundary
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 094-A

Said portions of highway easement right of way lying within the Salt River Pima - Maricopa Indian Community are no longer required in the State Transportation System, and will be better utilized by the Community. Accordingly, I recommend that said portions of highway easement right of way be removed from the State Transportation System, and extinguished and relinquished, according to law, to the United States of America, Department of the Interior, acting by and through its Bureau of Indian Affairs, Salt River Agency, on behalf of the Salt River Pima - Maricopa Indian Community, in accordance with SRP - MIC Council Resolution No. SR - 4046 - 2023, dated March 08, 2023; with that certain Partial Assignment and Assumption of Grant of Easement, dated March 10, 2023; and with Intergovernmental Agreement No. 22-0008697, dated March 13, 2023.

This resolution is considered the only document necessary to extinguish and relinquish said highway easement right of way; and no other instrument of conveyance is legally required.

The portions of highway easement right of way to be removed from the State Transportation System lying within the Salt River Pima - Maricopa Indian Community were acquired by the State of Arizona, by and through its Department of Transportation, in that certain Grant of Easement for Right-of-Way, dated July 17, 1990, issued by the United States of America, acting by and through the Superintendent, Salt River Agency, Bureau of Indian Affairs, Department of the Interior, on behalf of the Salt River Pima - Maricopa Indian Community. They are delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the NORTHEAST OUTER LOOP, Doubletree Ranch Road - South Reservation Boundary, Project 101L MA 000 H0829 01R / 600-1-702", and are depicted in Appendix "A" attached hereto.

April 21, 2023

RES. NO. 2023-04-A-015
PROJECT: 101L MA 000 H0829 01R / 600-1-702
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
SECTION: Doubletree Ranch Road - South Reservation Boundary
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 094-A

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the extinguishment and relinquishment of the portions of highway easement right of way depicted in Appendix "A".

The extinguishment and relinquishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213.

This resolution is considered the only document necessary to extinguish and relinquish said portion of highway easement right of way; and no other instrument of conveyance is legally required.

Pursuant to Arizona Revised Statutes §§ 28-7046 and 28-7214, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

April 21, 2023

RES. NO. 2023-04-A-015
PROJECT: 101L MA 000 H0829 01R / 600-1-702
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
SECTION: Doubletree Ranch Road - South Reservation Boundary
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 094-A

RESOLUTION OF RELINQUISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on April 21, 2023, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §§ 28-7046, 28-7210, 28-7213, and 28-7214, recommending removal of certain portions of highway easement right of way from the State Transportation System by the extinguishment and relinquishment thereof.

The portions of highway easement right of way to be removed from the State Transportation System lying within the Salt River Pima - Maricopa Indian Community were acquired by the State of Arizona, by and through its Department of Transportation, in that certain Grant of Easement for Right-of-Way, dated July 17, 1990, issued by the United States of America, acting by and through the Superintendent, Salt River Agency, Bureau of Indian Affairs, Department of the Interior, on behalf of the Salt River Pima - Maricopa Indian Community; and are delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the NORTHEAST OUTER LOOP, Doubletree Ranch Road - South Reservation Boundary, Project 101L MA 000 H0829 01R / 600-1-702", and are depicted in Appendix "A" attached hereto.

WHEREAS said portions of highway easement right of way are no longer needed for State transportation purposes, and will be better utilized by the Salt River Pima - Maricopa Indian Community; and

April 21, 2023

RES. NO. 2023-04-A-015
PROJECT: 101L MA 000 H0829 01R / 600-1-702
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
SECTION: Doubletree Ranch Road - South Reservation Boundary
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 094-A

WHEREAS a remaining portion of highway easement right of way is still needed for State transportation purposes and is to be used for public highway purposes; and

WHEREAS this resolution is considered the only document necessary to extinguish and relinquish said portions of highway easement right of way; and no other instrument of conveyance is legally required; and

WHEREAS because of these premises, this Board finds public convenience requires that said portions of highway easement right of way, lying within the Salt River Pima-Maricopa Indian Community, be removed from the State Transportation System, extinguished and relinquished, according to law, to the United States of America, Department of the Interior, acting by and through its Bureau of Indian Affairs, Salt River Agency, on behalf of the Salt River Pima-Maricopa Indian Community, in accordance with SRP-MIC Council Resolution No. SR-4046-2023, dated March 08, 2023; with that certain Partial Assignment and Assumption of Grant of Easement, dated March 10, 2023; and with Intergovernmental Agreement No. 22-0008697, dated March 13, 2023; therefore be it

RESOLVED that the recommendation of the Deputy Director is adopted and made a part of this resolution; be it further

RESOLVED that the extinguishment and relinquishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes §28-7213; and that this resolution is the only document necessary to extinguish and relinquish said portions of highway easement right of way; and no other instrument of conveyance is legally required; be it further

April 21, 2023

RES. NO. 2023-04-A-015
PROJECT: 101L MA 000 H0829 01R / 600-1-702
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
SECTION: Doubletree Ranch Road - South Reservation Boundary
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 094-A

RESOLVED that the portions of highway easement right of way, lying within the Salt River Pima-Maricopa Indian Community, no longer needed for State transportation purposes, are removed from the State Transportation System by extinguishment and relinquishment to the United States of America, Department of the Interior, acting by and through its Bureau of Indian Affairs, Salt River Agency, on behalf of the Salt River Pima-Maricopa Indian Community, in accordance with SRP-MIC Council Resolution No. SR-4046-2023, dated March 08, 2023; with that certain Partial Assignment and Assumption of Grant of Easement, dated March 10, 2023; and with Intergovernmental Agreement No. 22-0008697, dated March 13, 2023; be it further

RESOLVED that the remaining portion of the highway easement right of way not being extinguished and relinquished herein shall remain in the State Transportation System for use as such.

April 21, 2023

RES. NO. 2023-04-A-015
PROJECT: 101L MA 000 H0829 01R / 600-1-702
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)
SECTION: Doubletree Ranch Road - South Reservation Boundary
ROUTE NO.: State Route 101 Loop
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D - C - 094-A

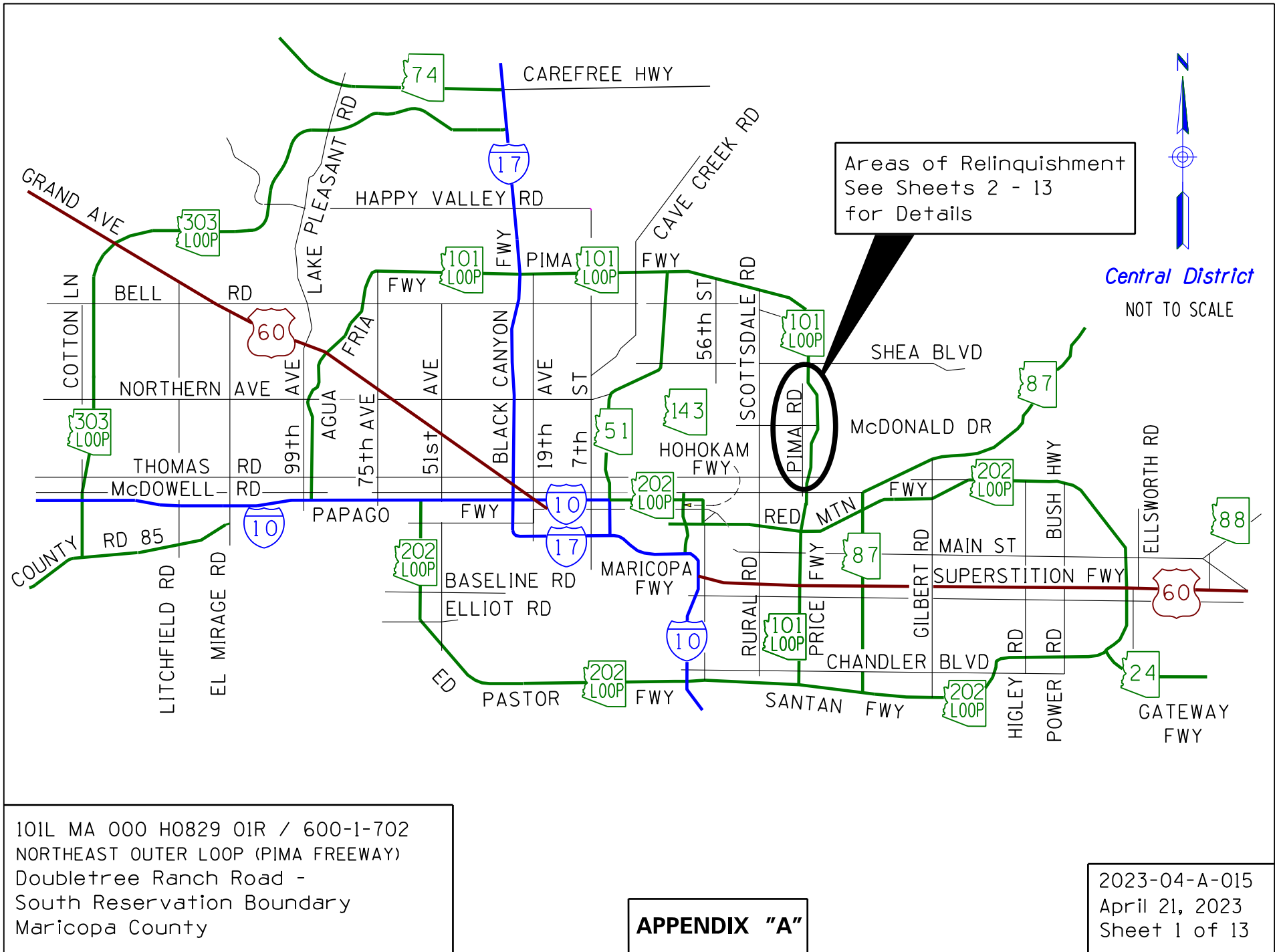
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on April 21, 2023.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on April 21, 2023.

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

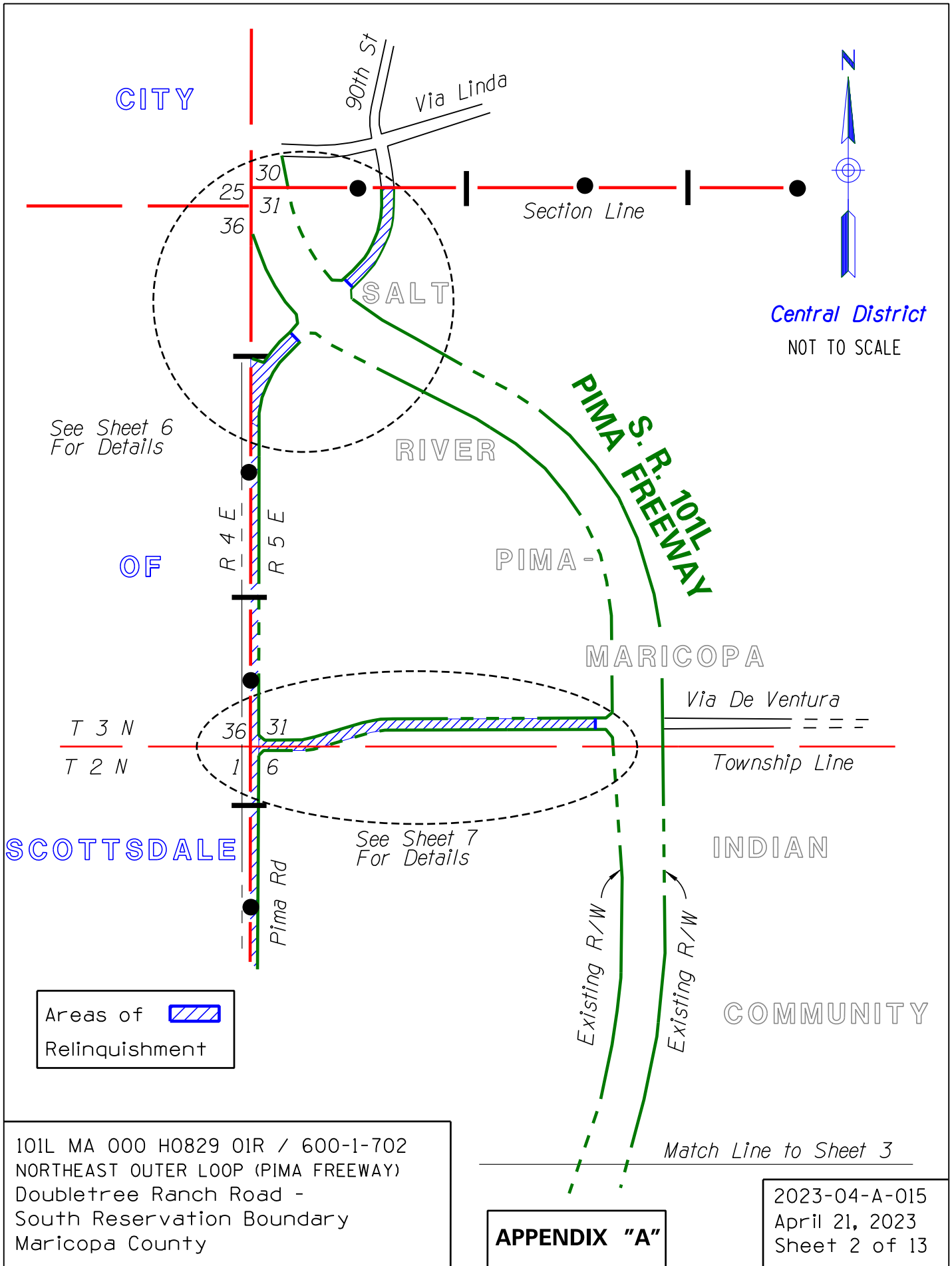
Seal

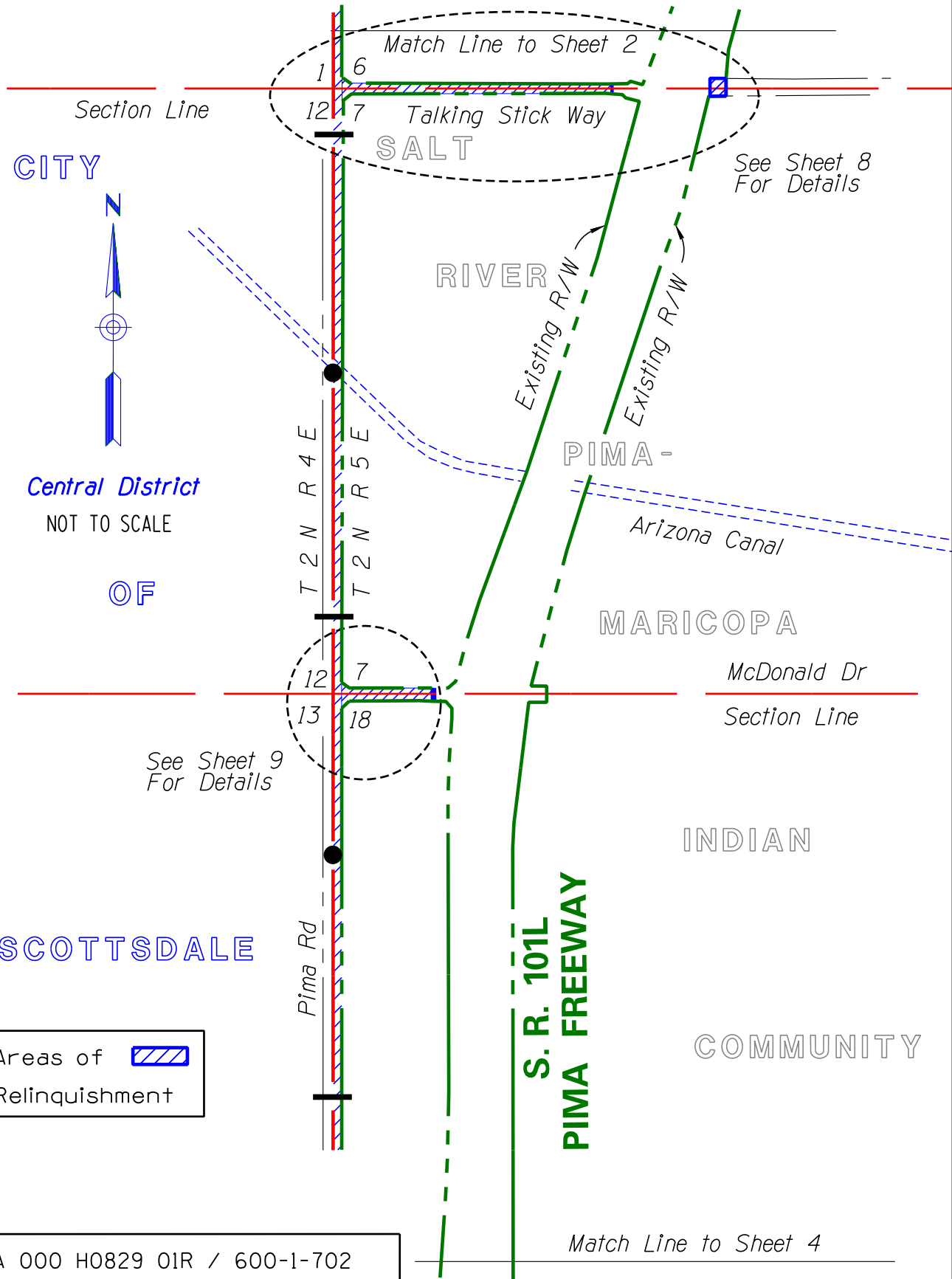


101L MA 000 H0829 01R / 600-1-702
 NORTHEAST OUTER LOOP (PIMA FREEWAY)
 Doubletree Ranch Road -
 South Reservation Boundary
 Maricopa County

APPENDIX "A"

2023-04-A-015
 April 21, 2023
 Sheet 1 of 13





101L MA 000 H0829 01R / 600-1-702
 NORTHEAST OUTER LOOP (PIMA FREEWAY)
 Doubletree Ranch Road -
 South Reservation Boundary
 Maricopa County

APPENDIX "A"

2023-04-A-015
 April 21, 2023
 Sheet 3 of 13

Match Line to Sheet 3

Chaparral Rd

Section Line

See Sheet 10
For Details



Central District

NOT TO SCALE

CITY

SALT

RIVER

T 2 N R 4 E
T 2 N R 5 E

Existing R/W

Existing R/W

PIMA -

See Sheet 11
For Details

Indian School Rd

Section Line

OF

24 19
25 30

Pima Rd


S. R. 101L
PIMA FREEWAY

MARICOPA

INDIAN

COMMUNITY

Match Line to Sheet 5

Areas of 
Relinquishment

SCOTTSDALE

101L MA 000 H0829 01R / 600-1-702
NORTHEAST OUTER LOOP (PIMA FREEWAY)
Doubletree Ranch Road -
South Reservation Boundary
Maricopa County

APPENDIX "A"

2023-04-A-015
April 21, 2023
Sheet 4 of 13

Match Line to Sheet 4
Thomas Rd
Section Line

25
36

30
31

See Sheet 12
For Details

CITY



Central District
NOT TO SCALE

SALT

RIVER

Pima Rd

T 2 N R 4 E
T 2 N R 5 E

T 1 N R 4 E
T 1 N R 5 E

Existing R/W

Existing R/W

OF

See Sheet 13
For Details

McDowell Rd
Township Line

36
31
1
6

PIMA -


SCOTTSDALE

MARICOPA

INDIAN

S. R. 101L
PIMA FREEWAY

COMMUNITY

Areas of 
Relinquishment

APPENDIX "A"

McKellips Rd

1

6

12

7

Section Line

2023-04-A-015
April 21, 2023
Sheet 5 of 13

101L MA 000 H0829 01R / 600-1-702
NORTHEAST OUTER LOOP (PIMA FREEWAY)
Doubletree Ranch Road -
South Reservation Boundary
Maricopa County

CITY

Section Line

30

31

25

36

Section Line

SALT

RIVER

90th St

Central District

NOT TO SCALE

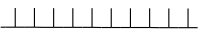
OF

PIMA -

MARICOPA

- ① 32.43'
- ② 35.15'
- ③ 105.41'
- ④ 125.00'

ADOT Retains Existing Access Control



T 3 N R 4 E
T 3 N R 5 E


PIMA S. R. 101L
FREEWAY

INDIAN

SCOTTSDALE

COMMUNITY

Areas of Relinquishment



APPENDIX "A"

101L MA 000 H0829 01R / 600-1-702
NORTHEAST OUTER LOOP (PIMA FREEWAY)
Doubletree Ranch Road -
South Reservation Boundary
Maricopa County

2023-04-A-015
April 21, 2023
Sheet 6 of 13



Pima Rd

Existing R/W

Existing R/W

To P.C.C.P. Line

To P.C.C.P. Line

CITY OF SCOTTSDALE

SALT RIVER

PIMA -

MARICOPA

INDIAN

S. R. 101L PIMA FREEWAY

COMMUNITY

Range Line

R 4 E

R 5 E

31

36

1

Pima Rd

Via De Ventura

To P.C.C.P. Line

- ① 105.30'
- ② 100.00'

①

②

Township Line T 3 N
T 2 N



Central District

NOT TO SCALE

ADOT Retains Existing Access Control

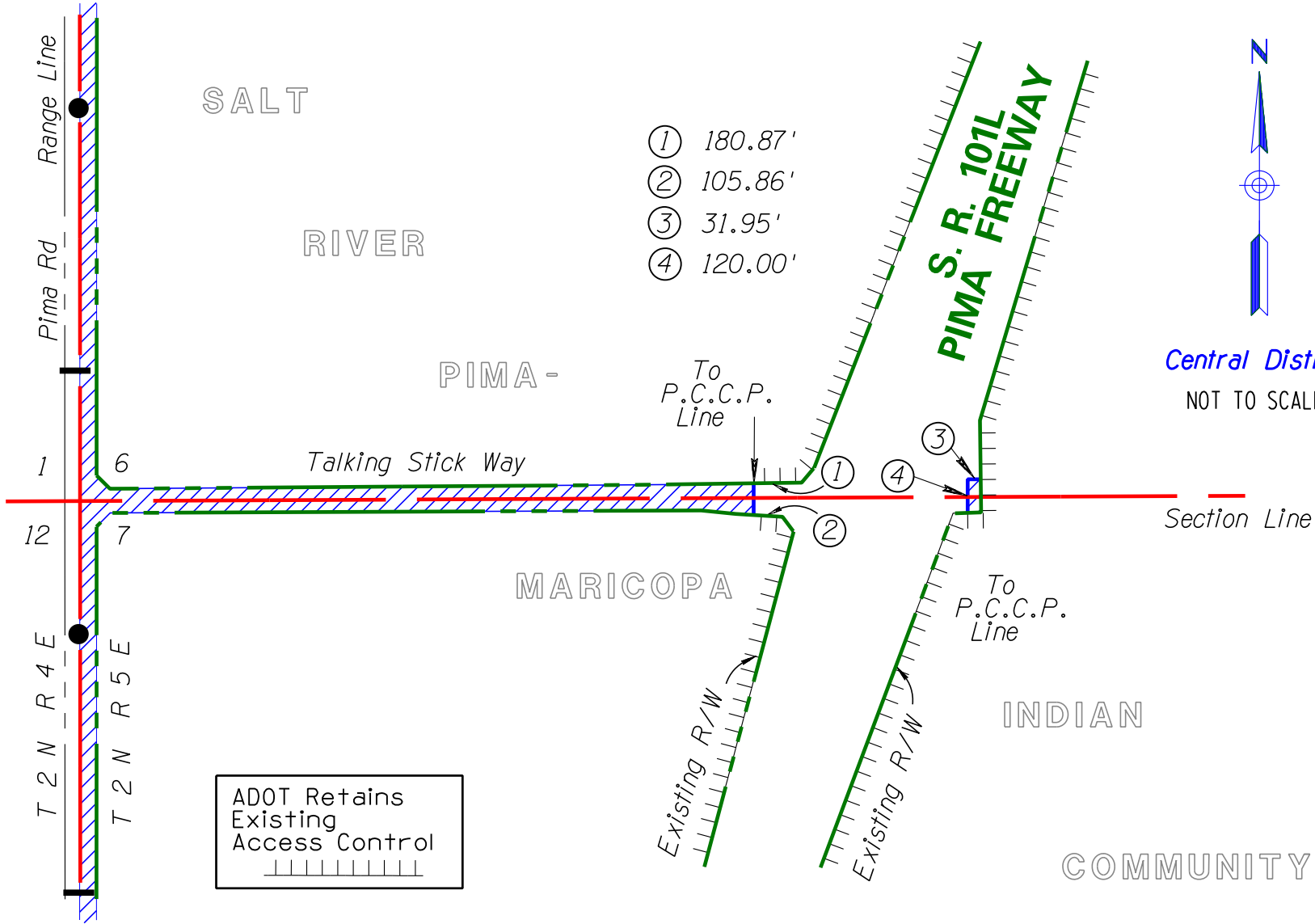
Areas of Relinquishment

APPENDIX "A"

101L MA 000 H0829 01R / 600-1-702
 NORTHEAST OUTER LOOP (PIMA FREEWAY)
 Doubletree Ranch Road -
 South Reservation Boundary
 Maricopa County

2023-04-A-015
 April 21, 2023
 Sheet 7 of 13

CITY OF SCOTTSDALE



Central District
NOT TO SCALE

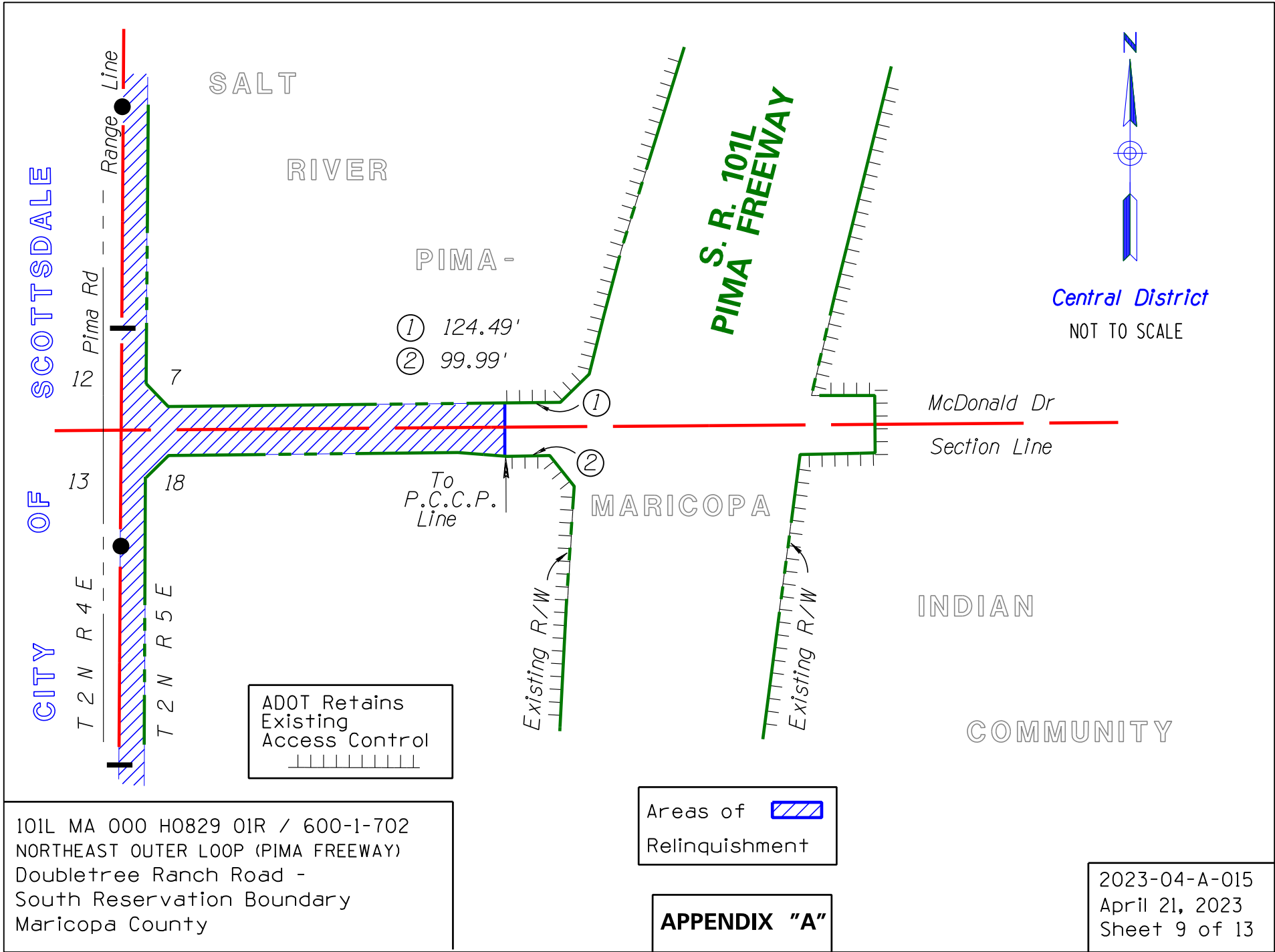
ADOT Retains Existing Access Control

Areas of Relinquishment


APPENDIX "A"

101L MA 000 H0829 01R / 600-1-702
NORTHEAST OUTER LOOP (PIMA FREEWAY)
Doubletree Ranch Road -
South Reservation Boundary
Maricopa County

2023-04-A-015
April 21, 2023
Sheet 8 of 13



101L MA 000 H0829 01R / 600-1-702
 NORTHEAST OUTER LOOP (PIMA FREEWAY)
 Doubletree Ranch Road -
 South Reservation Boundary
 Maricopa County

Areas of 
 Relinquishment

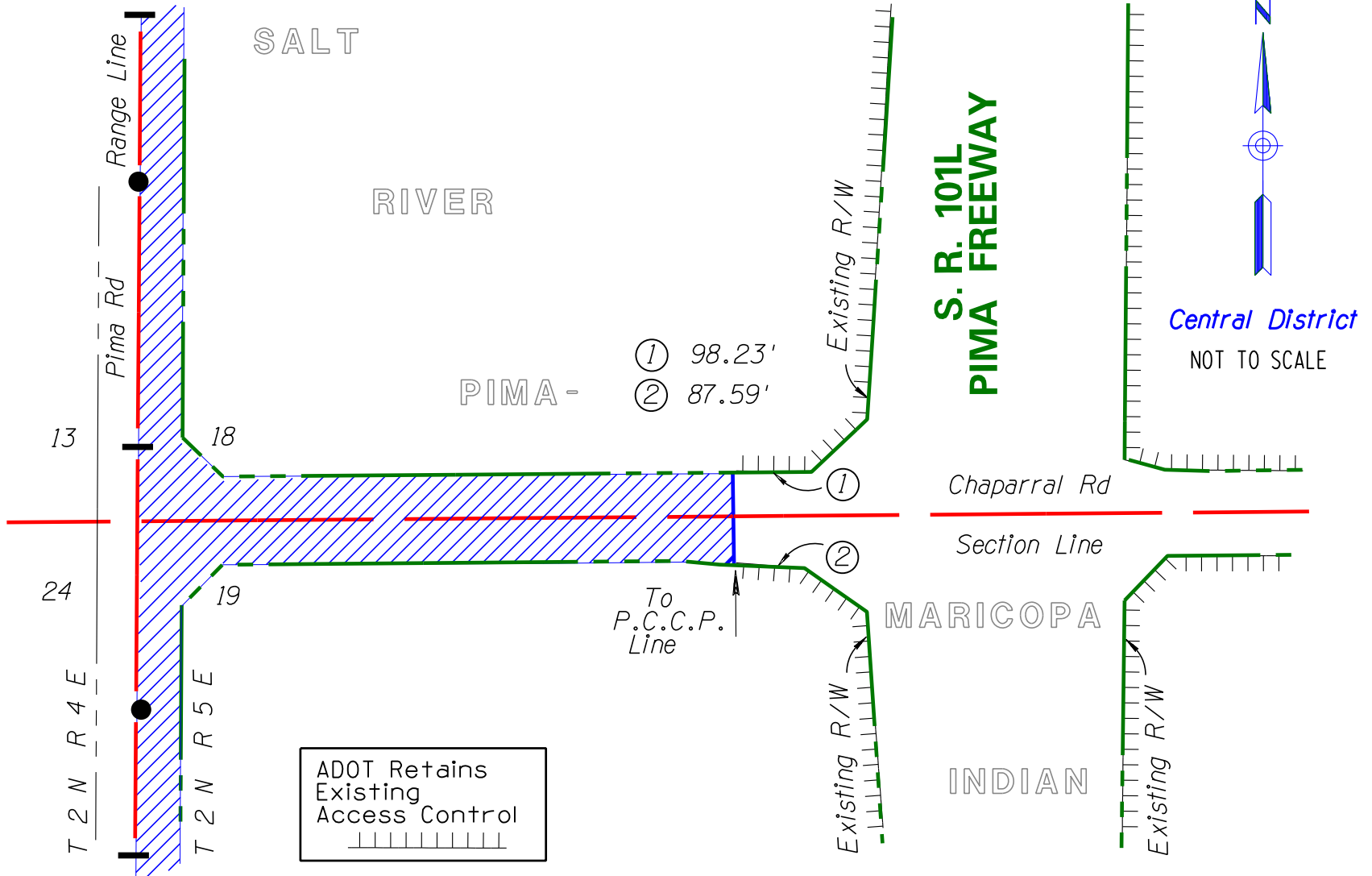
APPENDIX "A"

2023-04-A-015
 April 21, 2023
 Sheet 9 of 13




Central District
 NOT TO SCALE

CITY OF SCOTTSDALE



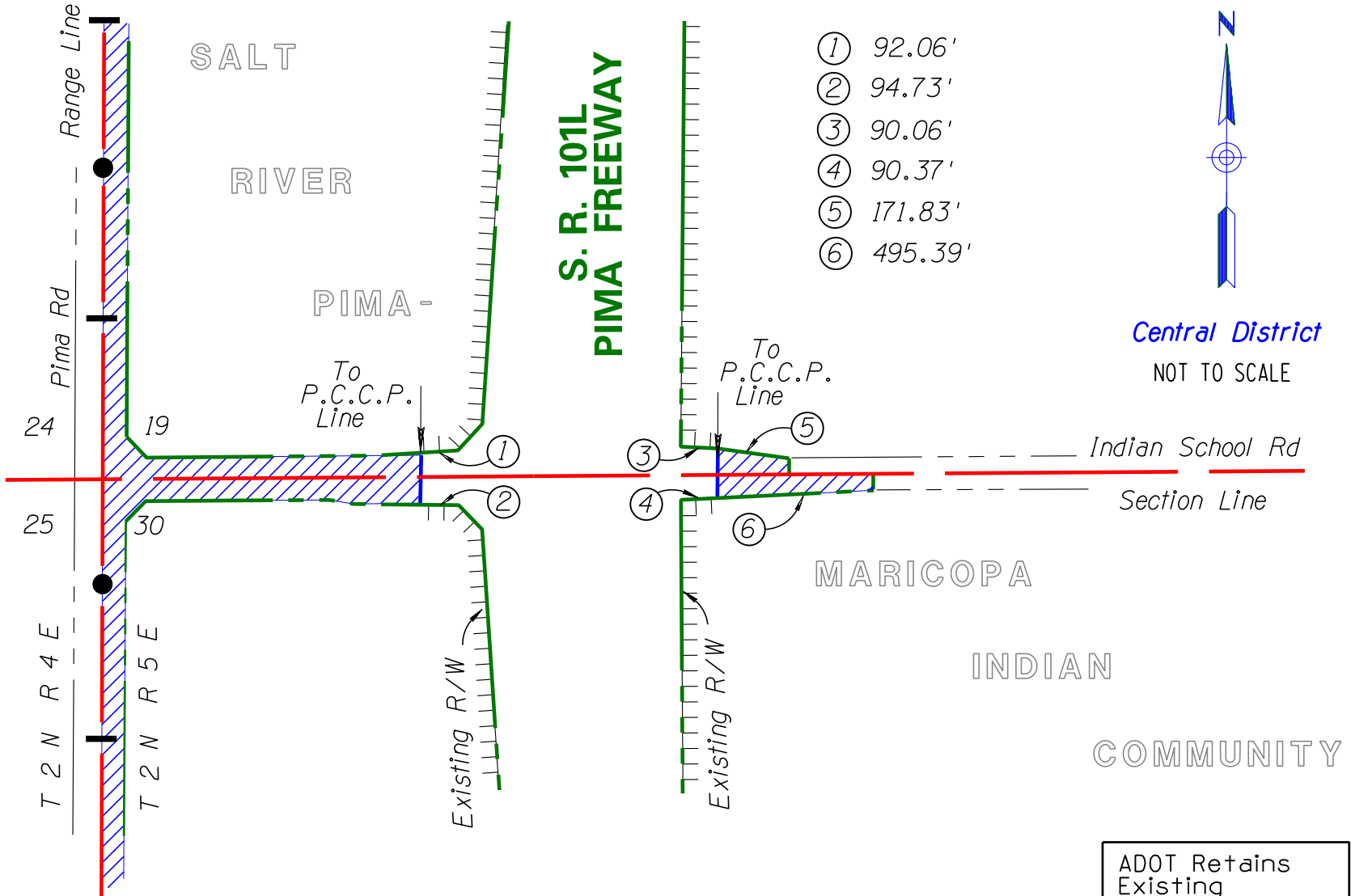
101L MA 000 H0829 01R / 600-1-702
 NORTHEAST OUTER LOOP (PIMA FREEWAY)
 Doubletree Ranch Road -
 South Reservation Boundary
 Maricopa County

Areas of 
 Relinquishment


APPENDIX "A"


2023-04-A-015
 April 21, 2023
 Sheet 10 of 13

CITY OF SCOTTSDALE



101L MA 000 H0829 01R / 600-1-702
 NORTHEAST OUTER LOOP (PIMA FREEWAY)
 Doubletree Ranch Road -
 South Reservation Boundary
 Maricopa County

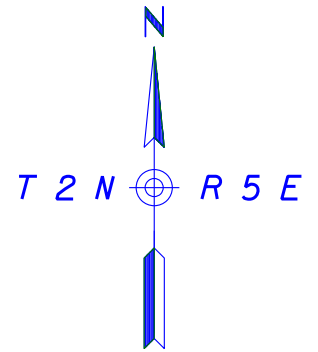
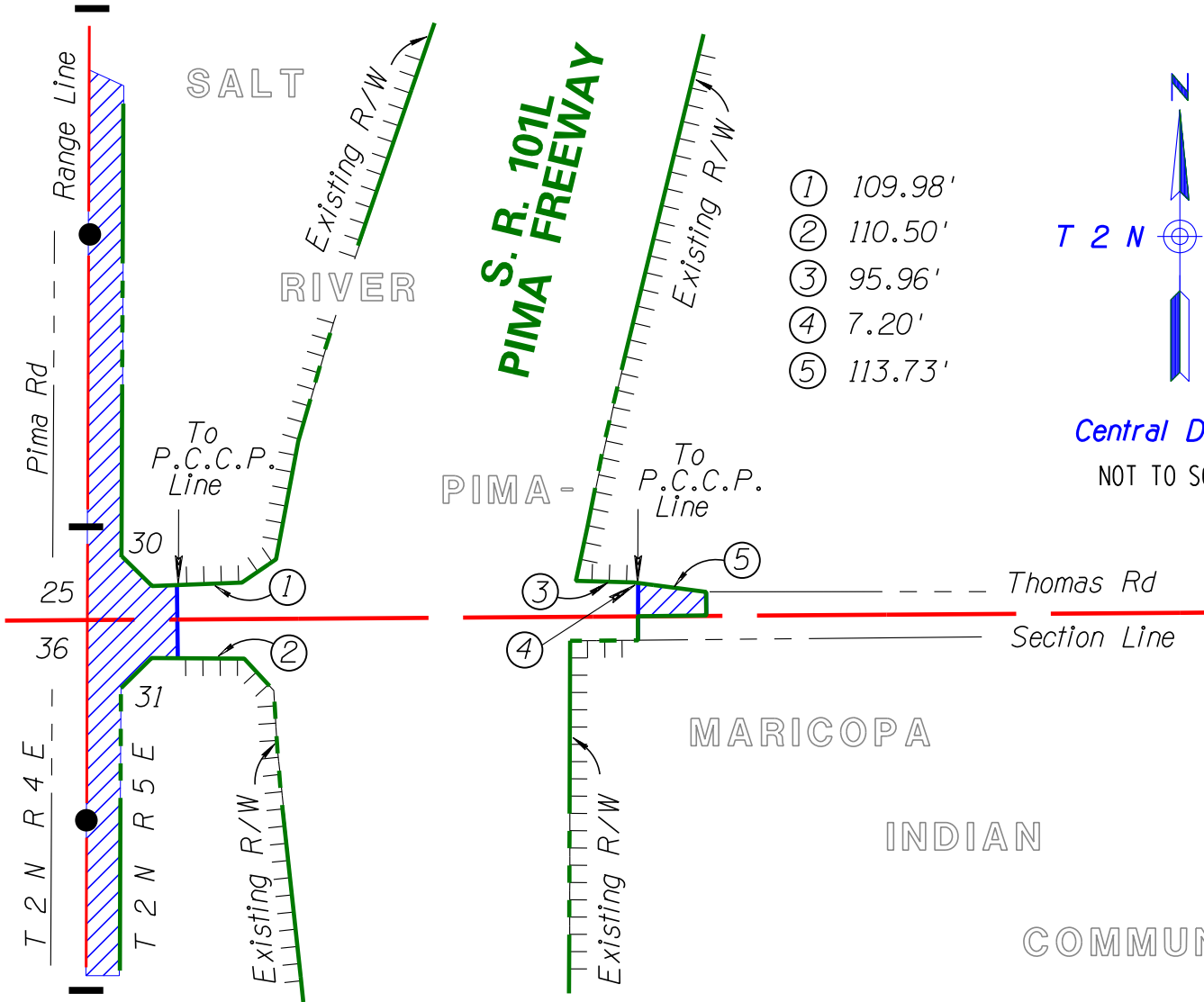
Areas of  Relinquishment

ADOT Retains Existing Access Control 

APPENDIX "A"

2023-04-A-015
 April 21, 2023
 Sheet 11 of 13


CITY OF SCOTTSDALE



Central District

NOT TO SCALE

101L MA 000 H0829 01R / 600-1-702
 NORTHEAST OUTER LOOP (PIMA FREEWAY)
 Doubletree Ranch Road -
 South Reservation Boundary
 Maricopa County

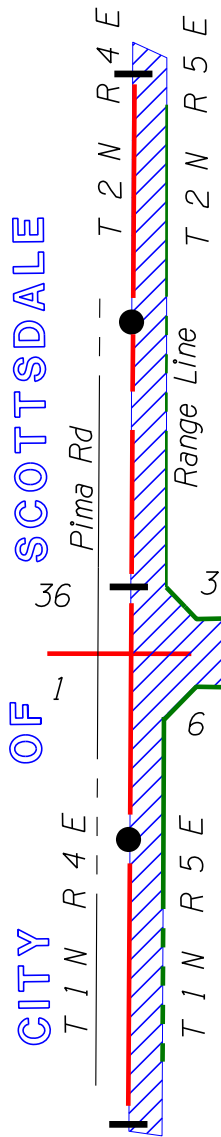
Areas of 
 Relinquishment

ADOT Retains
 Existing
 Access Control


APPENDIX "A"

2023-04-A-015
 April 21, 2023
 Sheet 12 of 13

CITY OF SCOTTSDALE



SALT

RIVER

S. R. 101L
PIMA FREEWAY

ADOT Retains Existing Access Control



Central District

NOT TO SCALE

PIMA -

To P.C.C.P. Line

Existing R/W

Existing R/W

McDowell Rd

Township Line

MARICOPA

INDIAN


COMMUNITY

① 120.38'

② 91.12'

Existing R/W

Existing R/W

Areas of  Relinquishment

APPENDIX "A"

101L MA 000 H0829 01R / 600-1-702
 NORTHEAST OUTER LOOP (PIMA FREEWAY)
 Doubletree Ranch Road -
 South Reservation Boundary
 Maricopa County

2023-04-A-015
 April 21, 2023
 Sheet 13 of 13

April 21, 2023

RES. NO. 2023-04-A-016
PROJECT: 087 PN 136 F0521 / 087-A(214)T
HIGHWAY: PICACHO - COOLIDGE - CHANDLER - MESA
SECTION: S. R. 87 at Skousen Road
ROUTE NO.: State Route 87
DISTRICT: Southcentral
COUNTY: Pinal
PARCEL: 11 - 1155

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of a portion of the Picacho - Coolidge - Chandler - Mesa Highway, State Route 87, within the above referenced project.

The existing alignment was previously established as a state highway, designated U. S. Routes 80 and 89, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. Arizona State Transportation Board Resolution 2011-03-A-013, dated March 18, 2011, established new right of way as a state route for widening and improvements along this segment of the Picacho - Coolidge - Chandler - Mesa Highway under Project 087 PN 135 H7896 01R. However, as a result of design change, the acquisition of additional right of way was not required for the improvement project.

This project involves improvement of the existing right of way. Temporary construction easements outside the existing right of way are needed to be utilized for the addition of a deceleration / right turn lane necessary to enhance safety and convenience for the traveling public.

Accordingly, it is now necessary to establish and acquire the temporary construction easement right of way needed.

April 21, 2023

RES. NO. 2023-04-A-016
PROJECT: 087 PN 136 F0521 / 087-A(214)T
HIGHWAY: PICACHO - COOLIDGE - CHANDLER - MESA
SECTION: S. R. 87 at Skousen Road
ROUTE NO.: State Route 87
DISTRICT: Southcentral
COUNTY: Pinal
PARCEL: 11 - 1155

The area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated January 2023, PICACHO - COOLIDGE - CHANDLER - MESA HIGHWAY, S. R. 87 at Skousen Road, Project 087 PN 136 F0521 / 087-A(214)T".

In the interest of public safety, necessity and convenience, I recommend that the temporary construction easement right of way depicted in Appendix "A" be acquired in order to improve this portion of State Route 87.

I further recommend the acquisition of material for construction, haul roads and various easements necessary for or incidental to the improvement.

Pursuant to Arizona Revised Statutes §28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

April 21, 2023

RES. NO. 2023-04-A-016
PROJECT: 087 PN 136 F0521 / 087-A(214)T
HIGHWAY: PICACHO - COOLIDGE - CHANDLER - MESA
SECTION: S. R. 87 at Skousen Road
ROUTE NO.: State Route 87
DISTRICT: Southcentral
COUNTY: Pinal
PARCEL: 11 - 1155

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on April 21, 2023, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §28-7046, recommending the establishment of temporary construction easement right of way necessary for the improvement of the Picacho - Coolidge - Chandler - Mesa Highway, State Route 87, as set forth in the above referenced project.

This project involves improvement of the existing right of way. Temporary construction easements outside the existing right of way are needed to be utilized for the addition of a deceleration /right turn lane necessary to enhance safety and convenience for the traveling public.

Accordingly, it is now necessary to establish and acquire the temporary construction easement right of way needed.

The area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated January 2023, PICACHO - COOLIDGE - CHANDLER - MESA HIGHWAY, S. R. 87 at Skousen Road, Project 087 PN 136 F0521 / 087-A(214)T".

WHEREAS temporary construction easement right of way is needed beyond the existing right of way to be utilized for the addition of a deceleration /right turn lane; and

April 21, 2023

RES. NO. 2023-04-A-016
PROJECT: 087 PN 136 F0521 / 087-A(214)T
HIGHWAY: PICACHO - COOLIDGE - CHANDLER - MESA
SECTION: S. R. 87 at Skousen Road
ROUTE NO.: State Route 87
DISTRICT: Southcentral
COUNTY: Pinal
PARCEL: 11-1155

WHEREAS because of these premises, this Board finds that public safety, necessity and convenience require the recommended improvement of said highway; therefore, be it

RESOLVED that the recommendation of the Deputy Director is adopted and made a part of this resolution; be it further

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means including condemnation authority, in accordance with Arizona Revised Statutes §28-7092, temporary construction easements or such other interest as is required, including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Deputy Director compensate the necessary parties for the temporary construction easement right of way to be acquired. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

April 21, 2023

RES. NO. 2023-04-A-016
PROJECT: 087 PN 136 F0521 / 087-A(214)T
HIGHWAY: PICACHO - COOLIDGE - CHANDLER - MESA
SECTION: S. R. 87 at Skousen Road
ROUTE NO.: State Route 87
DISTRICT: Southcentral
COUNTY: Pinal
PARCEL: 11 - 1155

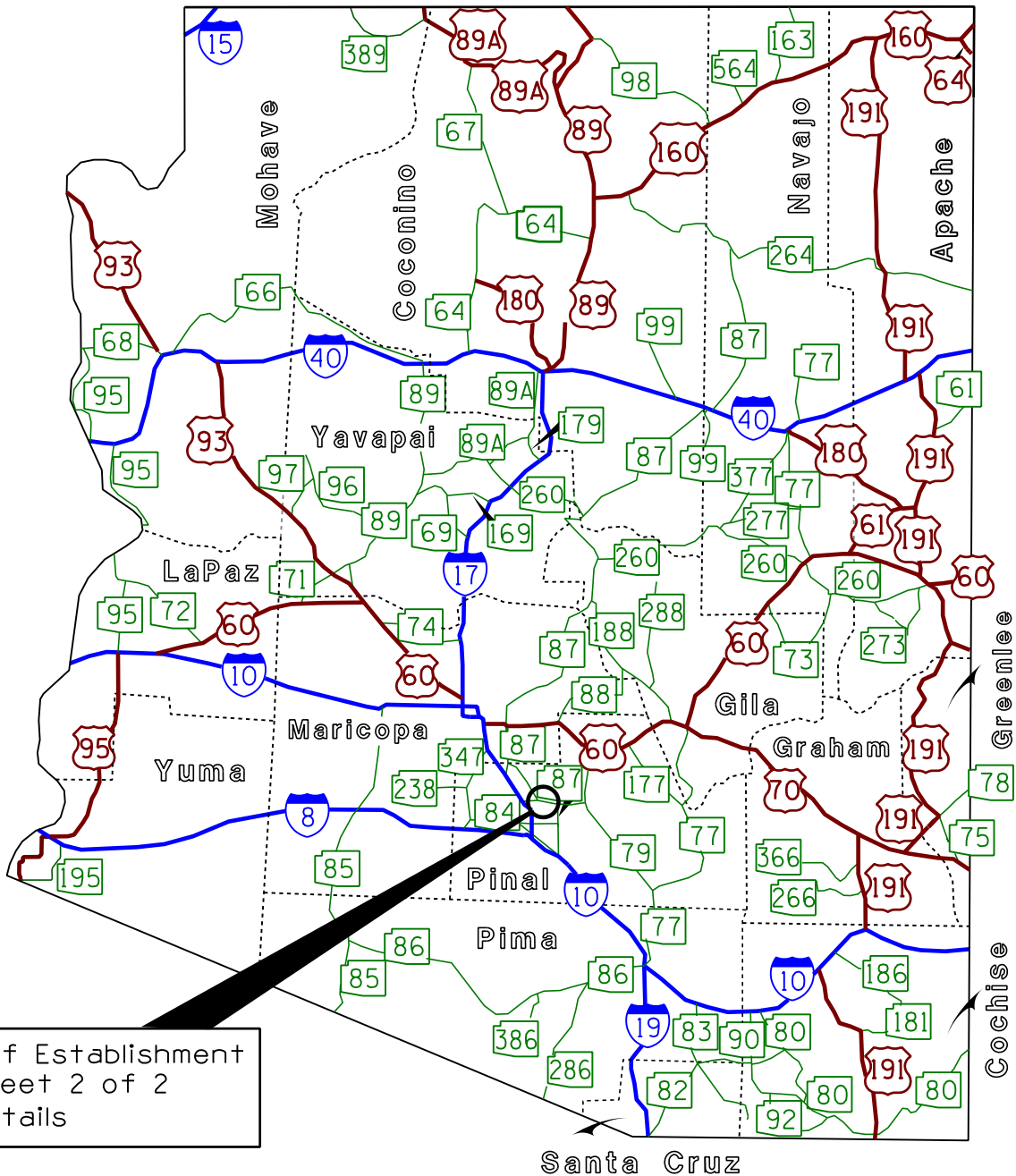
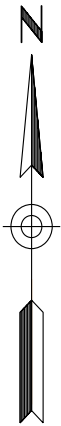
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on April 21, 2023.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on April 21, 2023.

GREGORY D. BYRES, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal

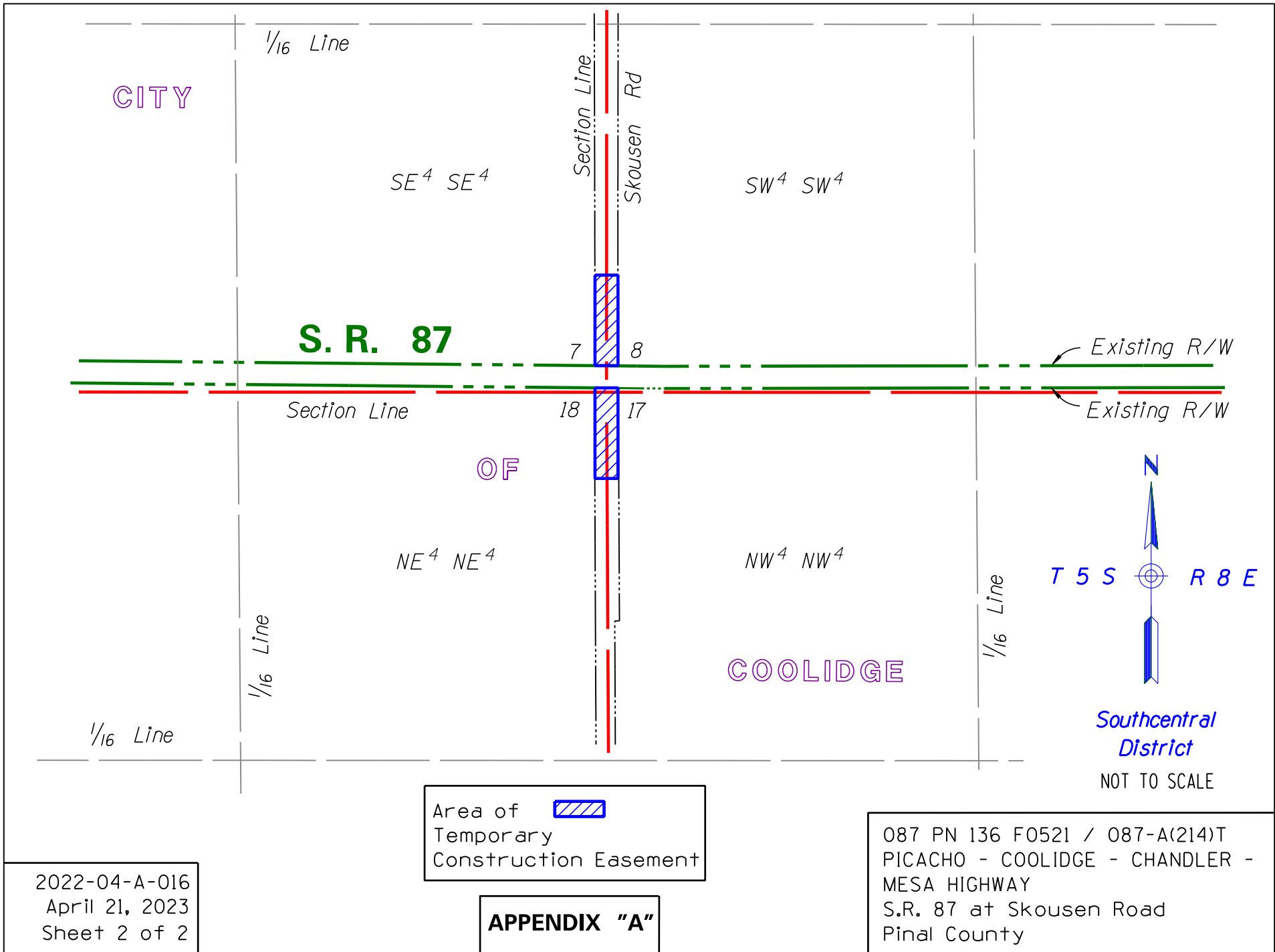


Area of Establishment
See Sheet 2 of 2
for Details

087 PN 136 F0521 / 087-A(214)T
PICACHO - COOLIDGE - CHANDLER -
MESA HIGHWAY
S.R. 87 at Skousen Road
Pinal County

2022-04-A-016
April 21, 2023
Sheet 1 of 2

APPENDIX "A"



2022-04-A-016
 April 21, 2023
 Sheet 2 of 2

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6a. **Route & MP:** US 60 @ MP 57.0
 Project Name: WASH BRIDGES 426 & 427
 Type of Work: SCOUR RETROFIT
 County: La Paz
 District: Northwest
 Schedule: FY 2023
 Project: F038901C TIP#: 101676
Project Manager: Angela Galietti
Program Amount: \$800,000
New Program Amount: \$1,400,000
Requested Action: Scope change, increase budget and change quarter.



3. Form Date / 5. Form By:

4/5/2023

Angela Galietti

4. Project Manager / Presenter:

Angela Galietti @

, , - 4983 PROJECT MANAGEMENT

6. Project Name:

WASH BRIDGES 426 & 427

7. Type of Work:

SCOUR RETROFIT

8. CPSID:

MW1P

9. District:

Northwest

10. Route:

60

11. County:

La Paz

12. Beg MP:

57.0

13. TRACS #:

F038901C ?

14. Len (Mi.):

1.0

15. Fed Id #:

STBG060-A(214)T

16. Program Budget: \$800

17. Program Item #: 101676

18. Current Approved Program Budget: \$800

18a. (+/-) Program Budget Request: \$600

18b Total Program Budget After Request: \$1,400

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
101676	\$754	.	STBGP Flex
101676	\$46	.	State Match

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 23

22. CURRENT BID READY:

23. CURRENT ADV DATE: 3/29/2023

20. JPA #'s: SIGNED: NO ADV: NO

PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: YES 24d. CURRENT STAGE: STAGE V

24e. ENVIRONMENTAL CLEARANCE:	YES	24f. MATERIALS MEMO COMP:	YES
24g. U&RR CLEARANCE:	YES	24h. C&S CLEARANCE:	YES
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	NOT APPLICABLE		

25. DESCRIPTION OF REQUEST

Scope change, increase budget and change schedule.

26. JUSTIFICATION OF REQUEST

This is a scour retrofit project to construct concrete scour floors at Wash Bridges #426 and #427. Additional scope to be added to include replacement of the existing bridge railings that were found to be non-compliant.

Additional funding is needed for railing replacement. This request also accounts for increased unit prices for the structural concrete and structural steel.

Request to change schedule, due to additional funding required.

ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN SCHEDULE
CHANGE IN SCOPE
CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6b.	Route & MP:	STATEWIDE
	Project Name:	STATEWIDE / GRANT COORDINATION
	Type of Work:	PREPARE GRANT APPLICATIONS
	County:	STATEWIDE
	District:	STATEWIDE
	Schedule:	FY 2023
	Project:	MGW2301X TIP#: 103416
	Project Manager:	Angela Ringor Estrada
	Program Amount:	\$2,000,000
	New Program Amount:	\$1,800,000
	Requested Action:	Decrease budget.

Statewide /
Grant Coordination



3. Form Date / 5. Form By:

3/23/2023

Angela Ringor Estrada

4. Project Manager / Presenter:

Angela Ringor Estrada @ (602) 712-8316

206 S 17th Ave, 3, 310B - 4210 MPD PLANNING TEAM

6. Project Name:

STATEWIDE / GRANT COORDINATION

7. Type of Work:

PREPARE GRANT APPLICATIONS

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #: MGW2301X

16. Program Budget: \$2,000

17. Program Item #: 103416

18. Current Approved Program Budget:

\$2,000

18a. (+/-) Program Budget Request:

(\$200)

18b Total Program Budget After Request:

\$1,800

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
70323	\$2,000		

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 23

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
70323	(\$200)		

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NOT APPLICABLE

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Decrease budget

26. JUSTIFICATION OF REQUEST

Funding is not needed to prepare Grant applications.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6c.

Route & MP:	Statewide
Project Name:	Statewide RW Plans, Titles, Appraisals
Type of Work:	EXCESS PROPERTY DISPOSAL
County:	Statewide
District:	Statewide
Schedule:	
Project:	M697501X TIP#: 100251
Project Manager:	Carolyn Stocker
Program Amount:	\$3,098,000
New Program Amount:	\$3,298,000
Requested Action:	Increase budget.

Statewide Right of Way Plans, Titles, Appraisals



04

1. PRB Meeting Date: 3/21/2023

2. Teleconference: No

3. Form Date / 5. Form By:

4/5/2023

Carolyn Stocker

4. Project Manager / Presenter:

Carolyn Stocker @ (602) 712-8796

205 S 17th Ave, 331, 612E - 4946 ROW FISCAL MANAGEMENT

6. Project Name:

Statewide RW Plans, Titles, Appraisals

7. Type of Work:

EXCESS PROPERTY DISPOSAL

8. CPSID: JK1P 9. District: 10. Route: 11. County: Statewide 12. Beg MP: 13. TRACS #: M697501X 14. Len (Mi.): 0.0 15. Fed Id #:

16. Program Budget: \$3,098 17. Program Item #: 100251

18. Current Approved Program Budget: \$3,098 18a. (+/-) Program Budget Request: \$200 18b Total Program Budget After Request: \$3,298

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Rows include items 71120 through 71123.

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row includes item 70323.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE
24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE 24f. MATERIALS MEMO COMP: NOT APPLICABLE
24g. U&RR CLEARANCE: NOT APPLICABLE 24h. C&S CLEARANCE: NOT APPLICABLE
24i. R/W CLEARANCE: NOT APPLICABLE 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE
24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Increase budget.

26. JUSTIFICATION OF REQUEST

This request is to cover ongoing State Wide Right of Way Plans, Titles and Appraisals activities for the disposal of excess property.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

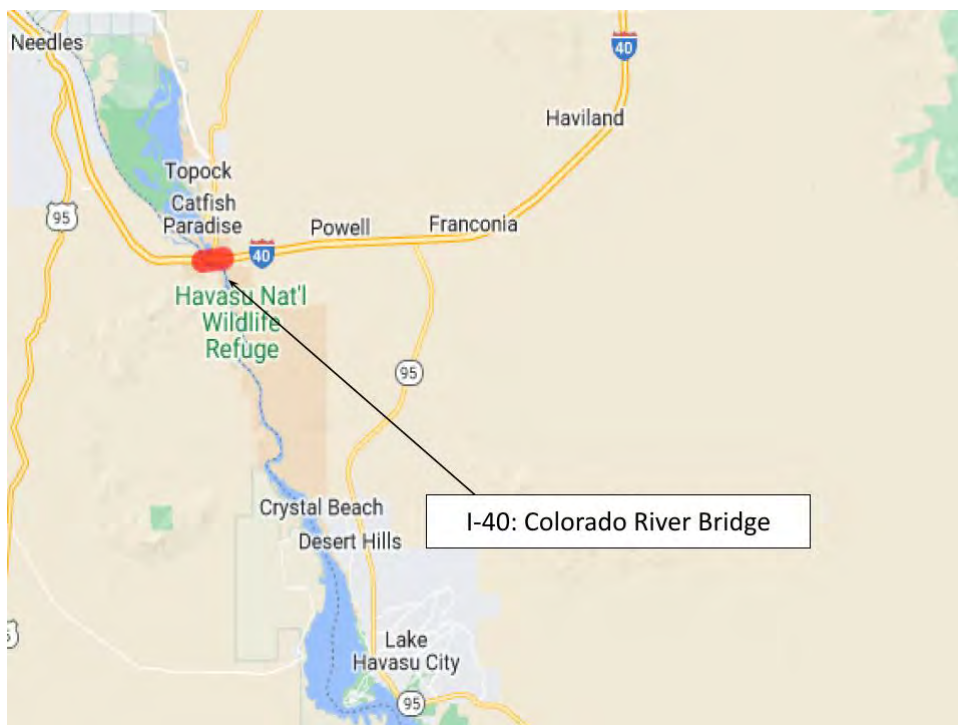
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6d.

Route & MP:	I-40 @ MP 0.1
Project Name:	COLORADO RIVER BRIDGE
Type of Work:	BRIDGE REPLACEMENT
County:	Mohave
District:	Northwest
Schedule:	FY 2023
Project:	F008001D TIP#: 100194
Project Manager:	Kirstin Huston
Program Amount:	\$3,750,000
New Program Amount:	\$3,750,000
Requested Action:	Change in FY.



3. Form Date / 5. Form By:

3/9/2023

Kirstin Huston

4. Project Manager / Presenter:

Kirstin Huston @ (602) 712-2167

205 S 17th Ave, , 121F - 4983 PROJECT MANAGEMENT

6. Project Name:

COLORADO RIVER BRIDGE

7. Type of Work:

BRIDGE REPLACEMENT

8. CPSID: RZ10 9. District: Northwest 10. Route: 40 11. County: Mohave 12. Beg MP: 0.1 13. TRACS #: F008001D ? 14. Len (Mi.): 1.0 15. Fed Id #: NHPP040-A(229)T

16. Program Budget: \$3,750

17. Program Item #: 100194

18. Current Approved Program Budget: \$3,750

18a. (+/-) Program Budget Request: \$0

18b Total Program Budget After Request: \$3,750

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
100194	\$3,538	Colorado River Bridge	NHPP FY 23 Design
100194	\$212	Colorado River Bridge	State Match

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
76223	(\$3,750)	BRIDGE REPLACEMENT & REHABILITATION	
76224	\$3,750		BRIDGE REPLACEMENT & REHABILITATION

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 23

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 24

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 18-0006770 SIGNED: YES ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE I

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
 24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
 24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO
 24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Change in FY.

26. JUSTIFICATION OF REQUEST

Project is being administered by CALtrans, and is delayed due to unforeseen environmental considerations. Request to defer project funding to FY24. This change will be reflected in the Final FY24 - FY28 Five Year Program.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN FY

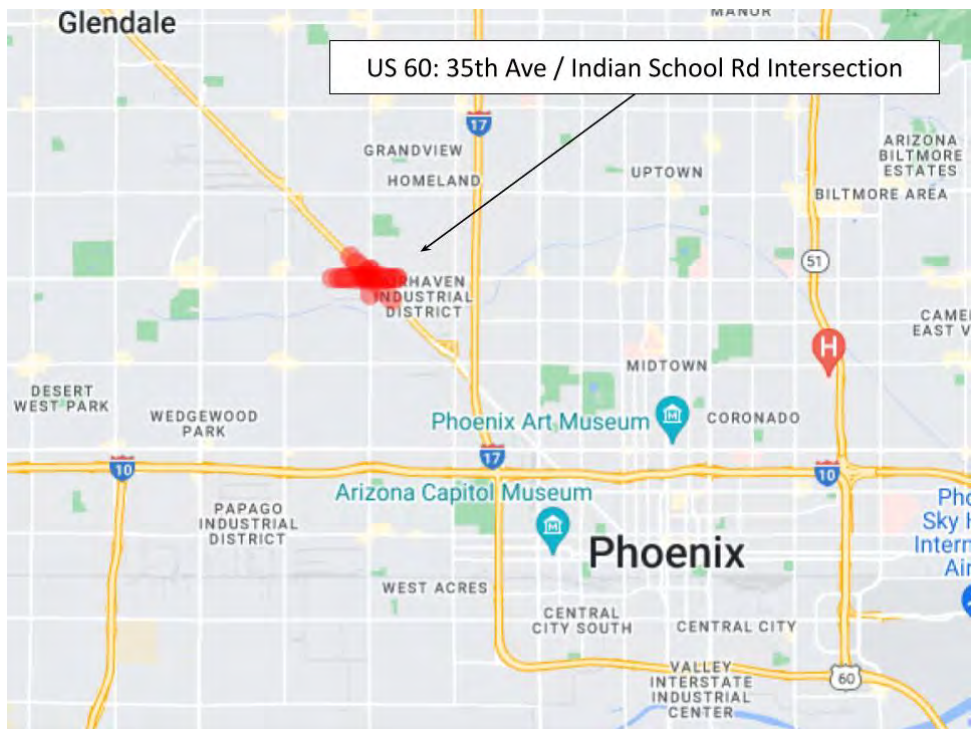
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

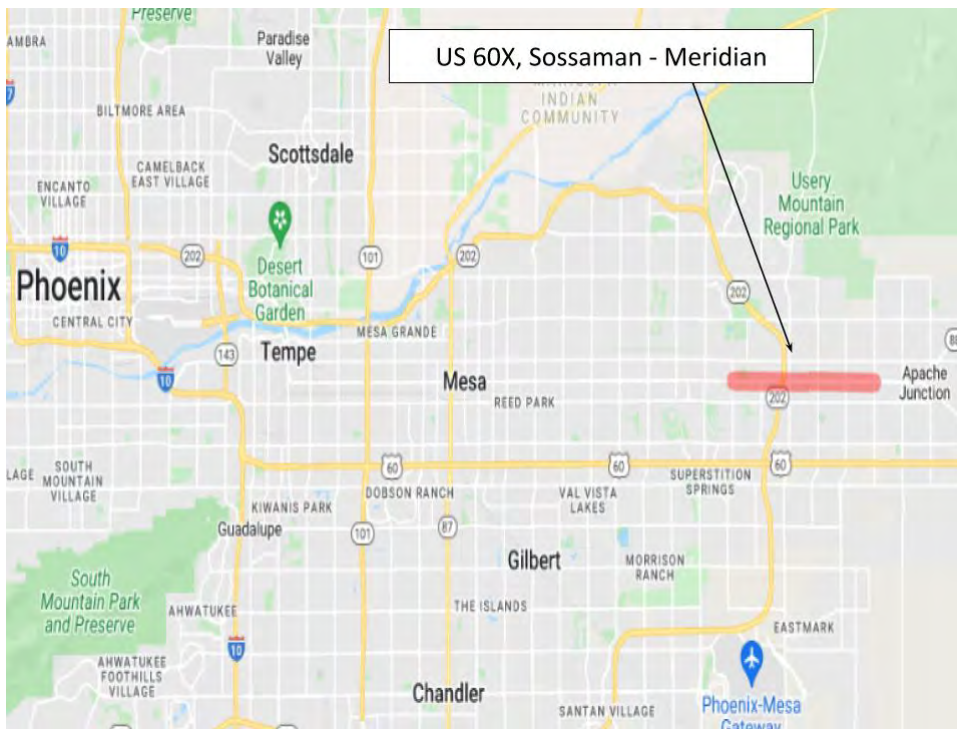
PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6e. **Route & MP:** US 60 @ MP 159.0
Project Name: 35TH AVE / INDIAN SCHOOL RD INTERSECTION
Type of Work: PREDESIGN AND ENVIRONMENTAL
County: Maricopa
District: Central
Schedule:
Project: F027201L TIP#: 8893
Project Manager: Olivier Mirza
Program Amount: \$2,215,000
New Program Amount: \$2,815,000
Requested Action: Increase budget.



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6f. **Route & MP:** US 60X @ MP 189.0
Project Name: US-60X (APACHE TRAIL) SOSSAMAN - MERIDIAN
Type of Work: PAVEMENT PRESERVATION, SIDEWALKS & LIGHTING
County: Maricopa
District: Central
Schedule: FY 2023
Project: F036101C TIP#: 100999
Project Manager: Sandy Thoms
Program Amount: \$30,000,000
New Program Amount: \$48,000,000
Requested Action: Increase Budget. Contingent upon MAG Regional Council approval.



03

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 3/28/2023

2. Teleconference: No

3. Form Date / 5. Form By:

4. Project Manager / Presenter:

3/31/2023

Sandy Thoms @

Sandy Thoms

,, - 4983 PROJECT MANAGEMENT

6. Project Name:

US-60X (APACHE TRAIL) SOSSAMAN - MERIDIAN

7. Type of Work:

PAVEMENT PRESERVATION, SIDEWALKS & LIGHTING

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
YF10	Central	60X	Maricopa	189.0	F036101C ?	5.0	FA X60-C(202)T

16. Program Budget: \$30,000

17. Program Item #: 100999

18. Current Approved Program Budget:

\$30,000

18a. (+/-) Program Budget Request:

\$18,000

18b Total Program Budget After Request:

\$48,000

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72523	\$1,434	PRESERVATION	
74523	\$87	PRIVITIZATION	State Match
OTHR23	\$10,254	.	MAG ALCP
74523	\$620	PRIVITIZATION	ALCP Match
100999	\$12,351	.	STP
100999	\$747	.	NHPP Match
100999	\$257	.	HSIP Match
100999	\$4,250	.	HSIP

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72323	\$619	CONTINGENCY	HSIP Match
72323	\$967	CONTINGENCY	
72323	\$6,177	CONTINGENCY	HSIP 100pct (VRU)
72323	\$10,237	CONTINGENCY	HSIP 94.3pct (VRU)

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 23

22. CURRENT BID READY:

23. CURRENT ADV DATE: 6/21/2023

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 21-0008393 SIGNED: YES ADV: YES

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE IV
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24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Increase Budget

26. JUSTIFICATION OF REQUEST

This request is to increase construction funding to account for items that were underestimated during scoping and Stage II such as lighting, traffic control, pavement incentives, survey/layout, and contractor QC. Subsequent to the Scoping and Stage II estimate, there were also major unit price changes for items such as concrete and asphalt, both of which have high quantities on this project. This project is funded with Vulnerable Road User (VRU) apportionment from the Highway Safety Improvement Program (HSIP).

ICAP is included in this request.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023
Contingent upon approval by MAG Regional Council.



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6g. **Route & MP:** SR 30 @ MP 0.0
Project Name: SR 303L - SR 202L, SOUTH MOUNTAIN, PHASE I
Type of Work: Right-of-Way
County: Maricopa
District: Central
Schedule:
Project: H687601R TIP#: 8892
Project Manager: Troy Sieglitz
Program Amount: \$349,445,000
New Program Amount: \$428,536,000
Requested Action: Increase Budget.

SR 30: SR303L - SR 202L, South Moutain, Phase I



3. Form Date / 5. Form By:

3/30/2023

Troy Sieglitz

4. Project Manager / Presenter:

Troy Sieglitz @ (602) 712-2211

205 S 17th Ave, , -

6. Project Name:

SR 303L - SR 202L, SOUTH MOUNTAIN, PHASE I

7. Type of Work:

Right-of-Way

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
JG1H	Central	30	Maricopa	0.0	H687601R	24.0	NHPP888-0(0)A

16. Program Budget: \$349,445

17. Program Item #: 8892

18. Current Approved Program Budget:

\$349,445

18a. (+/-) Program Budget Request:

\$79,091

18b Total Program Budget After Request:

\$428,536

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
40208	\$15,000	.	
49918	\$60,000	.	FY2018
8892	\$56,944	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	
8892	\$10,000	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	
OTHR10	\$100	.	FY2010
8892	\$66,944	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	FY2021 RARF
8892	\$52,100	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	FY22 RARF, NHPP
49822	\$27,976	.	.
49922	\$60,381	.	.

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
8892	\$32,532	SR 303L - SR 202L (SOUTH MOUNTAIN), PHASE I	FY23 RARF, NHPP
49823	\$42,451	.	.
49923	\$4,108	.	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE I

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Increase Budget

26. JUSTIFICATION OF REQUEST

The environmental decision document (Environmental Assessment) was approved on 11/06/2019 with a Finding of No Significant Impact (FONSI) allowing for right-of-way acquisition to move forward for the SR 30, Tres Rios Freeway. Right-of-Way acquisition and funding is programmed over several years. This request will add FY 2023 funding for continued right-of-way acquisitions.

FY23 funding for right-of-way and utilities was updated and approved by the MAG Regional Council through a TIP Amendment on March 22, 2023.

DOT 23-806
Right-of-Way: \$71,576K
ICAP: \$7,515K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

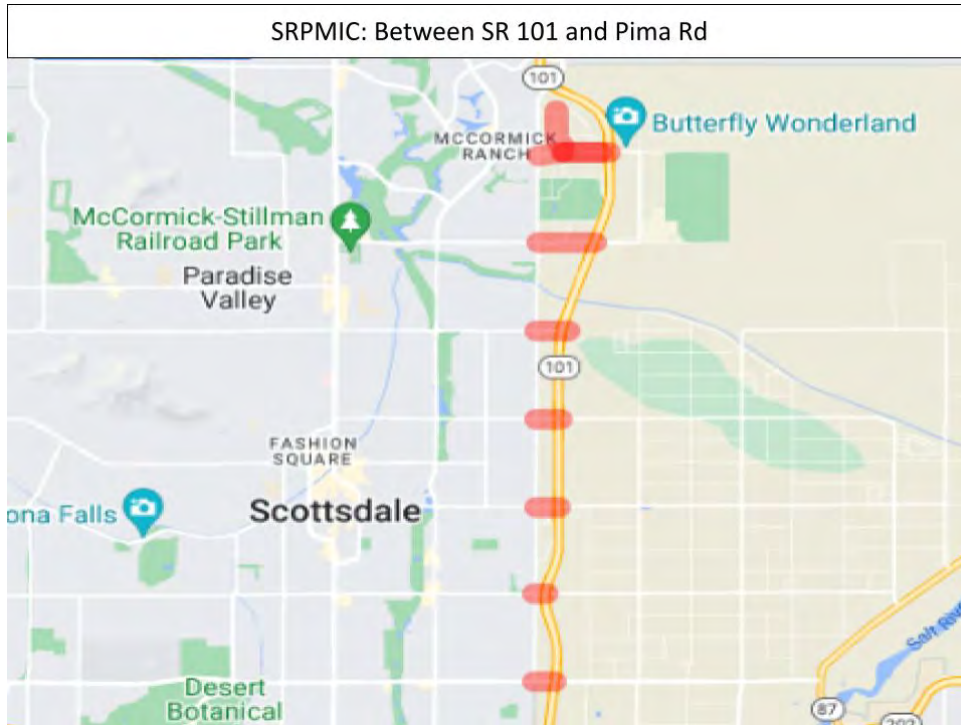
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6h. **Route & MP:** Regionwide
 Project Name: SRPMIC; BETWEEN SR 101 AND PIMA RD
 Type of Work: TRANSFER OWNERSHIP
 County: Maricopa
 District: Central
 Schedule:
 Project: _ 103479
 Project Manager: Bret Anderson
 Program Amount: \$0
New Program Amount: \$12,200,000
 Requested Action: Establish Budget.



02

1. PRB Meeting Date: 8/30/2022

2. Teleconference: No

3. Form Date / 5. Form By:

4/5/2023

Bret Anderson

4. Project Manager / Presenter:

Bret Anderson @ (602) 712-8144

206 S 17th Ave, 371, 310B - 4210 MPD PLANNING TEAM

6. Project Name:

SRPMIC; BETWEEN SR 101 AND PIMA RD

7. Type of Work:

TRANSFER OWNERSHIP

8. CPSID:

CD1Q

9. District:

Central

10. Route:

11. County:

Maricopa

12. Beg MP:

13. TRACS #:

- ?

14. Len (Mi.):

15. Fed Id #:

16. Program Budget: \$0

17. Program Item #: 103479

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$12,200

18b Total Program Budget After Request:

\$12,200

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: CRRSA A, \$12,200, ., .

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 22-008697-1 SIGNED: YES ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE 24f. MATERIALS MEMO COMP: NOT APPLICABLE
24g. U&RR CLEARANCE: NOT APPLICABLE 24h. C&S CLEARANCE: NOT APPLICABLE
24i. R/W CLEARANCE: NOT APPLICABLE 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE
24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish project

26. JUSTIFICATION OF REQUEST

There are CRRSAA funds available after delivering 19 CRRSAA projects. The next priority for the use of CRRSAA funding would be to transfer funding and ownership to the SRPMIC for the following roadways between the 101L and Pima Rd:

McDowell Rd, Thomas Rd, Indian School Rd, Chaparral Rd, McDonald Rd, Talking Stick Way Via De Ventura, 90th St.

Additionally, most of the north bound lanes of Pima Rd, from Mckellips Rd to 90th St.

Project approved by MAG Regional Council on 10/28/2022. IGA was signed and executed on March 23, 2023.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

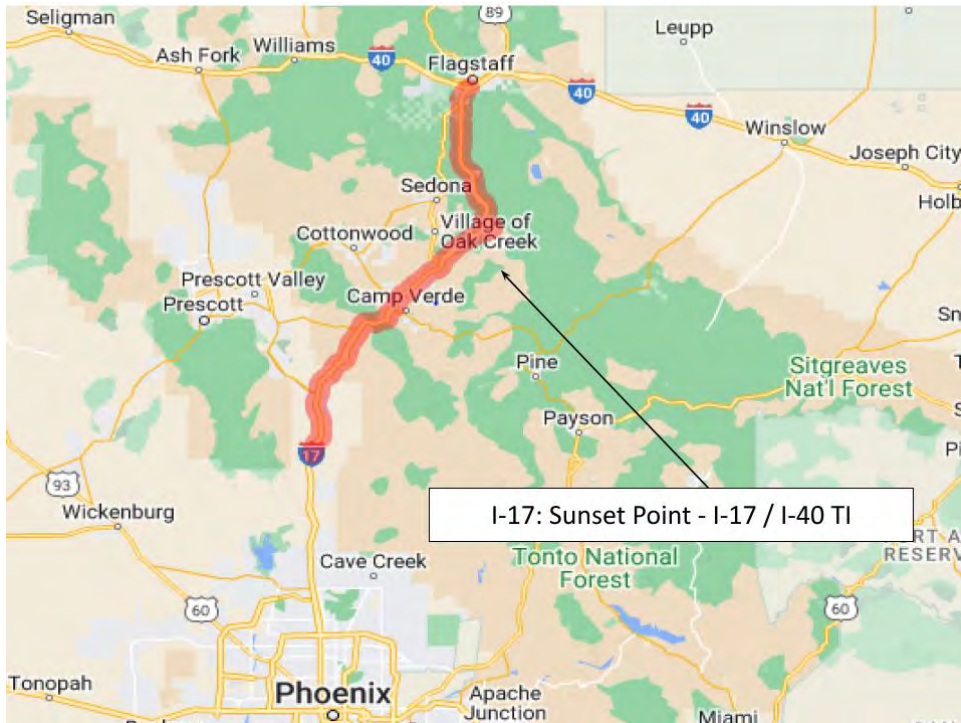
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 10/5/2022
Approved by PPAC on 10-05-2022.

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6i.	Route & MP:	I-17 @ MP 251.0
	Project Name:	SUNSET POINT - I-17/I-40 TI
	Type of Work:	INSTALL CCTV, DMS & RWIS
	County:	Yavapai
	District:	Northcentral
	Schedule:	FY 2024
	Project:	F051501C TIP#: 103296
	Project Manager:	Chris Moore
	Program Amount:	\$0
	New Program Amount:	\$3,901,000
	Requested Action:	Establish new project, change project limits.



3. Form Date / 5. Form By:

3/9/2023

Chris Moore

4. Project Manager / Presenter:

Chris Moore @ (757) 469-6679

205 S 17th Ave, , - 4983 PROJECT MANAGEMENT

6. Project Name:

SUNSET POINT - I-17/I-40 TI

7. Type of Work:

INSTALL CCTV, DMS & RWIS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
XM1P	Northcentral	17	Yavapai	251.0	F051501C ?	90.0	017-A(262)T

16. Program Budget: \$0

17. Program Item #: 103296

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$3,901

18b Total Program Budget After Request:

\$3,901

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
79024	\$3,901		

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 24

22. CURRENT BID READY:

23. CURRENT ADV DATE: 11/7/2023

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE III

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish new project, change project limits.

26. JUSTIFICATION OF REQUEST

This project will install Dynamic Message Signs(DMS), Closed-Circuit Television (CCTV), Wrong Way Driving (WWD), and Road Weather Information System (RWIS) devices on I-17. ICAP is included in this request.

Change Project Limits to: MP 262.00 to 325.00, and decrease Project Length to 63.00 miles. The design phase was initially established with a length of 90 miles.

This change will be reflected in the Final FY24 - FY28 Five Year Program.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6j. **Route & MP:** STATEWIDE
 Project Name: VARIOUS LOCATIONS - STATEWIDE RWIS
 Type of Work: UPGRADE RWIS
 County: Statewide
 District: Northeast
 Schedule:
 Project: F062001X TIP#: 103761
 Project Manager: Chris Rodriguez
 Program Amount: \$0
 New Program Amount: \$1,200,000
 Requested Action: Establish New Project.

Various Locations -
Statewide RWIS



3. Form Date / 5. Form By:
3/23/2023
Chris Rodriguez

4. Project Manager / Presenter:
Chris Rodriguez @ (602) 712-4642
205 S 17th Ave, , - 4983 PROJECT MANAGEMENT

6. Project Name:
VARIOUS LOCATIONS - STATEWIDE RWIS

7. Type of Work:
UPGRADE RWIS

8. CPSID: EW1Q 9. District: Northeast 10. Route: 999 11. County: Statewide 12. Beg MP: 0.0 13. TRACS #: F062001X ? 14. Len (Mi.): 0.0 15. Fed Id #:

16. Program Budget: \$0 17. Program Item #: 103761

18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$1,200 18b Total Program Budget After Request: \$1,200

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 70523, \$1,200, .

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 23
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO
24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish New Project

26. JUSTIFICATION OF REQUEST

This project will upgrade 20 Road Weather Information System (RWIS) at various locations. This project will be administered through Procurement group.

ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6k.	Route & MP:	Statewide
	Project Name:	Electric Vehicle Charging Infrastructure FY23
	Type of Work:	Update Deployment Plan
	County:	Statewide
	District:	Statewide
	Schedule:	
	Project:	PEV2301P TIP#: 103191
	Project Manager:	Dianne Kresich
	Program Amount:	\$0
	New Program Amount:	\$250,000
	Requested Action:	Establish new project.

Electric Vehicle
Charging Infrastructure
FY 23



3. Form Date / 5. Form By:

3/23/2023

Dianne Kresich

4. Project Manager / Presenter:

Dianne Kresich @ (602) 712-3134

206 S 17th Ave, 310B - 4210 MPD PLANNING TEAM

6. Project Name:

Electric Vehicle Charging Infrastructure FY23

7. Type of Work:

Update Deployment Plan

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
- Statewide PEV2301P ?

16. Program Budget: \$0 17. Program Item #: 103191

18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$250 18b Total Program Budget After Request: \$250

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
70023	\$200	ENGINEERING SUPPORT	NEVI Program - 80pct Federal Funds
70023	\$50	ENGINEERING SUPPORT	NEVI Program - 20pct State Match

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE 24f. MATERIALS MEMO COMP: NOT APPLICABLE
24g. U&RR CLEARANCE: NOT APPLICABLE 24h. C&S CLEARANCE: NOT APPLICABLE
24i. R/W CLEARANCE: NOT APPLICABLE 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE
24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

Federal National Electric Vehicle Infrastructure (NEVI) program requires annual plan update to the electric vehicle charging infrastructure plan.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6I. **Route & MP:** Statewide
 Project Name: Statewide Biology and Sec 404 Support - FY 23
 Type of Work: Regulatory Compliance
 County: Statewide
 District: Statewide
 Schedule:
 Project: M720401X TIP#: 103753
 Project Manager: Kristin Gade
 Program Amount: \$0
 New Program Amount: \$75,000
 Requested Action: Establish new project.

Statewide Biology
& Section 404
Support - FY23



3. Form Date / 5. Form By:

3/1/2023

Kristin Gade

4. Project Manager / Presenter:

Kristin Gade @ (602) 292-0301

1221 S 2nd Ave, , T100 - 4977 ENVIRONMENTAL PLANNING GROUP

6. Project Name:

Statewide Biology and Sec 404 Support - FY 23

7. Type of Work:

Regulatory Compliance

8. CPSID:

9. District:

10. Route:

11. County:

12. Beg MP:

13. TRACS #:

14. Len (Mi.):

15. Fed Id #:

-

Statewide

M720401X ?

16. Program Budget: \$0

17. Program Item #: 103753

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$75

18b Total Program Budget After Request:

\$75

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 79523, \$75, REGULATORY COMPLIANCE PLAN, .

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN:

24a. PROJECT NAME: NO

24b. TYPE OF WORK: NO

24c. SCOPE: NO

24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NOT APPLICABLE

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish new project

26. JUSTIFICATION OF REQUEST

This project will support compliance with the Endangered Species Act and Clean Water Act Sections 401 and 404. Tasks to be completed with these funds include continuation of the Statewide Endangered Species Act Section 7 consultation, technical support of district vegetation management needs and general Section 7 and Section 401/404 support such as travel or species surveys for maintenance projects or other projects not billable to a federal project.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6m. **Route & MP:** Statewide
 Project Name: ITS Standards
 Type of Work: Develop and Update ITS Standards
 County: Statewide
 District: Statewide
 Schedule:
 Project: M721701X TIP#: 103772
 Project Manager: Madison Shugrue
 Program Amount: \$0
 New Program Amount: \$250,000
 Requested Action: Establish New Project.

Develop and Update ITS Standards



PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6n.

Route & MP:	SR 92 @ MP 322
Project Name:	Ramsey Rd - SR 90
Type of Work:	Upgrade Traffic Signals
County:	Cochise
District:	Southcentral
Schedule:	
Project:	F061501X TIP#: 103755
Project Manager:	James Gomes
Program Amount:	\$0
New Program Amount:	\$34,000
Requested Action:	Establish New Project.



3. Form Date / 5. Form By: 3/1/2023 James Gomes
4. Project Manager / Presenter: James Gomes @ (520) 388-4231
1221 S 2nd Ave, , T100 - 6500 OPERATIONAL TRAFFIC & SAFETY ADMINISTRAT

6. Project Name: Ramsey Rd - SR 90
7. Type of Work: Upgrade Traffic Signals

8. CPSID: EH1Q 9. District: Southcentral 10. Route: 92 11. County: Cochise 12. Beg MP: 322 13. TRACS #: F061501X ? 14. Len (Mi.): 8.6 15. Fed Id #:

16. Program Budget: \$0 17. Program Item #: 103755
18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$34 18b Total Program Budget After Request: \$34

CURRENTLY APPROVED:
19. BUDGET ITEMS:

CHANGE / REQUEST:
19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 78823, \$34, TSM&O, State 100pct

CURRENT SCHEDULE:
21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:
21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE
24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE 24f. MATERIALS MEMO COMP: NOT APPLICABLE
24g. U&RR CLEARANCE: NOT APPLICABLE 24h. C&S CLEARANCE: NOT APPLICABLE
24i. R/W CLEARANCE: NOT APPLICABLE 24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE
24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Establish new Project

26. JUSTIFICATION OF REQUEST

This project will upgrade 4 signalized intersections with GridSmart performance modules. The locations include: SR 90 @ 7th St., SR 90 @ SR 92, SR 92 @ Buffalo Solider Trail, and SR 92 & Ramsey Rd. We currently have GridSmart video detection at these 4 intersections. The performance module will enable robust reporting on performance-related data. It includes reports like volume, turning movement counts, length-based classification, incidents, red and green occupancy, red and green arrivals, and speed so that users can monitor, analyze, and fine-tune an intersection. ADOT forces will install the performance modules and integrate the video detection. Using the performance modules will eliminate unnecessary trips to the traffic cabinet, and provide the information needed to better operate and coordinate the traffic signals. These upgrades will be utilized by TSMO Southern Regional Traffic Engineering, Operations, and Systems Maintenance.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 60.	Route & MP:	SR 19B @ MP 0.16
	Project Name:	Crawford St - Country Club Road
	Type of Work:	Upgrade Traffic Signals
	County:	Santa Cruz
	District:	Southcentral
	Schedule:	
	Project:	F061401X TIP#: 103754
	Project Manager:	James Gomes
	Program Amount:	\$0
	New Program Amount:	\$189,000
	Requested Action:	Establish New Project.



3. Form Date / 5. Form By:

3/1/2023

James Gomes

4. Project Manager / Presenter:

James Gomes @ (520) 388-4231

1221 S 2nd Ave, , T100 - 6500 OPERATIONAL TRAFFIC & SAFETY ADMINISTRAT

6. Project Name:

Crawford St - Country Club Road

7. Type of Work:

Upgrade Traffic Signals

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
E11Q	Southcentral	B19	Santa Cruz	0.16	F061401X ?	4.6	

16. Program Budget: \$0

17. Program Item #: 103754

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$189

18b Total Program Budget After Request:

\$189

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
78823	\$189	TSM&O	State 100pct

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: **24a. PROJECT NAME:** NO **24b. TYPE OF WORK:** NO **24c. SCOPE:** NO **24d. CURRENT STAGE:** NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NOT APPLICABLE

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Establish new Project

26. JUSTIFICATION OF REQUEST

This project will upgrade 6 traffic intersections with GridSmart traffic signal video detection along B-19. The signalized intersections with B-19 include Crawford St., Walnut St., Western Ave., Mesa Verde Rd., Old Tucson Rd., and Country Club Rd. The budget will support the purchase of the detection equipment and ICAP.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

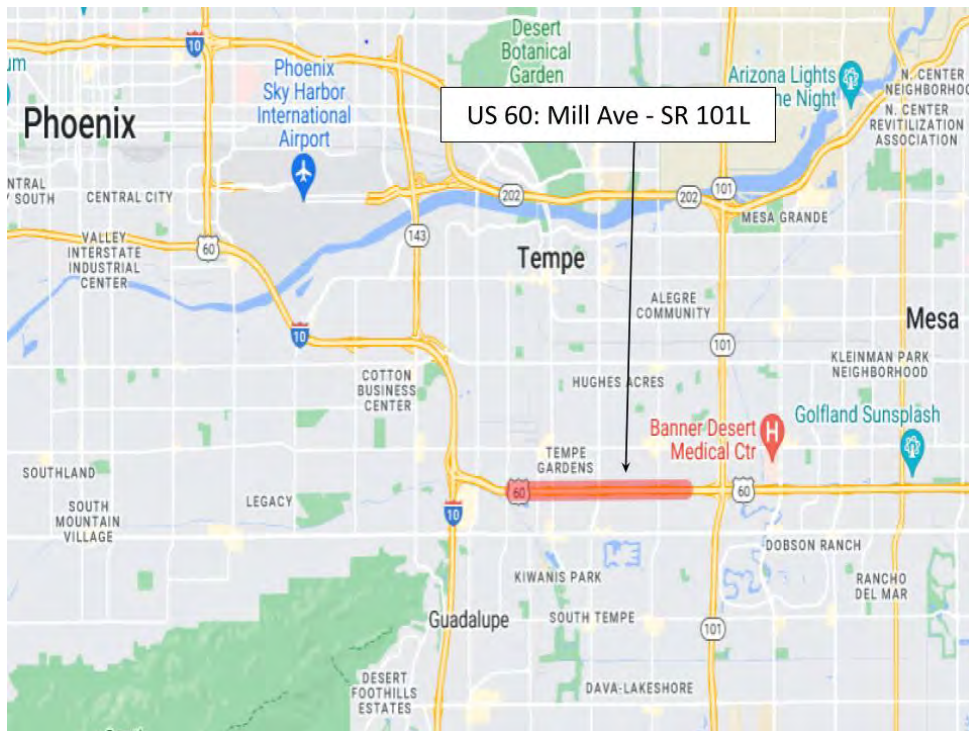
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6p.	Route & MP:	US 60 @ MP 173.0
	Project Name:	MILL AVE - SR101L
	Type of Work:	CONVERT HPS TO LED LIGHTING
	County:	Maricopa
	District:	Central
	Schedule:	
	Project:	F062201D TIP#: 103707
	Project Manager:	Jeffrey Davidson
	Program Amount:	\$0
	New Program Amount:	\$260,000
	Requested Action:	Establish new project. Contingent upon MAG Regional Council approval.



3. Form Date / 5. Form By:

3/27/2023

Jeffrey Davidson

4. Project Manager / Presenter:

Jeffrey Davidson @ (602) 712-8534

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

MILL AVE - SR101L

7. Type of Work:

CONVERT HPS TO LED LIGHTING

8. CPSID: ET1Q 9. District: Central 10. Route: 60 11. County: Maricopa 12. Beg MP: 173.0 13. TRACS #: F062201D ? 14. Len (Mi.): 2.8 15. Fed Id #: 060-C(221)T

16. Program Budget: \$0

17. Program Item #: 103707

18. Current Approved Program Budget: \$0

18a. (+/-) Program Budget Request: \$260

18b Total Program Budget After Request: \$260

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 70923, \$260, Carbon Reduction Program, Carbon Reduction Program

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO
24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

This project is to convert from HPS Lighting to LED Lighting as part of the Carbon Reduction Program.

Construction is anticipated in FY24.

Staff \$63K
Consultant \$170K
ICAP \$27K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

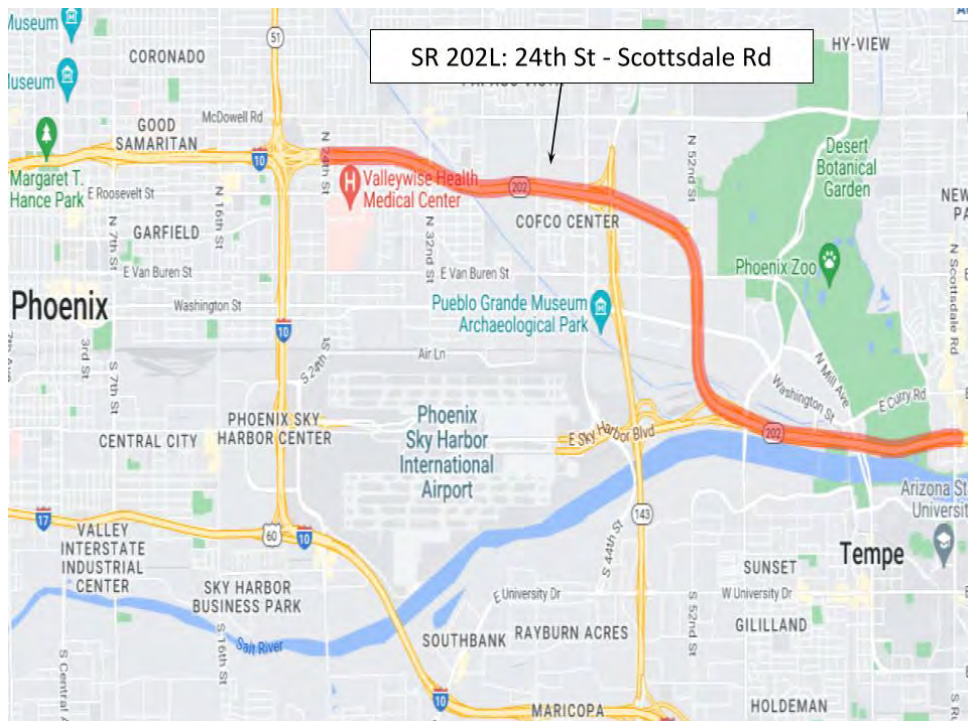
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023
Contingent upon approval by MAG Regional Council.

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6q.	Route & MP:	SR 202L @ MP 1.0
	Project Name:	24TH ST - SCOTTSDALE RD
	Type of Work:	CONVERT HPS TO LED LIGHTING
	County:	Maricopa
	District:	Central
	Schedule:	
	Project:	F062101D TIP#: 103708
	Project Manager:	Jeffrey Davidson
	Program Amount:	\$0
	New Program Amount:	\$260,000
	Requested Action:	Establish new project. Contingent upon MAG Regional Council approval.



3. Form Date / 5. Form By:

3/23/2023

Jeffrey Davidson

4. Project Manager / Presenter:

Jeffrey Davidson @ (602) 712-8534

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

24TH ST - SCOTTSDALE RD

7. Type of Work:

CONVERT HPS TO LED LIGHTING

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
ES1Q	Central	202L	Maricopa	1.0	F062101D ?	8.0	202-A(209)T

16. Program Budget: \$0

17. Program Item #: 103708

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$260

18b Total Program Budget After Request:

\$260

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
70923	\$260		Carbon Reduction Program

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

This project is to convert from HPS Lighting to LED Lighting as part of the Carbon Reduction Program.

Construction is anticipated in FY24.

Staff \$63K
Consultant \$170K
ICAP \$27K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

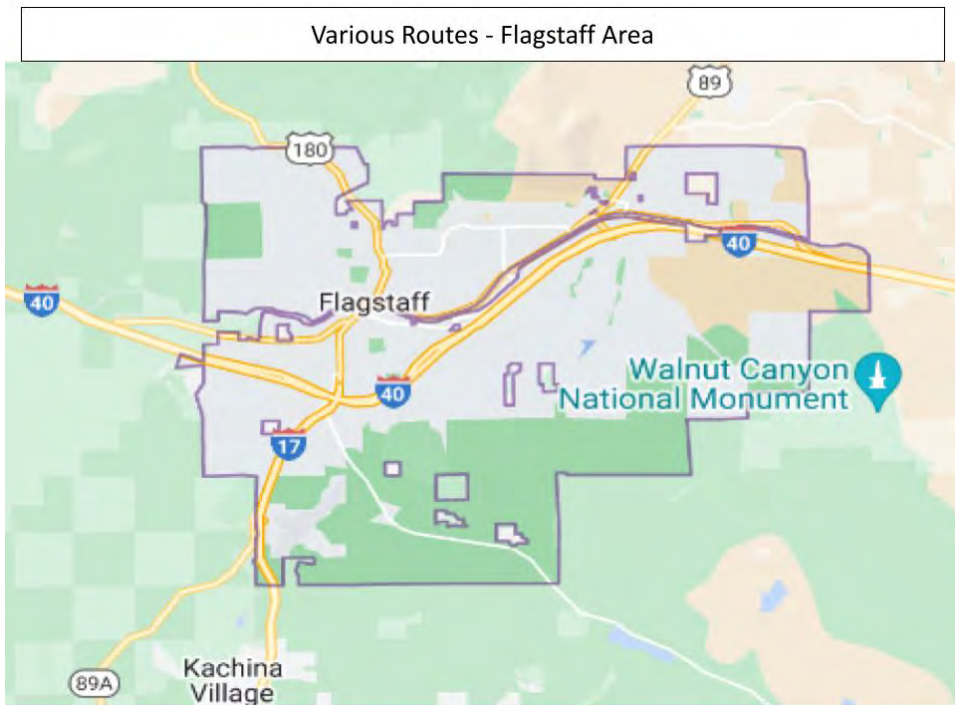
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL -
4/5/2023 Contingent upon approval by MAG
Regional Council.

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6r. **Route & MP:** Regionwide
 Project Name: VARIOUS ROUTES - FLAGSTAFF AREA
 Type of Work: CONVERT HPS TO LED LIGHTING
 County: Coconino
 District: Northcentral
 Schedule:
 Project: F062301D TIP#: 103709
 Project Manager: Jeffrey Davidson
 Program Amount: \$0
New Program Amount: \$437,000
 Requested Action: Establish new project.



3. Form Date / 5. Form By:

3/23/2023

Jeffrey Davidson

4. Project Manager / Presenter:

Jeffrey Davidson @ (602) 712-8534

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

VARIOUS ROUTES - FLAGSTAFF AREA

7. Type of Work:

CONVERT HPS TO LED LIGHTING

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
EU1Q	Northcentral	999	Coconino	0.0	F062301D ?	0.0	999-A(568)T

16. Program Budget: \$0

17. Program Item #: 103709

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$437

18b Total Program Budget After Request:

\$437

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
70923	\$437		Carbon Reduction Program

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

This project is to convert from HPS Lighting to LED Lighting as part of the Carbon Reduction Program.

Construction is anticipated for FY25.

Staff \$95K
Consultant \$300K
ICAP \$42K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

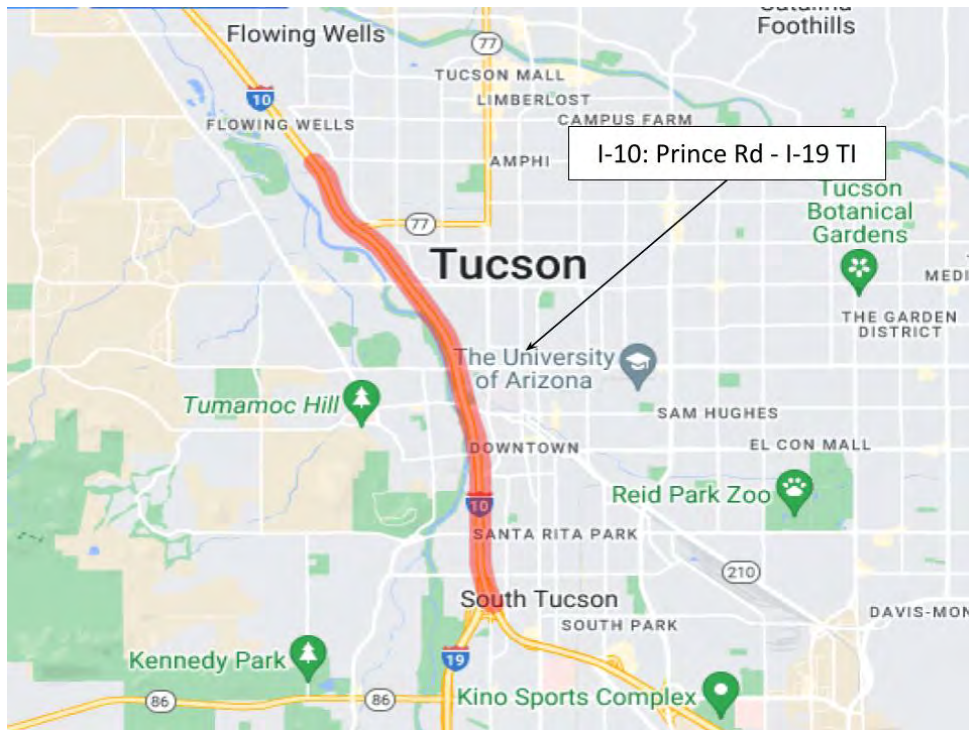
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6s.

Route & MP:	I-10 @ MP 254.0
Project Name:	Prince Rd - I-19 TI
Type of Work:	CONVERT HPS TO LED LIGHTING
County:	Pima
District:	Southcentral
Schedule:	
Project:	F062501D TIP#: 103771
Project Manager:	Jeffrey Davidson
Program Amount:	\$0
New Program Amount:	\$260,000
Requested Action:	Establish new project. Contingent upon PAG Regional Council approval.



06

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 3/28/2023

2. Teleconference: No

3. Form Date / 5. Form By:

4. Project Manager / Presenter:

3/31/2023

Jeffrey Davidson @ (602) 712-8534

Jeffrey Davidson

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

PRINCE RD - I-19 TI

7. Type of Work:

CONVERT HPS TO LED LIGHTING

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

FB1Q Southcentral 10 Pima 254.0 F062501D ? 13

16. Program Budget: \$0 17. Program Item #: 103771

18. Current Approved Program Budget: 18a. (+/-) Program Budget Request: 18b Total Program Budget After Request:

\$0

\$260

\$260

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
70923	\$260	.	Carbon Reduction Program

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

This project is to convert HPS Lighting to LED Lighting as part of the Carbon Reduction Program.

Construction is anticipated in FY24.

Staff \$63K
Consultant \$170K
ICAP \$27K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6t. **Route & MP:** I-17 @ MP 269.0
 Project Name: E DUGAS RD - MP 275
 Type of Work: SUPERELEVATION IMPROVEMENTS
 County: Yavapai
 District: Northwest
 Schedule:
 Project: F061601D TIP#: 103770
 Project Manager: Lana Nabaty
 Program Amount: \$0
New Program Amount: \$600,000
 Requested Action: Establish new project.



3. Form Date / 5. Form By:
3/28/2023
Lana Nabaty

4. Project Manager / Presenter:
Lana Nabaty @ (602) 712-2217
205 S 17th Ave, , - 4983 PROJECT MANAGEMENT

6. Project Name:
E DUGAS RD - MP 275

7. Type of Work:
SUPERELEVATION IMPROVEMENTS

8. CPSID: EM1Q 9. District: Northwest 10. Route: 17 11. County: Yavapai 12. Beg MP: 269.0 13. TRACS #: F061601D ? 14. Len (Mi.): 6.0 15. Fed Id #:

16. Program Budget: \$0 17. Program Item #: 103770

18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$600 18b Total Program Budget After Request: \$600

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 70523, \$600, .

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO
24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

This is a modernization project to address southbound superelevation on Interstate 17 (I-17) from milepost 269 to 275. In addition, the project will also address guardrails and down drains.

Consultant: \$431k
Staff: \$112k
ICAP: \$57k

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6u. **Route & MP:** SR 85 @ MP 0.1
Project Name: I-8 - THAYER RD
Type of Work: DRAINAGE SAFETY IMPROVEMENTS
County: Maricopa
District: Southwest
Schedule:
Project: F061001D TIP#: 103759
Project Manager: Vivian Li
Program Amount: \$0
New Program Amount: \$590,000
Requested Action: Establish Design project. Contingent upon MAG Regional Council approval.



3. Form Date / 5. Form By:

4/5/2023

Pei-jung Li

4. Project Manager / Presenter:

Pei-jung Li @ (602) 712-8708

205 S 17th Ave, , 605E - 4983 PROJECT MANAGEMENT

6. Project Name:

I-8 - THAYER RD

7. Type of Work:

DRAINAGE SAFETY IMPROVEMENTS

8. CPSID:

EL1Q

9. District:

Southwest

10. Route:

85

11. County:

Maricopa

12. Beg MP:

0.1

13. TRACS #:

F061001D ?

14. Len (Mi.):

5.2

15. Fed Id #:

16. Program Budget: \$0

17. Program Item #: 103759

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$590

18b Total Program Budget After Request:

\$590

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 73323, \$590, STATEWIDE MINOR PROJECTS

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE I

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO
24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish Design project

26. JUSTIFICATION OF REQUEST

This is a Minor Program Project that will improve the vehicle recovery area on SR 85 from MP 0.8 to MP 6.02. The advertisement is anticipated in 4Q FY24.

Consultant \$145K
Staff \$389K
ICAP \$56K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023
Contingent upon approval by MAG Regional Council.

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6v. **Route & MP:** US 60 @ MP 345
 Project Name: LITTLE MORMON LAKE RD - BELL SPRING
 Type of Work: PASSING LANES
 County: Navajo
 District: Northeast
 Schedule:
 Project: F061801D TIP#: 103762
 Project Manager: Thomas Oreilly
 Program Amount: \$0
New Program Amount: \$450,000
 Requested Action: Establish design project.



3. Form Date / 5. Form By:

3/23/2023

Thomas Oreilly

4. Project Manager / Presenter:

Thomas Oreilly @ (602) 712-2587

205 S 17th Ave, 293, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

LITTLE MORMON LAKE RD - BELL SPRING

7. Type of Work:

PASSING LANES

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
EQ1Q Northeast 60 Navajo 345 F061801D ? 3

16. Program Budget: \$0

17. Program Item #: 103762

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$450

18b Total Program Budget After Request:

\$450

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 70523, \$450, .

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [check] PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE I

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO
24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish design project.

26. JUSTIFICATION OF REQUEST

This project will add eastbound and westbound passing lanes on US60 from MP 345 to MP 348.

Construction is anticipated for FY25.

Staff = \$100K
Consultant = \$307K
ICAP = \$43K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6w. **Route & MP:** US 70 @ MP 288.1
 Project Name: MP 288.1 - MP 289.3, Bylas
 Type of Work: CONSTRUCT PASSING LANE
 County: Graham
 District: Southeast
 Schedule:
 Project: F061901D TIP#: 103765
 Project Manager: Tricia Brown
 Program Amount: \$0
New Program Amount: \$550,000
 Requested Action: Establish design project.



1. PRB Meeting Date: 3/21/2023 [checked] 2. Teleconference: (602) 712-7046

3. Form Date / 5. Form By: 3/23/2023 Tricia Brown
4. Project Manager / Presenter: Tricia Brown @ (602) 712-7046
205 S 17th Ave, , 614E - 4983 PROJECT MANAGEMENT

6. Project Name: MP 288.1 - MP 289.3, Bylas
7. Type of Work: CONSTRUCT PASSING LANE
8. CPSID: ER1Q 9. District: Southeast 10. Route: 70 11. County: Graham 12. Beg MP: 288.1 13. TRACS #: F061901D ? 14. Len (Mi.): 1.2 15. Fed Id #:

16. Program Budget: \$0 17. Program Item #: 103765
18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$550 18b Total Program Budget After Request: \$550

CURRENTLY APPROVED:
19. BUDGET ITEMS:

CHANGE / REQUEST:
19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 70523, \$550, .

CURRENT SCHEDULE:
21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:
21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

Table with 4 columns: CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE
24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO
24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish design project.

26. JUSTIFICATION OF REQUEST

This is a modernization project to construct a passing lane on US 70 approximately 6 miles northwest of Bylas. This segment of US 70 was identified in the Statewide Climbing and Passing Lane Study as a priority area. This area has post-consolidation subsidence issues (clayey soils) that will need to be addressed. Construction for this project is anticipated in FY 25.

Staff: \$128k
Consultant: \$370k
ICAP: \$52k

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 4/5/2023

PRB APPROVED

Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund Application

Each application may address only one Project and one Federal Grant. Additional Projects and/or Federal Grants require a separate application. See the Application Guidelines for important information and detailed instructions for completing this Application. To ensure the Application is Administratively Complete and will be presented to the State Transportation Board, please respond to all questions and submit all requested documents.

Document Checklist: the following documents required to be uploaded to complete this application (PDFs required for all uploaded documents):

1. Documentation evidencing the COG/MPO approval to apply to the AZ SMART Fund
2. Map showing Project location (for infrastructure projects and studies).
3. Documentation showing the Project cost estimates (scoping document, cost estimation form, etc.).

NOTE: Careful attention should be given to developing the cost estimate as the Applicant is responsible for all costs exceeding the amount awarded from the AZ SMART Fund and/or a Federal Grant.

Email *

ken.krebbs@campverde.az.gov

Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County *

Town of Camp Verde

2. Name of Contact Person for Applicant *

Ken Krebbs

3. By checking the box below, the Contact Person for the Applicant certifies they have read and agree to the **Program Guidelines and Application Instructions** for the AZ SMART Fund Program. *

I have read and agree to the Program Guidelines and Application Instructions for the AZ SMART Fund Program.

4. Contact's Title *

Public Works Director

5. Contact's Full Mailing Address *

473 S Main Street, Camp Verde AZ 86322

6. Contact's Office Phone # *

928-554-0821

7. Contact's Business Cell Phone # (if applicable)

8. Contact's Business Email Address *

ken.krebbs@campverde.az.gov

9. Select the Applicant's COG/MPO. *

Northern Arizona Council of Governments (NACOG) ▼

Project Information

Please answer all the questions below.

NOTE regarding ADOT project design administration (PDA) fees: If requesting ADOT administration of the Project, ADOT PDA fees will apply. These fees are eligible for AZ SMART Funding only when included in an Application for Design and Other Engineering Services or for Match on a federal grant application which will include design. The PDA fees shown below are initial estimates only and may be more or less, depending on the Project. By submitting this application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

- Certification Accepted (CA) agencies - \$10,000 initial fee
- Non-CA agencies - \$30,000 initial fee

10. Select the Project Type. *

- Road
- Bridge
- Transit
- Rail
- Other:

11. Project Name - enter a brief, intuitive name. *

Finnie Flat Road & Montezuma Castle HWY Corridor Improvement Planning and Design Project


12. Enter the Project limits as applicable. If an infrastructure Project is infrastructure, provide the name of the road and "From" and "To" Mileposts or Cross Streets. If a non-infrastructure project, enter the geographic area to which the plan or study will relate. *

The Town of Camp Verde and Finnie Flat Road & Montezuma Castle HWY corridor Improvement Planning and Design Project involves three roadways, specifically the Finnie Flat Road, Montezuma Castle Highway, and Main Street. The project limits include the entirety of Finnie Flat Rd in Camp Verde from east of the SR-260, to the tri-street intersection of Finnie Flat Rd, 1.8 miles of Montezuma Castle Highway and a small stretch of Main St. Aerial photos of the project limits are attached.

13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". *

N/A

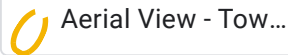
14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). *

 NACOG AZ SMA...

15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed and benefits to be realized (25,000 character maximum, including spaces and punctuation). *

The Town of Camp Verde, submits this application for the and Finnie Flat Road & Montezuma Castle HWY corridor Improvement Planning and Design Project. This project includes full engineering and design documentation development for new construction improvements for Finnie Flat Road Corridor and the Tri-Intersection, a major thoroughfare in Camp Verde, Arizona, which will greatly improve economic development and curb extremely pressing safety issues as a result of the highway being a traffic tributary from I-17, the nation's 4th deadliest highway. The Town of Camp Verde and SR 260/I-17 Business Route Planning and Design Project will support a multimodal plan that includes roadway, transit, pedestrian, and bicycle improvements. Together these projects will strengthen the existing roadway system, provide a network of pedestrian and bicycle facilities, support economic development, and improve safety and operations in our Central Arizona region.

16. Please upload a map showing the Project location or study area (PDF format only).

 Aerial View - Tow...

17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." *

- Yes
- No
- Not applicable

18. If Project involves ADOT Right of Way, has the Applicant discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application? If no ADOT Right of Way or a non-infrastructure project, check "Not applicable." *

- Yes
- No
- Not Applicable

19. If Project involves privately-owned or another jurisdiction's Right of Way, has the Applicant discussed the Project with owner and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable." *

- Yes
- No
- Not applicable

20. Project Schedule - check the boxes to show the State Fiscal Years in which each phase is scheduled to begin. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. **NOTE:** the State Fiscal Year runs from July 1 through June 30. *

	2023	2024	2025	2026	Not Applicable
Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. *

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right of Way Acquisition	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

22. Design Status - for each Stage, check one box to indicate the Project's Design Status. Non-infrastructure projects - check the boxes under Not Applicable for each row.

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stage 2, 30% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 3, 60% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 4, 95% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 5, 100%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23. Cost Estimate for Scoping/Pre-design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

0

24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. *

NA

25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

896,500

26. Enter the date of the Design estimate. Enter "NA" if not applicable. *

2/13/2023

27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

0

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. *

NA

29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

0

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. *

NA

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

30,902,200.00

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. *

1/28/2023

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. *

0

34. Enter the date of the Other estimate. Enter "NA" if not applicable. *

NA

35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: Year of Expenditure basis means the costs have been inflated in later years. *

Yes

No


36. Please indicate the source of the Project Cost Estimates entered above. *

Developed by the Applicant

Developed by an engineering consultant

Other:

37. Please upload documentation (PDF format only) showing the Project cost estimates (scoping document, cost estimation form, etc.). *

 2023-02-10 FFR ...

AZ SMART Fund Request

Please answer all the questions below.

NOTE: Careful attention should be paid to developing a thorough and complete cost estimate on a year of expenditure basis. The Applicant will be responsible for all costs which exceed the amount of an AZ SMART Fund or federal grant award. ADOT has developed a Project Cost Estimating Tool which is available on the AZ SMART Fund webpage under Application Materials. This tool is provided as a courtesy only and does not purport to cover all possible costs or scenarios. Applicants are ultimately responsible for determining the Project cost estimate.

Unless the NOFO/NOFA includes the option to be a direct recipient, both CA and non-CA agencies should include initial project development fees for road/bridge/rail projects. For transit projects, an administration fee of 10% of the total project cost will apply.

38. County Applicants with population of 100,000 or less and municipalities with population of 10,000 or less **ONLY**: Enter the amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified below. **The amount entered below should be no more than 50% of the total estimated costs of developing and submitting the grant** - enter in whole dollars (for example, 250,000).

0

39. Enter the amount requested from the AZ SMART Fund for Match for the Federal Grant identified in this application - enter in whole dollars (for example, 250,000). If not requesting Match, skip this question.

.....

40. Beyond the amount requested from the AZ SMART Fund, enter the dollar amount of Matching cash funds to be committed by the Applicant for the Project in the Federal Grant identified in this application. If not requesting Match, skip this question.

.....

41. Enter the percent to the second decimal place (for example, 15.05%) of Matching cash funds which will be provided by just the Applicant in the Federal Grant application - do not include the amount requested from the AZ SMART Fund. See Application Guidelines for directions to calculate the percentage. If not requesting Match, skip this question.

.....

42. Enter the amount requested from the AZ SMART Fund for reimbursement of design and other engineering services expenditures that meet federal design standards for Projects eligible for the Federal Grant identified in this application. Enter in whole dollars (for example, 250,000). If not requesting design funds, skip this question.

\$896,500

43. Provide the names of any other entities the Applicant will partner with to deliver the Project. Identify and quantify the contribution of each partner(s) (dollar amount of cash match, type of in-kind services, etc.). If none, enter "NA."

NA

Federal Grant

Please answer all the questions below. NOTE: Federal grants eligible under the SMART Fund are federal discretionary grant programs administered by any federal agency for SURFACE TRANSPORTATION PURPOSES.

44. How does the Applicant intend to submit the federal grant application? **Note:** If requesting ADOT * to submit, the following time frames apply:

A. At least thirty (30) day prior to the application deadline in the NOFO for the applicable federal discretionary grant, the Applicant is required to submit the ADOT Grant Coordination Support Request Form at <https://apps.azdot.gov/files/mvd/mvd-forms-lib/42-0103.pdf>.

B. At least seven (7) days before the NOFO/NOFA deadline, the completed application materials must be provided to the ADOT Grant office for submission.

Applicant or consultant will submit directly

Applicant requests ADOT to submit

Other:

45. How does the Applicant intend to administer the Project if awarded a federal grant? *

Be a direct recipient if allowed in the NOFO

Request ADOT administration (Project development administration fees will apply)

Other:

46. Select the Federal Grant for which the Applicant intends to submit the Project - select one grant only. If the desired grant is not listed, select Other and provide the name of the grant and the applicable federal agency. **NOTE:** This list does not include all federal discretionary grants and may contain grants that are not currently available or funded. Applicants are responsible for conducting their own research to identify an appropriate federal grant for their Project. *

- Active Transportation Infrastructure Investment Program
- Bridge Investment Program
- Defense Community Infrastructure Pilot
- Grants for Charging and Fueling Infrastructure
- Local and Regional Project Assistance (RAISE)
- Multi State Freight Corridor Planning
- National Culvert Removal, Replacement and Restoration Grant Program
- National Infrastructure Project Assistance (MEGA)
- Nationally Significant Freight and Highway Projects (INFRA)
- PROTECT Grant Program
- Reconnecting Communities Pilot Program
- Rural Surface Transportation Grant Program
- Safe Streets and Roads for All Program (SS4A)
- Strategic Innovation for Revenue Collection
- Strengthening Mobility and Revolutionizing Transportation Grant Program
- Wildlife Crossing Safety
- Rail - Consolidated Rail Infrastructure and Safety Improvements Grants
- Rail - Fixed Guideway Capital Investment Grants
- Rail - Restoration and Enhancement Grants
- Rail - Railroad Crossing Elimination Program
- Transit - All Stations Accessibility
- Transit - Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program
- Transit - Buses and Bus Facilities Program

- Transit - Develop Interoperable Standards for Bus Exportable Power Systems (BEPS)
- Transit - Innovative Coordinated Access and Mobility (ICAM) Pilot Program
- Transit - Low-No Emission Vehicle Program
- Transit - Public Transportation Innovation Program
- Transit - State of Good Repair Grants Program
- Transit - Technical Assistance, Standards Development, and Workforce Development Programs
- Other:

47. In what Federal Fiscal Year does the Applicant intend to submit an application for the Federal Grant? **NOTE:** the Federal Fiscal Year runs from October 1 through September 30. Applications must be submitted prior to the expiration of the Infrastructure Investment and Jobs Act, currently expiring on September 30, 2026. *

2024

48. Which phase of the Project will be submitted in the Federal Grant application? *

- Design
- Right of Way Acquisition
- Construction
- Other:

For State Purposes only

Adopted at STB meeting on _____. Action taken:

___ Approved

___ Denied

___ Modified as shown in the attached document



Project Limits (Aerial View)

Finnie Flat Road & Montezuma Castle HWY Corridor Improvement Planning and Design Project



PROJECT LIMITS - MONTEZUMA CASTLE HIGHWAY



Project Limits (Aerial View)

Finnie Flat Road & Montezuma Castle HWY Corridor Improvement Planning and Design Project



PROJECT LIMITS - FINNIE FLAT ROAD



Project Limits (Aerial View)

Finnie Flat Road & Montezuma Castle HWY Corridor Improvement Planning and Design Project



PROJECT LIMITS - TRI-INTERSECTION



February 10, 2023

Town of Camp Verde

Attention: Ken Krebbs, Public Works Director
395 South Main Street
Camp Verde, Arizona 86322

RE: Budgetary Costs for Engineering Services
Finnie Flat Road & Montezuma Castle Highway Corridor Improvements
AZ SMART Fund Application

Mr. Krebbs:

Per the Town’s request, Rick Engineering Company (RICK) has developed planning level budgetary costs to cover the professional services required for the completion of the Finnie Flat Road and Montezuma Castle Highway project, including the reconstruction of the tri-intersection, from SR 260 on the west to the Verde River Bridge on the north, approx. 1.8 miles in length.

DESIGN

Finalize the design, plans, specifications, and the construction cost estimate for the Finnie Flat Road (FFR) and Montezuma Castle Highway (MCH) corridors plus complete design of the FFR/MCH/Main Street tri-intersection reconstruction project. Total Design Fee is estimated at \$265,000.

The project design would be made to ADOT standards and requirements for federally funded projects.

ENVIRONMENTAL DETERMINATION

The roadway improvements are within the existing right-of-way in commercial corridors (minimal impact to residential properties), so it is likely a Categorical Exclusion would be acceptable. For the environmental studies involved, the total Environmental Fee for a Categorical Exclusion is estimated at \$50,000.

In the event an Environmental Assessment (EA) would be required, there would be additional work involved to complete this document. The total Environmental Fee for an Environmental Assessment is estimated at \$150,000 to \$200,000.

POST-DESIGN SERVICES

Providing construction contract administration and construction oversight/full-time inspection services during the bid phase and construction phase of the project. The total Post-Design Fee is estimated at \$250,000 TO \$300,000.

We trust that this information meets your needs for the AZ SMART Fund grant application. Thank you.

Respectfully submitted,
RICK ENGINEERING COMPANY

A handwritten signature in blue ink that reads "Dale E. Miller".

Dale E. Miller, PE
Principal / Public Works Program Manager



Chris Fetzer
Executive Director

March 17, 2023

ADOT Multimodal Planning Division
Grant Coordination Group
and
Arizona State Transportation Board

Subject: NACOG Approval for Town of Camp Verde SMART Fund application

Dear ADOT MPD and Arizona State Transportation Board:

NACOG is pleased to inform you that we have approved the Town of Camp Verde's application to the Arizona State Match Advantage for Rural Transportation (SMART) Fund for the Finnie Flat Road & Montezuma Castle Highway Corridor Improvement Planning and Design project. This project displays the initiative taken by the Town of Camp Verde to address the need for roadway safety improvements and opportunity for increased economic development in the project area, and is an excellent candidate for the AZ SMART fund.

Keeping travelers safe is one of the top priorities in Arizona. Investing in safe travel through the project area will cultivate a local economy and promote economic opportunity in the community. The project will design appropriate and comprehensive safety improvements for enhancement of a regional transportation system – the project area is a traffic tributary of I-17, and therefore observes high volumes of high-speed traffic; robust safety features are essential. Local match assistance through the Arizona SMART Fund will ensure that the Town of Camp Verde is able to develop a travel-friendly environment, enabling the region to continue to overcome challenges associated with congestion and roadway safety.

I want to thank you in advance for your consideration of the Town of Camp Verde's funding request. It is our hope that you will see the importance of this project in increasing the safety of residents and regional visitors who travel in the NACOG region regularly and will support local match assistance for the Town of Camp Verde.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chris Fetzer', is written over a light blue circular stamp. The signature is fluid and cursive.

Chris Fetzer
Executive Director

Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund Application

Each application may address only one Project and one Federal Grant. Additional Projects and/or Federal Grants require a separate application. See the Application Guidelines for important information and detailed instructions for completing this Application. To ensure the Application is Administratively Complete and will be presented to the State Transportation Board, please respond to all questions and submit all requested documents.

Document Checklist: the following documents required to be uploaded to complete this application (PDFs required for all uploaded documents):

1. Documentation evidencing the COG/MPO approval to apply to the AZ SMART Fund
2. Map showing Project location (for infrastructure projects and studies).
3. Documentation showing the Project cost estimates (scoping document, cost estimation form, etc.).

NOTE: Careful attention should be given to developing the cost estimate as the Applicant is responsible for all costs exceeding the amount awarded from the AZ SMART Fund and/or a Federal Grant.

Email *

francisco.sanchez@yumacountyaz.gov

Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County *

Yuma County

2. Name of Contact Person for Applicant *

Frank Sanchez

3. By checking the box below, the Contact Person for the Applicant certifies they have read and agree to the **Program Guidelines and Application Instructions** for the AZ SMART Fund Program. *



I have read and agree to the Program Guidelines and Application Instructions for the AZ SMART Fund Program.

4. Contact's Title *

County Engineer

5. Contact's Full Mailing Address *

2351 W. 26th Street Yuma, AZ 85364

6. Contact's Office Phone # *

928-817-5120

7. Contact's Business Cell Phone # (if applicable)

928-817-5120

8. Contact's Business Email Address *

francisco.sanchez@yumacountyaz.gov

9. Select the Applicant's COG/MPO. *

Yuma Metropolitan Planning Organization (YMPO) ▼

Project Information

Please answer all the questions below.

NOTE regarding ADOT project design administration (PDA) fees: If requesting ADOT administration of the Project, ADOT PDA fees will apply. These fees are eligible for AZ SMART Funding only when included in an Application for Design and Other Engineering Services or for Match on a federal grant application which will include design. The PDA fees shown below are initial estimates only and may be more or less, depending on the Project. By submitting this application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

- Certification Accepted (CA) agencies - \$10,000 initial fee
- Non-CA agencies - \$30,000 initial fee

10. Select the Project Type. *

- Road
- Bridge
- Transit
- Rail
- Other:

11. Project Name - enter a brief, intuitive name. *

Avenue E/D New Roadway Construction

12. Enter the Project limits as applicable. If an infrastructure Project is infrastructure, provide the name of the road and "From" and "To" Mileposts or Cross Streets. If a non-infrastructure project, enter the geographic area to which the plan or study will relate. *

Avenue E/D from SR 195 (Co 23rd St) to HWY 95 (Co. 16th Street)

13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". *

YC 12-09

14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). *

YMPO Letter of S...

15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed and benefits to be realized (25,000 character maximum, including spaces and punctuation). *

The Avenue D/E: SR 195 to US 95 New North/South Roadway Corridor is a 7.6 miles new roadway construction project being proposed in Yuma County, Arizona. Yuma County is a rural County with a total of 5,522 square miles with a population of 203,881 according to the US Census 2020. The project is located in a non-urbanized area within both an Area of Persistent Poverty and a Historically Disadvantaged Community as verified using the US Department of Transportation's location mapping tool. In addition, this project is 50% contained within a Federally Designated Opportunity Zone.

The project will include the construction of a vital new north-south roadway corridor between the San Luis Port of Entry II and the communities of Somerton and Yuma. Constructing this new roadway will provide more direct access from the border to US95 for commercial vehicles, redirecting commercial traffic to deviate from the communities' main streets. The project will widen and reconstruct Avenue D from the intersection of Avenue E and County 23rd Street (SR 195) north to the intersection of Avenue D and County 16th Street (US 95). This alignment crosses an area known as the Yuma Valley, which consists mainly of farmland and desert. The Avenue D/E Corridor project is to provide a connection between SR 195 and US 95.

The extension of Avenue E will improve the region's competitiveness by providing direct access to the San Luis II Port of Entry for commercial vehicles crossing billions of dollars of trade between the United States and Mexico. Moreover, it will create a shorter and more efficient route between Yuma's International Airport and the San Luis II Commercial Port of Entry. In addition, it will greatly improve the access to Rolle Airfield for general aviation and future commercial services.

Furthermore, the project will also reduce the number of miles of US 95 and SR 195/Avenue B that operate at poor levels of service during peak periods. This reduction in congestion will reduce the potential for crashes, injuries, and fatalities on US-95, Avenue G, Avenue D, Avenue B, and SR195 and improve safety in Yuma County's transportation system. Based on a Benefit-Cost Analysis, this project will also have travel time and costs savings to users and operating costs savings to Yuma County.

The project currently has received an Environmental Assessment (EA) clearance and Design Concept Report (DCR) for the first 5.6 miles and the EA clearance and DCR for the final 2 miles is expected at the end of June 2023.

The project's total cost is estimated at \$24 million including; final design, utility relocation, right-of-way acquisition, environmental mitigations, construction, and administration costs. Yuma County has submitted a grant request to the FY23 Department of Transportation's National Infrastructure Investments RAISE Grant Program. If unsuccessful for this year's round, we are requesting \$610,000 from the AZ SMART Fund Program to continue working on the project and complete the final design requirement so that Yuma County can resubmit another RAISE Grant application next year. Yuma County is committed to this project and has full support from City of San Luis and City of Somerton for any cost overruns. The project is included in Arizona's Department of Transportation STIP with issued ID# 101671.

16. Please upload a map showing the Project location or study area (PDF format only).

Ave E_D SR 195 t...

17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." *

- Yes
- No
- Not applicable

18. If Project involves ADOT Right of Way, has the Applicant discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application? If no ADOT Right of Way or a non-infrastructure project, check "Not applicable." *

- Yes
- No
- Not Applicable

19. If Project involves privately-owned or another jurisdiction's Right of Way, has the Applicant discussed the Project with owner and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable." *

- Yes
- No
- Not applicable

20. Project Schedule - check the boxes to show the State Fiscal Years in which each phase is scheduled to begin. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. **NOTE:** the State Fiscal Year runs from July 1 through June 30. *

	2023	2024	2025	2026	Not Applicable
Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. *

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right of Way Acquisition	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

22. Design Status - for each Stage, check one box to indicate the Project's Design Status. Non-infrastructure projects - check the boxes under Not Applicable for each row.

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stage 2, 30% design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stage 3, 60% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 4, 95% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 5, 100%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23. Cost Estimate for Scoping/Pre-design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

0

24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. *

NA

25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

\$610,000

26. Enter the date of the Design estimate. Enter "NA" if not applicable. *

March 16, 2023

27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

\$1,825,000

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. *

March 16, 2023

29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

\$2,625,000

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. *

March 16, 2023

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

\$19,000,000

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. *

March 16, 2023

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. *

0

34. Enter the date of the Other estimate. Enter "NA" if not applicable. *

NA

35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: Year of Expenditure basis means the costs have been inflated in later years. *

Yes

No


36. Please indicate the source of the Project Cost Estimates entered above. *

Developed by the Applicant

Developed by an engineering consultant

Other: Developed by consultant and applicant

37. Please upload documentation (PDF format only) showing the Project cost estimates (scoping document, cost estimation form, etc.). *

 Avenue E_D Proj...

AZ SMART Fund Request

Please answer all the questions below.

NOTE: Careful attention should be paid to developing a thorough and complete cost estimate on a year of expenditure basis. The Applicant will be responsible for all costs which exceed the amount of an AZ SMART Fund or federal grant award. ADOT has developed a Project Cost Estimating Tool which is available on the AZ SMART Fund webpage under Application Materials. This tool is provided as a courtesy only and does not purport to cover all possible costs or scenarios. Applicants are ultimately responsible for determining the Project cost estimate.

Unless the NOFO/NOFA includes the option to be a direct recipient, both CA and non-CA agencies should include initial project development fees for road/bridge/rail projects. For transit projects, an administration fee of 10% of the total project cost will apply.

38. County Applicants with population of 100,000 or less and municipalities with population of 10,000 or less **ONLY**: Enter the amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified below. **The amount entered below should be no more than 50% of the total estimated costs of developing and submitting the grant** - enter in whole dollars (for example, 250,000).

.....

39. Enter the amount requested from the AZ SMART Fund for Match for the Federal Grant identified in this application - enter in whole dollars (for example, 250,000). If not requesting Match, skip this question.

.....

40. Beyond the amount requested from the AZ SMART Fund, enter the dollar amount of Matching cash funds to be committed by the Applicant for the Project in the Federal Grant identified in this application. If not requesting Match, skip this question.

.....

41. Enter the percent to the second decimal place (for example, 15.05%) of Matching cash funds which will be provided by just the Applicant in the Federal Grant application - do not include the amount requested from the AZ SMART Fund. See Application Guidelines for directions to calculate the percentage. If not requesting Match, skip this question.

.....

42. Enter the amount requested from the AZ SMART Fund for reimbursement of design and other engineering services expenditures that meet federal design standards for Projects eligible for the Federal Grant identified in this application. Enter in whole dollars (for example, 250,000). If not requesting design funds, skip this question.

\$610,000

43. Provide the names of any other entities the Applicant will partner with to deliver the Project. Identify and quantify the contribution of each partner(s) (dollar amount of cash match, type of in-kind services, etc.). If none, enter "NA."

City of San Luis (23%) City of Somerton (6.6%) Yuma County (70.4%) any costs exceeding federal funding levels.

Federal Grant

Please answer all the questions below. NOTE: Federal grants eligible under the SMART Fund are federal discretionary grant programs administered by any federal agency for SURFACE TRANSPORTATION PURPOSES.

44. How does the Applicant intend to submit the federal grant application? **Note:** If requesting ADOT * to submit, the following time frames apply:

A. At least thirty (30) day prior to the application deadline in the NOFO for the applicable federal discretionary grant, the Applicant is required to submit the ADOT Grant Coordination Support Request Form at <https://apps.azdot.gov/files/mvd/mvd-forms-lib/42-0103.pdf>.

B. At least seven (7) days before the NOFO/NOFA deadline, the completed application materials must be provided to the ADOT Grant office for submission.

Applicant or consultant will submit directly

Applicant requests ADOT to submit

Other:

45. How does the Applicant intend to administer the Project if awarded a federal grant? *

Be a direct recipient if allowed in the NOFO

Request ADOT administration (Project development administration fees will apply)

Other:

46. Select the Federal Grant for which the Applicant intends to submit the Project - select one grant only. If the desired grant is not listed, select Other and provide the name of the grant and the applicable federal agency. **NOTE:** This list does not include all federal discretionary grants and may contain grants that are not currently available or funded. Applicants are responsible for conducting their own research to identify an appropriate federal grant for their Project. *

- Active Transportation Infrastructure Investment Program
- Bridge Investment Program
- Defense Community Infrastructure Pilot
- Grants for Charging and Fueling Infrastructure
- Local and Regional Project Assistance (RAISE)
- Multi State Freight Corridor Planning
- National Culvert Removal, Replacement and Restoration Grant Program
- National Infrastructure Project Assistance (MEGA)
- Nationally Significant Freight and Highway Projects (INFRA)
- PROTECT Grant Program
- Reconnecting Communities Pilot Program
- Rural Surface Transportation Grant Program
- Safe Streets and Roads for All Program (SS4A)
- Strategic Innovation for Revenue Collection
- Strengthening Mobility and Revolutionizing Transportation Grant Program
- Wildlife Crossing Safety
- Rail - Consolidated Rail Infrastructure and Safety Improvements Grants
- Rail - Fixed Guideway Capital Investment Grants
- Rail - Restoration and Enhancement Grants
- Rail - Railroad Crossing Elimination Program
- Transit - All Stations Accessibility
- Transit - Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program
- Transit - Buses and Bus Facilities Program

- Transit - Develop Interoperable Standards for Bus Exportable Power Systems (BEPS)
- Transit - Innovative Coordinated Access and Mobility (ICAM) Pilot Program
- Transit - Low-No Emission Vehicle Program
- Transit - Public Transportation Innovation Program
- Transit - State of Good Repair Grants Program
- Transit - Technical Assistance, Standards Development, and Workforce Development Programs
- Other:

47. In what Federal Fiscal Year does the Applicant intend to submit an application for the Federal Grant? **NOTE:** the Federal Fiscal Year runs from October 1 through September 30. Applications must be submitted prior to the expiration of the Infrastructure Investment and Jobs Act, currently expiring on September 30, 2026. *

Submitted in FY 23, if unsuccessful, FY 24

48. Which phase of the Project will be submitted in the Federal Grant application? *

- Design
- Right of Way Acquisition
- Construction
- Other: Utility Relocations

For State Purposes only

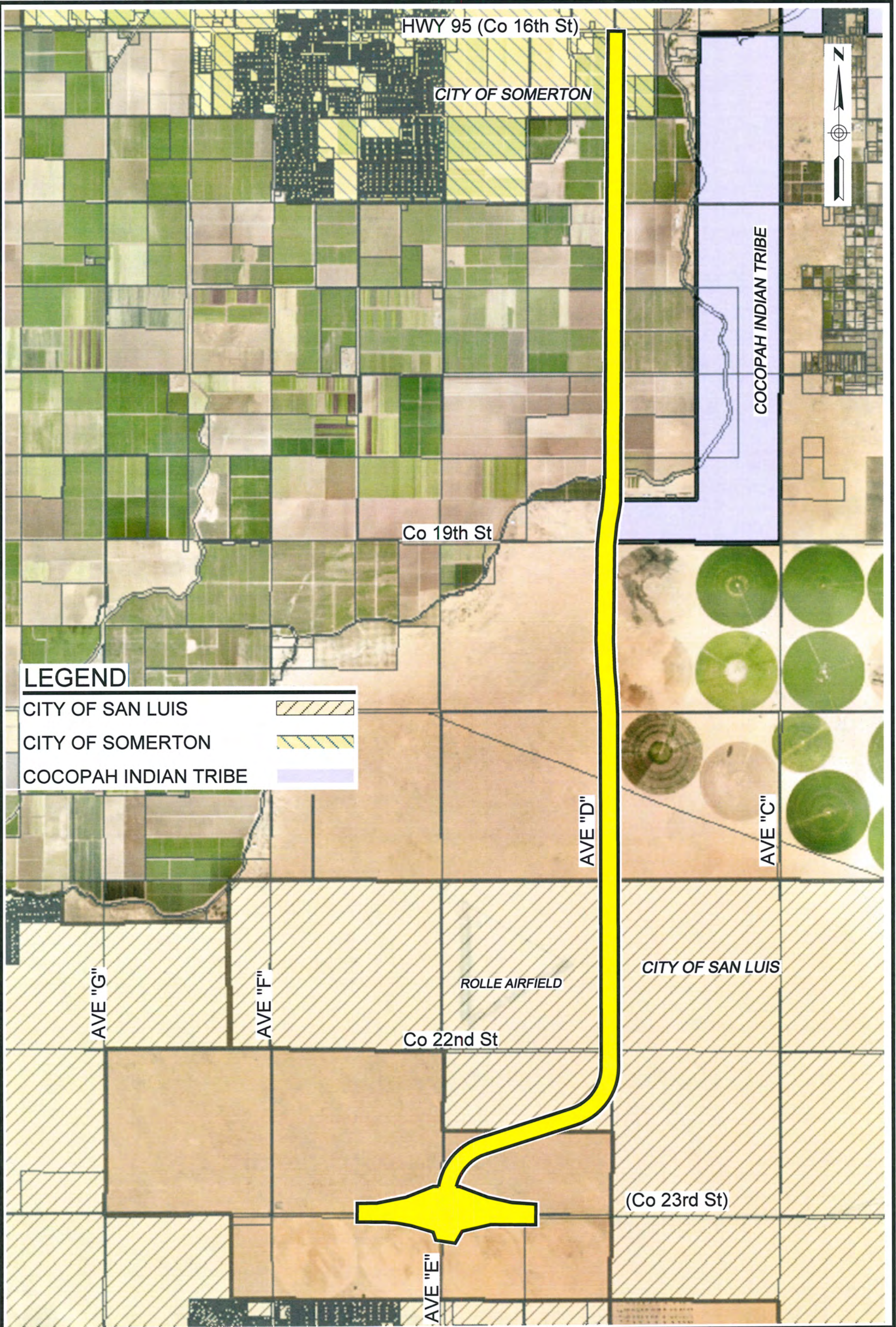
Adopted at STB meeting on _____. Action taken:

___ Approved

___ Denied

___ Modified as shown in the attached document

EXHIBIT FOR: Dave Wostenberg, P.E., Project Manager
Tue, 05 Apr 2022 - 7:54am, P:\Engineering\Civil_CADD_Section\CivilDwg\Proj\Exhibits\Ave E_D_SR 195 to US 95\Ave E_D_SR 195 to US 95.dwg



LEGEND	
CITY OF SAN LUIS	
CITY OF SOMERTON	
COCOPAH INDIAN TRIBE	



NOT TO SCALE

YUMA COUNTY DEPT. OF ENGINEERING
Ave E / D SR 195 to US 95
PROJECT LOCATION MAP

DATE: 4/4/22 rrh

Avenue E/D Roadway Construction Project Costs:		(\\$) Costs:
Final Design		\$610,000.00
Construction Costs		\$15,175,000.00
CONTINGENCIES (10%)		\$1,517,500.00
CONSTRUCTION ADMINISTRATION (15%)		\$2,276,250.00
Utility Relocation/Irrigation Relocations		\$2,625,000.00
Right of Way acquisitions/Environmental mitigation		\$1,825,000.00
Total Project Costs		\$24,028,750.00

Yuma Metropolitan Planning Organization

230 West Morrison Street
Yuma, Arizona 85364

Phone: (928) 783-8911
Fax: (928) 329-1674

www.ympo.org



Local Governments and Citizens Working Together

February 23, 2023

Lisa Danka
Programming Manager
AZ SMART Fund Program
ADOT Multimodal Planning Division
Phoenix, AZ 85007

Dear Ms. Danka,

Subject: YMPO Approval for Yuma County SMART Fund Application

The Yuma Metropolitan Planning Organization (YMPO) is pleased to inform you that the YMPO Executive Board has approved the Yuma County application to the Arizona State Match Advantage for Rural Transportation (SMART) Fund concerning the extension of Avenue E from State Route 195 north to connect to US Highway 95 for the Reimbursement of Design and Other Engineering Services for \$580,000. This would allow the design to include both project phases from 30% to the final design plans. The County intends to apply for the 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant to include construction of the new north-south roadway corridor between the San Luis Port of Entry II and the communities of Somerton and Yuma. This project will provide more direct access from the border to US 95 for commercial vehicles and redirect commercial traffic to deviate from the communities' main streets.

The YMPO has identified the need for this project in the region's Transportation Improvement Plan (TIP) for more than 11 years, and our members appreciate the project's significance and benefit to the Yuma region. Henceforth, at their meeting on February 23, 2023, the YMPO Executive Board, the YMPO policy-making body, unanimously approved this Letter of Support for the AZ SMART Fund Application.

Thank you for considering this application of Yuma County's funding request; this is a highly beneficial regional project and is strongly encouraged as the extension of Avenue E will improve the region's competitiveness, reduce the number of miles of US 95 and SR 195 that operate at poor levels of service during peak periods, reduce congestion, increase safety, and provide connectivity to communities.

Yours Sincerely,

A handwritten signature in blue ink, appearing to read 'Crystal Figueroa', is written over a light blue horizontal line.

Crystal Figueroa,
YMPO Executive Director

Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund Application

Each application may address only one Project and one Federal Grant. Additional Projects and/or Federal Grants require a separate application. See the Application Guidelines for important information and detailed instructions for completing this Application. To ensure the Application is Administratively Complete and will be presented to the State Transportation Board, please respond to all questions and submit all requested documents.

Document Checklist: the following documents required to be uploaded to complete this application (PDFs required for all uploaded documents):

1. Documentation evidencing the COG/MPO approval to apply to the AZ SMART Fund
2. Map showing Project location (for infrastructure projects and studies).
3. Documentation showing the Project cost estimates (scoping document, cost estimation form, etc.).

NOTE: Careful attention should be given to developing the cost estimate as the Applicant is responsible for all costs exceeding the amount awarded from the AZ SMART Fund and/or a Federal Grant.

Email *

ccameron@flagstaffaz.gov

Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County *

City of Flagstaff

2. Name of Contact Person for Applicant *

Stacey Brechler-Knaggs

3. By checking the box below, the Contact Person for the Applicant certifies they have read and agree to the **Program Guidelines and Application Instructions** for the AZ SMART Fund Program. *

I have read and agree to the Program Guidelines and Application Instructions for the AZ SMART Fund Program.

4. Contact's Title *

Grants, Contracts & Emergency Management Director

5. Contact's Full Mailing Address *

211 West Aspen Avenue, Flagstaff, AZ 86001

6. Contact's Office Phone # *

928-213-2227

7. Contact's Business Cell Phone # (if applicable)

8. Contact's Business Email Address *

sknaggs@flagstaffaz.gov

9. Select the Applicant's COG/MPO. *

Flagstaff Metropolitan Planning Organization (MetroPlan) ▼

Project Information

Please answer all the questions below.

NOTE regarding ADOT project design administration (PDA) fees: If requesting ADOT administration of the Project, ADOT PDA fees will apply. These fees are eligible for AZ SMART Funding only when included in an Application for Design and Other Engineering Services or for Match on a federal grant application which will include design. The PDA fees shown below are initial estimates only and may be more or less, depending on the Project. By submitting this application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

- Certification Accepted (CA) agencies - \$10,000 initial fee
- Non-CA agencies - \$30,000 initial fee

10. Select the Project Type. *

 Road Bridge Transit Rail Other: Road, Bridge, Rail, and Multimodal

11. Project Name - enter a brief, intuitive name. *

Downtown Mile Safety and Connectivity Project


12. Enter the Project limits as applicable. If an infrastructure Project is infrastructure, provide the name of the road and "From" and "To" Mileposts or Cross Streets. If a non-infrastructure project, enter the geographic area to which the plan or study will relate. *

Downtown Flagstaff, Arizona. 2,000 LF of BNSF rail corridor reconstruction west of the ADOT Milton Road B40 Underpass. 2,000 LF of BNSF rail corridor reconstruction east of the ADOT Milton Road B40 Underpass. Reconstruction of Milton Road/Rt 66 from Phoenix Avenue to the ADOT Rio de Flag Bridge.

13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". *

Included in the TIP in October 2022 as amended.

14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). *


 MetroPlan appro...

15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed and benefits to be realized (25,000 character maximum, including spaces and punctuation). *

The Downtown Mile Project improvements include two new pedestrian underpasses under the BNSF Railway corridor, reconstruction of Milton Road/Rt 66 from Phoenix Avenue to the ADOT Rio de Flag bridge, reconstruction of the Milton/Santa Fe/Sitgreaves intersection, reconstruction of the ADOT Milton Underpass/BNSF rail bridge, safety improvements of the at-grade rail crossings at Beaver Street and San Francisco Street, and rail main line improvements. Benefits include pedestrian safety and connectivity, freight and passenger rail efficiency and safety, improvement of a substandard clearance undercrossing on a state highway, and capacity for future widening of Milton Road under the new bridge structure. This is a multi-partnership project.

The City of Flagstaff was awarded a 2022 USDOT INFRA grant in September 2022 for construction funding for the Downtown Mile Project. As applicant, the City is the eligible local government agency.

16. Please upload a map showing the Project location or study area (PDF format only).

 DTM exhibit - Chr...

17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." *

- Yes
- No
- Not applicable

18. If Project involves ADOT Right of Way, has the Applicant discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application? If no ADOT Right of Way or a non-infrastructure project, check "Not applicable." *

- Yes
- No
- Not Applicable

19. If Project involves privately-owned or another jurisdiction's Right of Way, has the Applicant discussed the Project with owner and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable." *

- Yes
- No
- Not applicable

20. Project Schedule - check the boxes to show the State Fiscal Years in which each phase is scheduled to begin. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. **NOTE:** the State Fiscal Year runs from July 1 through June 30. *

	2023	2024	2025	2026	Not Applicable
Design	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. *

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right of Way Acquisition	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

22. Design Status - for each Stage, check one box to indicate the Project's Design Status. Non-infrastructure projects - check the boxes under Not Applicable for each row.

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stage 2, 30% design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 3, 60% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 4, 95% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 5, 100%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23. Cost Estimate for Scoping/Pre-design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

\$200,000

24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. *

N/A

25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

\$4,000,000

26. Enter the date of the Design estimate. Enter "NA" if not applicable. *

3/1/2022

27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

0

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. *

N/A

29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

0

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. *

N/A

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

\$56,300,000

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. *

5/1/2022

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. *

0

34. Enter the date of the Other estimate. Enter "NA" if not applicable. *

N/A

35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: Year of Expenditure basis means the costs have been inflated in later years. *

Yes

No

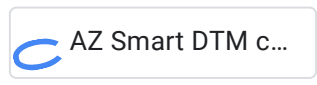
36. Please indicate the source of the Project Cost Estimates entered above. *

Developed by the Applicant

Developed by an engineering consultant

Other: Developed by both applicant and consultant

37. Please upload documentation (PDF format only) showing the Project cost estimates (scoping document, cost estimation form, etc.). *



AZ SMART Fund Request

Please answer all the questions below.

NOTE: Careful attention should be paid to developing a thorough and complete cost estimate on a year of expenditure basis. The Applicant will be responsible for all costs which exceed the amount of an AZ SMART Fund or federal grant award. ADOT has developed a Project Cost Estimating Tool which is available on the AZ SMART Fund webpage under Application Materials. This tool is provided as a courtesy only and does not purport to cover all possible costs or scenarios. Applicants are ultimately responsible for determining the Project cost estimate.

Unless the NOFO/NOFA includes the option to be a direct recipient, both CA and non-CA agencies should include initial project development fees for road/bridge/rail projects. For transit projects, an administration fee of 10% of the total project cost will apply.

38. County Applicants with population of 100,000 or less and municipalities with population of 10,000 or less **ONLY**: Enter the amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified below. **The amount entered below should be no more than 50% of the total estimated costs of developing and submitting the grant** - enter in whole dollars (for example, 250,000).

.....

39. Enter the amount requested from the AZ SMART Fund for Match for the Federal Grant identified in this application - enter in whole dollars (for example, 250,000). If not requesting Match, skip this question.

\$6,000,000

.....

40. Beyond the amount requested from the AZ SMART Fund, enter the dollar amount of Matching cash funds to be committed by the Applicant for the Project in the Federal Grant identified in this application. If not requesting Match, skip this question.

\$21,640,000

.....

41. Enter the percent to the second decimal place (for example, 15.05%) of Matching cash funds which will be provided by just the Applicant in the Federal Grant application - do not include the amount requested from the AZ SMART Fund. See Application Guidelines for directions to calculate the percentage. If not requesting Match, skip this question.

42.34

.....

42. Enter the amount requested from the AZ SMART Fund for reimbursement of design and other engineering services expenditures that meet federal design standards for Projects eligible for the Federal Grant identified in this application. Enter in whole dollars (for example, 250,000). If not requesting design funds, skip this question.

.....

43. Provide the names of any other entities the Applicant will partner with to deliver the Project. Identify and quantify the contribution of each partner(s) (dollar amount of cash match, type of in-kind services, etc.). If none, enter "NA."

BNSF Railway (\$11,000,000), MetroPlan Flagstaff (\$490,000), Arizona Department of Transportation: Milton Corridor Master Plan, Mountain Line: Downtown Connection Center, Amtrak

.....

Federal Grant

Please answer all the questions below. NOTE: Federal grants eligible under the SMART Fund are federal discretionary grant programs administered by any federal agency for SURFACE TRANSPORTATION PURPOSES.

44. How does the Applicant intend to submit the federal grant application? **Note:** If requesting ADOT * to submit, the following time frames apply:

A. At least thirty (30) day prior to the application deadline in the NOFO for the applicable federal discretionary grant, the Applicant is required to submit the ADOT Grant Coordination Support Request Form at <https://apps.azdot.gov/files/mvd/mvd-forms-lib/42-0103.pdf>.

B. At least seven (7) days before the NOFO/NOFA deadline, the completed application materials must be provided to the ADOT Grant office for submission.

Applicant or consultant will submit directly

Applicant requests ADOT to submit

Other: The Applicant submitted directly in May 2022.

.....

45. How does the Applicant intend to administer the Project if awarded a federal grant? *

Be a direct recipient if allowed in the NOFO

Request ADOT administration (Project development administration fees will apply)

Other:

46. Select the Federal Grant for which the Applicant intends to submit the Project - select one grant only. If the desired grant is not listed, select Other and provide the name of the grant and the applicable federal agency. **NOTE:** This list does not include all federal discretionary grants and may contain grants that are not currently available or funded. Applicants are responsible for conducting their own research to identify an appropriate federal grant for their Project. *

- Active Transportation Infrastructure Investment Program
- Bridge Investment Program
- Defense Community Infrastructure Pilot
- Grants for Charging and Fueling Infrastructure
- Local and Regional Project Assistance (RAISE)
- Multi State Freight Corridor Planning
- National Culvert Removal, Replacement and Restoration Grant Program
- National Infrastructure Project Assistance (MEGA)
- Nationally Significant Freight and Highway Projects (INFRA)
- PROTECT Grant Program
- Reconnecting Communities Pilot Program
- Rural Surface Transportation Grant Program
- Safe Streets and Roads for All Program (SS4A)
- Strategic Innovation for Revenue Collection
- Strengthening Mobility and Revolutionizing Transportation Grant Program
- Wildlife Crossing Safety
- Rail - Consolidated Rail Infrastructure and Safety Improvements Grants
- Rail - Fixed Guideway Capital Investment Grants
- Rail - Restoration and Enhancement Grants
- Rail - Railroad Crossing Elimination Program
- Transit - All Stations Accessibility
- Transit - Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program
- Transit - Buses and Bus Facilities Program

- Transit - Develop Interoperable Standards for Bus Exportable Power Systems (BEPS)
- Transit - Innovative Coordinated Access and Mobility (ICAM) Pilot Program
- Transit - Low-No Emission Vehicle Program
- Transit - Public Transportation Innovation Program
- Transit - State of Good Repair Grants Program
- Transit - Technical Assistance, Standards Development, and Workforce Development Programs
- Other:

47. In what Federal Fiscal Year does the Applicant intend to submit an application for the Federal Grant? **NOTE:** the Federal Fiscal Year runs from October 1 through September 30. Applications must be submitted prior to the expiration of the Infrastructure Investment and Jobs Act, currently expiring on September 30, 2026. *

The 2022 INFRA grant was awarded in September 2022.

48. Which phase of the Project will be submitted in the Federal Grant application? *

- Design
- Right of Way Acquisition
- Construction
- Other:

For State Purposes only

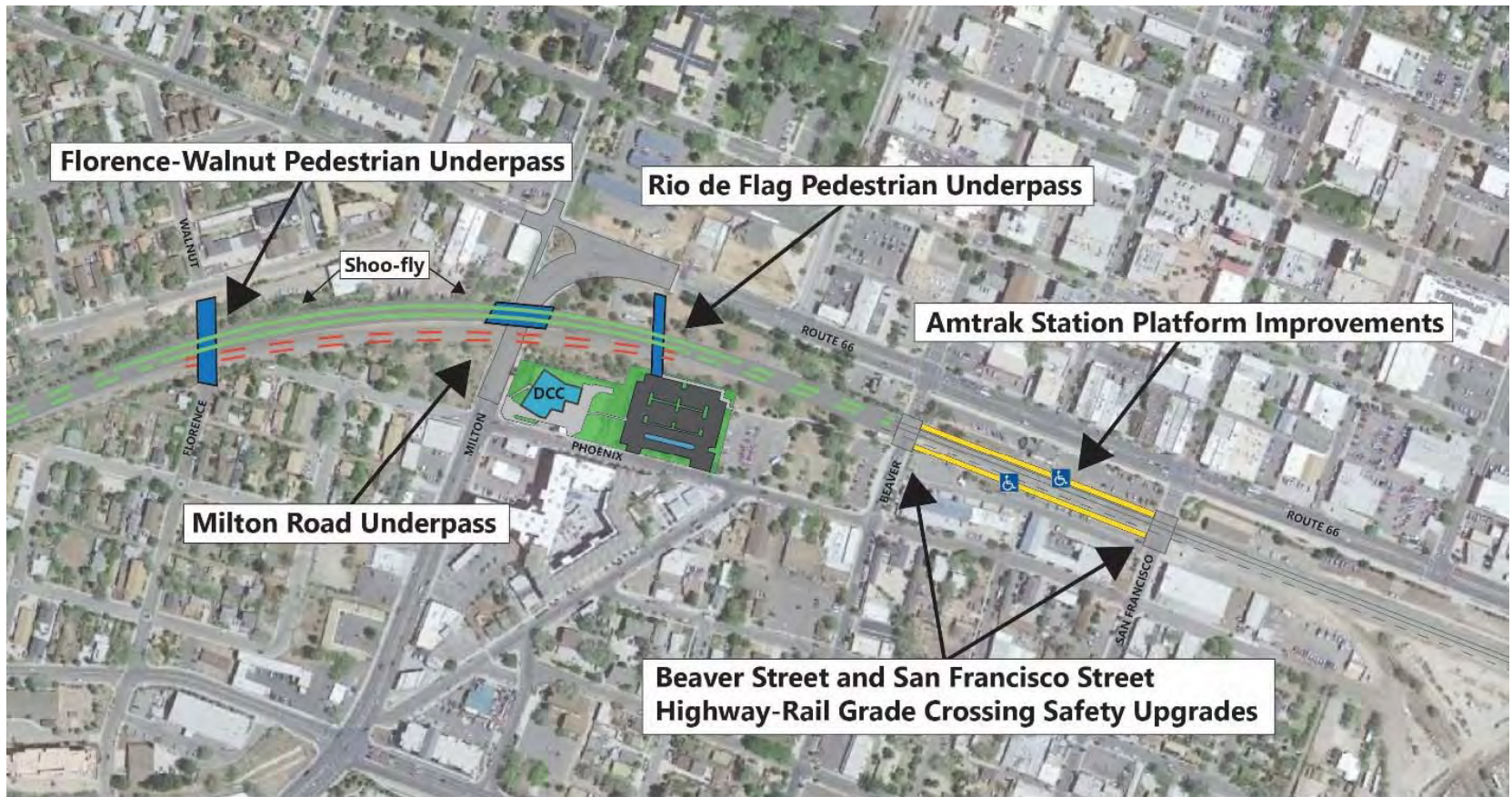
Adopted at STB meeting on _____. Action taken:

- ___ Approved
- ___ Denied
- ___ Modified as shown in the attached document

City of Flagstaff Downtown Mile Cost Allocation

Project Component	Project Component Cost	Percent of Total Project Cost
Rio De Flag Pedestrian Underpass	\$3,258,000	5.79%
Milton Road Underpass	\$38,200,000	67.85%
Florence to Walnut Pedestrian Underpass	\$3,100,000	5.51%
BNSF Railway Mitigation	\$3,740,000	6.64%
Crossing Upgrades – Beaver Street	\$2,000,000	3.55%
Crossing Upgrades – San Francisco Street	\$2,000,000	3.55%
Right-of-Way/Easements	\$2,200,000	3.91%
Project Administration	\$1,802,000	3.20%
FUTURE ELIGIBLE PROJECT COST	\$56,300,000	100%

As the Lead Applicant, the City of Flagstaff will contribute \$12,840,000 in matching funds towards the Future Eligible Project Cost. BNSF Railway will contribute \$11,000,000 in private match as a Project Partner. The total non-Federal contribution in the amount \$23,840,000 represents 42 percent of the \$56,300,000 Future Eligible Project Cost.



Florence-Walnut Pedestrian Underpass

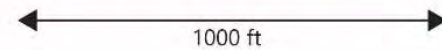
Rio de Flag Pedestrian Underpass

Shoo-fly

Amtrak Station Platform Improvements

Milton Road Underpass

**Beaver Street and San Francisco Street
Highway-Rail Grade Crossing Safety Upgrades**





March 7, 2023

ADOT
CITY OF FLAGSTAFF
COCONINO COUNTY
MOUNTAIN LINE
NAU

Dear Ms. Brechler-Knaggs:

I am writing to confirm MetroPlan of Greater Flagstaff's approval for the City of Flagstaff's application submission for SMART funding for the *Downtown Mile* project.

The *Downtown Mile* project is cited in the October 6, 2022 TIP amendment documenting the City of Flagstaff Downtown Mile INFRA Grant in FY23 and in the draft of our Regional Transportation Plan, *Stride Forward*, scheduled for adoption by our Executive Board on April 6, 2023.

As such, we find the *Downtown Mile* project qualifies for SMART funding. Good luck with your application!

EXECUTIVE BOARD

Chair

Jim McCarthy
Councilmember
City of Flagstaff

Vice-Chair

Jeronimo Vasquez
Supervisor District 2
Coconino County

Patrice Horstman
Supervisor District 1
Coconino County

Austin Aslan
Vice-Mayor
City of Flagstaff

Miranda Sweet
Councilmember
City of Flagstaff

Tony Williams
Mountain Line Board of
Directors

Vacant
Arizona State
Transportation Board

Sincerely,

Kate Morley, AICP
Interim Executive Director, MetroPlan Flagstaff

Cc: Lisa Danka, Transportation Programming Manager, ADoT

STATE ENGINEER'S REPORT
March 2023

The Status of Projects Under Construction report for **March 2023** shows **108** projects under construction valued at **\$2,118,770,776.37**. The transportation board awarded **4** projects during **March** valued at approximately **\$24.1** million.

During **March**, the Department finalized **6** projects valued at **\$25,461,516.18**. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Fiscal Year to date we have finalized **54** projects. The total cost of these **54** projects has exceeded the contractors bid amount by **5.5%**. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to **1.6%**.

MONTHLY CONSTRUCTION REPORT

March 2023

PROJECTS UNDER CONSTRUCTION	108
MONETARY VALUE OF CONTRACTS	\$2,118,770,776.37
PAYMENTS MADE TO DATE	\$1,102,771,380.86
STATE PROJECTS	91
LOCAL GOVERNMENT	17
OTHER	
CONTRACTS EXECUTED IN January 2023	3
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$20,143,276.35

FIELD REPORTS SECTION

EXT. 7301

Accumulation to Date (Fiscal Year 2023 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
54	\$497,607,019.82	\$460,982,343.93	\$486,272,878.98	\$25,290,535.05	5.5%

Prepared By:

DocuSigned by:
Ladd Bouts 4/3/2023
 4121CC884A942B...

Field Reports Unit, X7301

Checked By:

DocuSigned by:
Irene Del Castillo 4/3/2023
 697D5935C248471

IRENE DEL CASTILLO, FR Manager
 Field Reports, X7321

Completed Contracts (Fiscal Year 2023)

March, 2023

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 6	6	\$22,633,414.35	\$25,720,184.95	\$25,461,516.18
		<u>Monetary</u>		<u>Monetary</u>
		\$3,086,770.60		(\$258,668.77)

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2023
March, 2023

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
AVN-0-(221)T SL73801C	VAN BUREN STREET; AGUA FRIA RI Central District						
Working Days: 339 = 200 + 139 Days Used: 338			Sunland Asphalt & Construction Inc.	Low Bid = \$181,571.80 or 8.07% over State Estimate \$2,432,373.30	\$2,391,782.56	(\$40,590.74)	-1.7 %
		2,250,801.50					
010-B-NFA H858701C	FAIRWAY DRIVE (EL MIRAGE) Central District						
Working Days: 526 = 420 + 52 + 45 + 9 Days Used: 516			Sunland Asphalt & Construction Inc.	Low Bid = \$3,037,282.25 or 17.09% over State Estimate \$20,807,745.25	\$20,691,474.62	(\$116,270.63)	-0.6 %
		17,770,463.00					
PE0-0-(225)T T015701C	New River, Happy Valley Rd to Central District						
Working Days: 127 = 120 + 7 Days Used: 127			SOUTHWEST CONCRETE PAVING CO.	Low Bid = (\$273,476.25) or 29.15% under State Estimate \$664,705.00	\$657,686.80	(\$7,018.20)	-1.1 %
		938,181.25					
266-A-(202)T F027601C	Pitchfork Creek Bridge SouthEast District						
Working Days: 35 Days Used: 29			COMBS CONSTRUCTION COMPANY, INC.	Low Bid = \$41,489.00 or 12.42% over State Estimate \$375,424.00	\$333,208.98	(\$42,215.02)	-11.2 %
		333,935.00					

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2023
March, 2023

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
999-A-(546)T F028401C Working Days: 205 Days Used: 203	Tucson Region Wrong Way Signs SouthCent District		SUNLINE CONTRACTING, LLC	Low Bid = (\$58,960.00) or 5.60% under State Estimate \$994,476.00	\$908,439.30	(\$86,036.70)	-8.7 %
		1,053,436.00					
CLG-0-(209)T T026601C Working Days: 75 Days Used: 75	Skousen Rd-Eleven Mile Corner- SouthCent District		PAVEMENT MARKING LLC	Low Bid = \$158,863.80 or 55.43% over State Estimate \$445,461.40	\$478,923.92	\$33,462.52	7.5 %
		286,597.60					

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2023.

<u>LESS ADJUSTMENTS FOR</u>								
<u>MONTH</u>	<u>CUMULATIVE FINAL COST</u>	<u>REVISIONS/ OMISSIONS #4 & #5</u>	<u>INCENTIVE/ BONUS #7</u>	<u>ADD'L WORK PD OTHERS #3</u>	<u>CUMULATIVE ADJ</u>	<u>CUMULATIVE BID AMOUNT</u>	<u>ADJUSTED FINAL COST</u>	<u>ADJ CUM</u>
Jul-22	\$ 873,070	\$ 36,532	\$ (1,387)	\$ 1,118	\$ 36,264	\$ 892,803	\$ 836,806	-6.3%
Aug-22	\$ 87,525,523	\$ 2,804,410	\$ 650,049	\$ (5,196)	\$ 3,485,527	\$ 85,282,837	\$ 84,039,996	-1.5%
Sep-22	\$ 143,976,499	\$ 300,094	\$ 429,568	\$ 187,223	\$ 4,402,412	\$ 138,299,506	\$ 139,574,087	0.9%
Oct-22	\$ 232,797,019	\$ 1,933,294	\$ 398,611	\$ 146,493	\$ 6,880,811	\$ 223,008,949	\$ 225,916,208	1.3%
Nov-22	\$ 314,638,588	\$ 6,591,184	\$ 704,339	\$ 170,506	\$ 14,346,840	\$ 291,752,431	\$ 300,291,748	2.9%
Dec-22	\$ 376,268,676	\$ 425,751	\$ 1,857,904	\$ -	\$ 16,630,494	\$ 353,002,319	\$ 359,638,182	1.9%
Jan-23	\$ 438,308,766	\$ 585,675	\$ 408,042	\$ 33,207	\$ 17,657,419	\$ 412,661,304	\$ 420,651,347	1.9%
Feb-23	\$ 460,811,363	\$ 21,335	\$ 91,034	\$ 30,107	\$ 17,799,895	\$ 435,262,159	\$ 443,011,468	1.8%
Mar-23	\$ 486,272,879	\$ 168,653	\$ 27,310	\$ -	\$ 17,995,858	\$ 460,982,344	\$ 468,277,021	1.6%
Apr-23					\$ 17,995,858		\$ (17,995,858)	
May-23					\$ 17,995,858		\$ (17,995,858)	
Jun-23					\$ 17,995,858		\$ (17,995,858)	
		\$ 12,866,928	\$ 4,565,471	\$ 563,459	\$ 17,995,858			

Contracts: (Action as Noted)

Federal-Aid ("A" "B" "T" "D") projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations.

*ITEM 9a: BOARD DISTRICT NO.: 6

BIDS OPENED: MARCH 03, 2023

HIGHWAY: QUARTZSITE-PARKER-TOPOCK HIGHWAY (SR 95)

SECTION: SARA PARK TO I-40

COUNTY: MOHAVE

ROUTE NO.: SR 95

PROJECT : TRACS: 095-C-NFA; 095 MO 175 F044901C

FUNDING: 100% STATE

LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 18,500,000.00

STATE ESTIMATE: \$ 23,313,967.00

\$ UNDER ESTIMATE: \$ 4,813,967.00

% UNDER ESTIMATE: 20.6%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 3

RECOMMENDATION: AWARD



*ITEM 9b: BOARD DISTRICT NO.: 6

Page 364

BIDS OPENED: MARCH 24, 2023

HIGHWAY: PARKER- BULLHEAD CITY HIGHWAY (SR 95)

SECTION: COURTWRIGHT RD – BULLHEAD CITY PARKWAY

COUNTY: MOHAVE

ROUTE NO.: SR 95

PROJECT : TRACS: 095-D-NFA: 095 MO 227 F045001C

FUNDING: 100% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 26,110,386.95

STATE ESTIMATE: \$ 19,933,889.65

\$ OVER ESTIMATE: \$ 6,176,497.30

% OVER ESTIMATE: 31.0%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 2

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

320 Calendar Days

The proposed project is located in Maricopa County within the City of Phoenix on SR 101L from MP 26.66 to MP 27.20. The work consists of constructing screen walls on the south edge of SR 101L from east of 12th Street to 16th Street, removal of an existing wall, relocation of signing and ITS infrastructure, restoration of landscape and irrigation, and other related work.

Bid Opening Date : 3/10/2023, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
101 MA 026 F050501C 101-B-NFA	PIMA FREEWAY (SR 101L)	SR101L at 16th St Central District	NFA

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$8,126,969.00	C S CONSTRUCTION, INC.	22023 N. 20TH AVENUE SUITE A PHOENIX, AZ 85027-
	\$8,687,084.00	DEPARTMENT	
2	\$9,995,973.75	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255-

Apparent Low Bidder is 6.4% Under Department Estimate (Difference = (\$560,115.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 10, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO 101 MA 026 F0505 01C
PROJECT NO 101-B-NFA
TERMINI PIMA FREEWAY (SR 101L)
LOCATION SR 101L AT 16TH ST

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 101L	26.66 to 27.20	CENTRAL	103447

The amount programmed for this contract is \$11,250,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County within the City of Phoenix on SR 101L from MP 26.66 to MP 27.20. The work consists of constructing screen walls on the south edge of SR 101L from east of 12th Street to 16th Street, removal of an existing wall, relocation of signing and ITS infrastructure, restoration of landscape and irrigation, and other related work.

The time allowed for the completion of the work included in this contract will be 320 calendar days which will be allotted individually for phase one 60 calendar days, and for phase two 260 calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 90 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

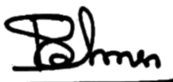
Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

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For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 01/18/2023

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

185 Working Days

The proposed project is located in Mohave County on State Route 95 between mileposts 175.70 and 202.00 near Lake Havasu City. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with asphaltic concrete. The work also includes placing polyester polymer concrete overlay on the existing bridge decks, reconstructing sidewalk ramps, installing pavement markings and other related work.

Bid Opening Date : 3/3/2023, Prequalification Required, Engineer Specialist : Sunder Shiva

Project No.	Highway Termini	Location	Item
095 MO 175 F044901C 095-C-NFA	QUARTZSITE-PARKER-TOPOCK HIGHWAY (SR 95)	Sara Park to I-40 NorthWest District	102790

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$18,500,000.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
2	\$20,971,477.80	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
3	\$22,377,700.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
	\$23,313,967.00	DEPARTMENT	

Apparent Low Bidder is 20.6% Under Department Estimate (Difference = (\$4,813,967.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 03, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO 095 MO 175 F044901C
PROJECT NO 095-C-NFA
TERMINI QUARTZSITE-PARKER-TOPOCK HIGHWAY (SR 95)
LOCATION SARA PARK TO I-40

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 95	175.70 to 202.00	NORTHWEST	102790

The amount programmed for this contract is \$32,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Mohave County on State Route 95 between mileposts 175.70 and 202.00 near Lake Havasu City. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with asphaltic concrete. The work also includes placing polyester polymer concrete overlay on the existing bridge decks, reconstructing sidewalk ramps, installing pavement markings and other related work.

The time allowed for the completion of the work included in this contract will be 185 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 12/15/2022

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

220 Working Days

The proposed project is located in Mohave County on State Route 95 between mileposts 227.30 and 250.00, near Kingman. A part of this project is also located within the Fort Mojave Indian Tribe Indian Reservation lands. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with new asphaltic concrete. The work also includes replacing curb and gutter, sidewalk ramps, pavement markings, and other related work.

Bid Opening Date : 3/24/2023, Prequalification Required, Engineer Specialist : Dehghani Babak

Project No.	Highway Termini	Location	Item
095 MO 227 F045001C 095-D-NFA	PARKER – BULLHEAD CITY HIGHWAY (SR95)	Courtwright Rd - Bullhead Park NorthWest District	102791

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$19,933,889.65	DEPARTMENT	
1	\$26,110,386.95	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	\$26,882,000.00	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318-

Apparent Low Bidder is 31.0% Over Department Estimate (Difference = \$6,176,497.30)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 24, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO 095 MO 227 F045001C
PROJECT NO 095-D-NFA
TERMINI PARKER – BULLHEAD CITY HIGHWAY (SR 95)
LOCATION COURTWRIGHT RD – BULLHEAD CITY PARKWAY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 95	227.30 to 250.00	Northwest	102791

The amount programmed for this contract is \$30,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Mohave County on State Route 95 between mileposts 227.30 and 250.00, near Kingman. A part of this project is also located within the Fort Mojave Indian Tribe Indian Reservation lands. The proposed work consists of removing the existing asphaltic concrete surface course by milling and replacing it with new asphaltic concrete. The work also includes replacing curb and gutter, sidewalk ramps, pavement markings, and other related work.

This project is located on a Native American Reservation, in the Fort Mojave Indian Tribe area, which may subject the contractor to the laws and regulations of the Fort Mojave Indian Tribe and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Fort Mojave Indian Tribe on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be 220 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

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The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

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Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 02/10/2023