

# 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, July 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 may attend in person, or by telephone or video conference. 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, July 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](mailto: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 13th day July, 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 Show Low  
181 North 9th Street  
Show Low, Arizona 85901  
9:00 a.m., Friday, July 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, July 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 181 North 9th Street, Show Low, Arizona 85901 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](http://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, July 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](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](mailto: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 — Ed Wilson, District Engineer, Northeast 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: Adoption of Authorizing Resolution, Prepayment of Outstanding HURF Bonds****Page 104**

Staff will present a Resolution authorizing prepayment or redemption of all or a portion of the Board's HURF Revenue Bonds when it is deemed advantageous to provide debt service savings, and directing Department staff, Financial Advisor, and Bond Counsel to take all actions necessary in connection with such prepayment or redemption, including entering into one or more Escrow Agreements with a depository trustee.

(For discussion and Possible Action — Kristine Ward, Chief Financial Officer)

**\*ITEM 6: Adoption of Authorizing Resolution, HURF 2023****Page 144**

Staff will present a Resolution supplementing the Master Resolution adopted May 1, 1980, authorizing the Board's anticipated issuance of Highway Revenue and Revenue Refunding Bonds, Series, 2023, and directing Department staff, Financial Advisor, and Bond Counsel to take all actions necessary precedent to the planned issuance of such Bonds, on such terms and conditions as determined and authorized by Resolution of the Bond.

(For information and Possible Action — Kristine Ward, Chief Financial Officer))

**ITEM 7: Multimodal Planning Division Report**

Pursuant to A.R.S. 28-506, staff will present an update on the current planning activities, to include the following:

A) Tribal Transportation Issues

B) SR 88 Apache Trail Study

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

**\*ITEM 8: Priority Planning Advisory Committee (PPAC)****Page 167**

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2024 - 2028 Statewide Transportation Facilities Construction Program.

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

- \*ITEM 9: AZ State Match Advantage for Rural Transportation (AZ SMART) Fund Program** **Page 175**  
Staff will present AZ SMART fund program applications from Coconino County 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 10: State Engineer’s Report** **Page 193**  
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 11: Construction Contracts** **Page 199**  
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 12: State Transportation Board Policies**  
Board Members and Staff will discuss the existing Transportation Board Policies and possible edits for compliance with current laws, rules, regulations, and guidance provided by our federal partners. <https://aztransportationboard.gov/sites/default/files/documents/files/Board-Policies-Map.pdf>  
(For information and discussion only — Floyd Roehrich, Jr. ADOT Deputy Director)
- ITEM 13: 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 March 17, 2023, Board Meeting Minutes Page 11

RIGHT OF WAY RESOLUTIONS (action as noted) Page 147

\*ITEM 3b:

RES. NO. 2023-07-A-023  
 PROJECT: 210 PM 001 H0919 03R / AZP-824-9-702  
 HIGHWAY: AVIATION CORRIDOR  
 SECTION: Jct. I-10 – 6th Avenue  
 ROUTE NO.: State Route 210  
 DISTRICT: Southcentral  
 COUNTY: Pima  
 PARCEL: 10 – 0542  
 RECOMMENDATION: Terminate, in accordance with Arizona Revised Statutes § 28-7095(C), a portion of the easement for highway right of way conveyed by the State to the City of Tucson through the instrument dated March 15, 2010, recorded March 25, 2010, in Document No. 2010-0570024, records of Pima County, Arizona, which is no longer needed for transportation purposes by either jurisdiction.

\*ITEM 3c:

RES. NO. 2023-07-A-024  
 PROJECT: 347 PN 172 H7007 / 347-A(204)A  
 HIGHWAY: MARICOPA ROAD  
 SECTION: Maricopa Union Pacific Railroad Crossing  
 ROUTE NO.: State Route 347  
 DISTRICT: Central  
 COUNTY: Pinal  
 DISPOSAL: D – C – 111-C  
 RECOMMENDATION: Abandon to the City of Maricopa, in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated June 20, 2023, right of way acquired for the above referenced project that is no longer needed for the State Transportation System and can be better managed by the Local Public Agency.

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 3d: BOARD DISTRICT NO.: 6
- BIDS OPENED: JUNE 23, 2023
- HIGHWAY: BULLHEAD CITY – KINGMAN HIGHWAY (SR 68)
- SECTION: LAUGHLIN BRIDGE – W OF GOLDEN VALLEY
- COUNTY: MOHAVE
- ROUTE NO.: SR 68
- PROJECT : TRACS: 068-A(208)T: 068 MO 000 F040602C
- FUNDING: 100% FEDS
- LOW BIDDER: PAVECO, INC.
- LOW BID AMOUNT: \$ 5,862,173.00
- STATE ESTIMATE: \$ 5,454,890.00
- \$ OVER ESTIMATE: \$ 407,283.00
- % OVER ESTIMATE: 7.5%
- PROJECT DBE GOAL: 3.74%
- BIDDER DBE PLEDGE: 16.29%
- NO. BIDDERS: 4
- RECOMMENDATION: AWARD



**STATE TRANSPORTATION BOARD MEETING  
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE  
9:00am, March 17, 2023  
Town of Prescott Valley  
7101 East Skoog Boulevard  
Prescott Valley, Arizona 86314**

**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. **Absent:** Board Member Jackie Meck. There were approximately 60 members of the public in the audience on-line and approximately 40 members of the public in the audience in person.

**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 AND IN PERSON AT:

Town of Prescott Valley  
7101 East Skoog Boulevard  
Prescott Valley, Arizona 86314

March 17, 2023  
9:00 a.m.

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

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 (Absent)  
13                  Ted Maxwell, Board Member  
14                  Jenny Howard, Board member  
15                  Jesse Thompson, Board Member

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CALL TO THE AUDIENCE

SPEAKER: PAGE:

In-Person Attendees:

Kelly Palguta, Mayor of Prescott Valley.....	5
Vincent Gallegos, Executive Director, CYMPO.....	6
Wayne Stufkosky, Resident, Legend Hills.....	8
Crystal Figueroa, Director YMPO.....	9
Dan Cherry, Director, Yavapai County Public Works.....	11
Sheri Heiney, President, Prescott Chamber.....	13
Mike Kimmel, Citizen, Prescott Valley.....	14

Virtual/Telephonic Attendees:

Kini Knudson, Director, City of Phoenix, Street Transportation Department.....	15
Vancil Houston, Truck Driver.....	XX
Carol Humble, Resident, Maricopa County.....	16
Jenny Torres, Assistant City Manger, City of San Luis.....	19
John Moffatt, Director Infrastructure Policy, Southern Arizona Leadership Council.....	XX

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 Multimodal Planning Division Director..... 60

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Item 11 - Suggestions..... 88

1 (Beginning of excerpt.)

2 CHAIRMAN KNIGHT: Moving on to call to the  
3 audience. I'd just like to remind you, telephonically and  
4 Webex, everyone will be muted when they call in to the meeting.  
5 When your name is called to provide your comments, you will  
6 indicate your presence by virtually raising your hand. I  
7 believe that's star three on your phone or keypad and also  
8 through the Webex application.

9 The Webex host will guide you through the  
10 unmuting and muting process following the instructions included  
11 in the meeting agenda.

12 For in person, this is an opportunity for members  
13 of the public to discuss items of interest with the Board.  
14 Please fill out a Request For Public Input Form and give it to  
15 the board secretary if you wish to address the Board. And in  
16 the interest of time, both virtual and in person will be limited  
17 to three minutes. So try to keep your comments at the three  
18 minutes so that we can all get to hear everybody that wants to  
19 speak. Thank you.

20 Floyd.

21 MR. ROEHRICH: Mr. Chairman, we have a number of  
22 in-person as well as online. I will call the in-person speakers  
23 first, and our first speaker is Mayor Kelly Palguta, City of  
24 Prescott Valley.

25 MAYOR PALGUTA: Good morning, everyone. Happy

1 St. Patrick's Day. I'm not used to being down here for call to  
2 the public, so actually a little bit better than usually the --  
3 being on the receiving end up there.

4 So I just want to welcome you all to Prescott  
5 Valley, to Yavapai County, and I appreciate all that you guys  
6 do. As we mentioned last night, the project on the agenda, U.S.  
7 Highway 69, is so important for our region, not only for the  
8 residents, but also for the visitors that come to Prescott and  
9 Prescott Valley. So I just want you all to know on behalf of  
10 the town of Prescott Valley, the residents, myself, that we  
11 appreciate all that you guys do and keep up the good work.

12 CHAIRMAN KNIGHT: Thank you, Mayor.

13 MR. ROEHRICH: Our next speaker is Mr. Vinnie  
14 Gallegos.

15 MR. GALLEGOS: Good morning, Mr. Chairman and  
16 members of the Board. I'm Vinnie Gallegos, Executive Director  
17 of Central Yavapai Metropolitan Planning Organization, or CYMPO  
18 for short. So again, thank you all for being here. Thank you,  
19 Mr. Chairman, for hosting your meeting here. Thank you for  
20 your -- spending dinner with us last evening and being able to  
21 have the -- further the conversation.

22 Just wanted to let you know a little bit more  
23 about the CYMPO region that you're hosting your meeting in.  
24 We're around 400 square miles, 143,000 in population. We have  
25 four major state routes: State Route 69, 89, 89A and 169. We

1 have around 150 regionally significant routes in our region.  
2 We're made up of five local governments: Yavapai County  
3 government, city of Prescott, town of Prescott Valley, town of  
4 Dewey-Humboldt and then the town of Chino Valley.

5 This year we're excited to celebrate CYMPO's 20th  
6 year. The governor of Arizona established us in 2003. As I  
7 look back at that 2003, I'm privileged to be one of three  
8 executive directors that have served in that 20 years. We have  
9 lived up to the mission of CYMPO, and that's to exercise  
10 leadership in the region.

11 On a state level, we're most proud of our  
12 relationship with ADOT. We have always approached ADOT in that  
13 20 years, not only with the challenges that we all realize, but  
14 recognizing the limited resources, and we've always approached  
15 ADOT with the issues and the solutions. We're proud of our  
16 participation and partnership, very often in fiscal partnership,  
17 very often in local leadership working with you all.

18 So in closing, I just really want to appreciate  
19 Jennifer Toth, the ADOT director, her staff and the work that  
20 has been done in the past over our 20 years and then as we look  
21 to the future. We look forward to continued partnership. So  
22 again, thank you all very much.

23 CHAIRMAN KNIGHT: Thank you, Vinnie.

24 MR. ROEHRICH: Our next speaker is Mr. Wayne  
25 Stufkosky. I apologize.



1 MR. STUFKOSKY: My coach in Hawaii said, Wayne, I  
2 can't pronounce your name. (Inaudible) just -- he said, can I  
3 call you (inaudible), and I said that's absolutely okay.

4 But good morning and thank you for the  
5 opportunity. Representing Legend Hills off of 89A on the way up  
6 to Jerome. As a resident now of six years in Legend Hills, we  
7 definitely have a problem, and that is with the road. Numerous  
8 people have died. I witnessed one one morning when a gentleman  
9 on a motorcycle hit a car that was pulling a U-turn when he  
10 shouldn't, shouldn't have done so.

11 My suggestion is that we have a field trip and we  
12 look at what's happening on that road. You don't get weeds cut  
13 like you should. They get maybe four feet high in some cases,  
14 and they get cut and you still have sticks, literally stuff that  
15 you can't get out and stand on and get away from traffic. We  
16 have no shoulders. You have chipseal and/or asphalt that's  
17 broken. It drops down maybe ten inches. People catch that when  
18 they come back into the center lane and hit traffic head on.

19 Over the years, many years now, five, I've spoken  
20 to Debra Miller, another gentleman in Phoenix, and now Michelle  
21 Baigs (phonetic), if that's the pronunciation, and I think  
22 simple things, patching is one thing I've noticed, doesn't get  
23 done properly. It drops down so the base isn't improved as it  
24 sinks, the ground itself. So you catch these wide trailers.  
25 Again, they get in that rut, and they pull back into their lane,

1 but they're in somebody else's lane.

2           So there's a big need for shoulders. There's a  
3 big need for maintenance that gets done on -- in a timely way,  
4 and I'm suggesting up to Legend Hills where you turn left into  
5 north Legend Hills Road, we do something there all the way down  
6 to Fain. The quarry, CEMEX, I've spoken to the manager. They  
7 have asphalt. They have all kinds of bases. We could probably  
8 strike a deal with mobilization of equipment, and we'll put the  
9 equipment there, and we've got 10 or 12 miles worth of roadway  
10 that could be at least improved, the two lanes, and very  
11 adequate wide shoulders. Why? The trucks. And if you get out  
12 on the passenger side, you're falling -- in some cases --  
13 there's not a lot of unimproved areas -- you're falling down  
14 into a culvert.

15           So we need to -- we need to take a look at that.  
16 Everybody here, if they're local, go drive that. Try and pull  
17 over, thinking if I have a medical emergency, a tire repair,  
18 where am I going to go with this? It's really bad. So I think  
19 we need to look at that. And thank you for your time and have a  
20 nice green day. Mahalo.

21           CHAIRMAN KNIGHT: Thank you for your comments.

22           MR. ROEHRICH: Our next speaker is Ms. Crystal  
23 Figueroa.

24           MS. FIGUEROA: Good morning, Chairman Knight and  
25 Board Members. My name is Crystal Figueroa, and I'm the Yuma

1 YMPO -- or MPO director. I'm here to remind you that the Yuma  
2 MPO and Western Association of Governments will be hosting the  
3 24th Annual Rural Transportation Summit in Yuma on October 18th  
4 and 19th, followed by the State Transportation Board on Friday,  
5 October 20th, at the City of Yuma council chambers.

6 We will be honored for the Board to join us in  
7 this event. I would also like to extend the invitation to ADOT  
8 director Jennifer Toth and look forward to collaborating as ADOT  
9 has expressed the interest of becoming a (inaudible) sponsor.  
10 And once more (inaudible) partner in transportation with the  
11 entire western -- the whole region.

12 The summit is an annual gathering of roughly 250  
13 elected board members and transportation officials from greater  
14 Arizona that assess transportation issues impacting the state.  
15 We anticipate hearing (inaudible) components, federal and state  
16 and local updates. In addition, we are working to have a lineup  
17 of speakers of major traditional summit topics. Registration  
18 will be available the first week of April.

19 A second note, I'm also here to support the city  
20 of San Luis AZ SMART Fund application that's included as part of  
21 the agenda today, and I have -- I want to thank the Board in  
22 anticipation of that review.

23 The city of San Luis is the fastest growing in  
24 our region, and the anticipated border expansion project in the  
25 city of San Luis port of entry will need improvement on Cesar

1 Chavez Boulevard. The widening from two lanes to four lanes  
2 will significantly improve safety, mobility and connectivity of  
3 the (inaudible) community. Furthermore, it will reduce  
4 congestion and enhance connectivity between the ports of entry,  
5 and the AZ SMART Fund can make this possible.

6 Thank you so much for your consideration.

7 CHAIRMAN KNIGHT: Thank you, Crystal.

8 MR. ROEHRICH: Our next speaker is Mr. Dan  
9 Cherry.

10 MR. CHERRY: Good morning, all. Welcome all to  
11 Prescott area. It's nice to have you all here on this  
12 St. Patrick's Day. I see some green out there.

13 I'm Dan Cherry. I'm the director of the Yavapai  
14 County Public Works Department. I'm the county engineer and I'm  
15 also chair of the CYMPO (inaudible) advisory committee that  
16 helps advise our executive board here.

17 As you probably know, ADOT and the county and the  
18 member agencies here in Yavapai County have had a long history  
19 of partnering on finding solutions on state highways and state  
20 routes in our area, and want to express a greater -- a great  
21 appreciation for that and be here today to kind of stump for  
22 future partnerships as well, so...

23 We've got (inaudible) was touched on at the  
24 banquet last evening. We have State Route 89, 89A, and of  
25 course, most importantly 69, (inaudible) have all focused on

1 here currently. These are all very busy roads. They are  
2 overwhelmed with traffic. They have significant accident  
3 history on them, and so we all believe here at CYMPO that we  
4 need to focus on some efforts going forward to find solutions.

5           So what's CYMPO doing? I'd like to talk a little  
6 bit about what CYMPO is doing, and as was touched on last  
7 evening, we have a master corridor study going on on State Route  
8 69 between 89 and State Route 169 that will get kicked off. We  
9 anticipate that to be moving forward over the next year and some  
10 recommendations and solutions for not only (inaudible) capacity  
11 but also safety along that corridor.

12           Our member agencies have the foresight to  
13 recognize we need to be at the table working with ADOT, as these  
14 are their facilities, but we also believe that if we bring  
15 resources to the table and do some effective planning, we can  
16 (inaudible) ADOT funds, but both funds towards finding  
17 additional federal funding for the area.

18           So I'm here to, you know, remind you all that  
19 we're here. We need your help. We need something more than  
20 just general maintenance-type work in the area. We are actively  
21 working with our state representation at the Legislature to try  
22 to improve funding capabilities not only for ADOT but for local  
23 agencies as well. So all of this (inaudible) improving our  
24 transportation infrastructure.

25           So with that, I look forward to working with all



1 of you and staff below you. (Inaudible) a breath of fresh air  
2 (inaudible), and so thank you and appreciate the (inaudible).

3 CHAIRMAN KNIGHT: Thank you, Dan.

4 UNIDENTIFIED SPEAKER: Right on time. Well done.

5 MR. ROEHRICH: (Inaudible.)

6 I do want to ask our speakers that I received a  
7 notice that some of the speakers have been hard to hear. Please  
8 try to make sure that you get up to the microphone. It is a  
9 microphone, but please talk into it so the people on the Webex  
10 and virtual attendees can hear you. Thank you.

11 Our next speaker is Ms. Sheri Heiney. Sheri. I  
12 apologize, Sheri.

13 MS. HEINEY: Good morning, Chairman Knight, Board  
14 Members and staff. My name is Sheri Heiney. I'm the president  
15 and CEO of the Prescott chamber, representing over 1,000  
16 business members, and I was unable to attend the dinner last  
17 night, so I wanted to welcome you to the area. We really  
18 appreciate you being in the area and for you what you do for us.

19 I was -- wanted to share with you that recently I  
20 traveled on I-40, and as you know, both 17 and I-40 are gateways  
21 to northern Arizona for our tourists for economic development or  
22 economics and commerce, and really US-40 was really rough, a lot  
23 of potholes, a lot of flat tires, cars alongside the road,  
24 trucks having a hard time. So I just wanted to highlight that.  
25 I'm sure you're probably aware of it.

1                   And I also know that on 17, you've got a lot  
2 going on. There's tentative construction that's been going on  
3 for a while. I just want you to be mindful. This week was  
4 spring break. We have a lot going on in the state and, you  
5 know, with the closures during this week and just was hopeful  
6 that we could be conscious of when we're having to do those  
7 things so that that we can have travelers (inaudible) travel to  
8 the northern area. So I just wanted to point out, but also  
9 wanted to welcome you and thank you for all that you do. Thank  
10 you.

11                   CHAIRMAN KNIGHT: Thank you. Thank you for your  
12 comments.

13                   MR. ROEHRICH: Our next speaker is Mr. Mike  
14 Kimmel.

15                   MR. KIMMEL: Good morning, and welcome to  
16 beautiful Prescott Valley. So I'm a citizen. I also live in  
17 the same place as Wayne, up in Legend Hills, kind of up the road  
18 to Jerome. I run a non-profit here in town, but a big problem  
19 we have is just pure speed on that road. People come off to  
20 Jerome. They're happy about a great day up on the mountain, and  
21 they fly down our hill. Sheriff's deputies and DPS has been  
22 great. They're out there, but the road just doesn't allow for  
23 that speed coming downhill, as we're building a couple hundred  
24 homes in the area. Also, it's made it much tougher.

25                   The one thing I've had that most people haven't

1 is that I experienced an accident. (Inaudible) trailer lay --  
2 get on the side, lose their four-horse trailer without horses.  
3 The trailer hit my truck, and I got the experience of  
4 (inaudible) upside down. (Inaudible) without a scratch, but  
5 there's numerous, numerous accidents. It's pretty much every  
6 day or two we'll hear the ambulance go up or the helicopter come  
7 down.

8                   And we appreciate your time. I know you've done  
9 work on that road in the past. It just needs a little more care  
10 and a little more (inaudible). Thank you.

11                   CHAIRMAN KNIGHT: Thank you. Thank you, for your  
12 comments.

13                   MR. ROEHRICH: Mr. Chairman, we now are going to  
14 move to the online comments, so when your name is called, please  
15 raise your hand and you will be unmuted.

16                   Our first speaker is Mr. Kini Knudson, and I see  
17 he's raised his hand.

18                   WEBEX HOST: Mr. Kini, you are now unmuted.

19                   MR. KNUDSON: Good morning, Mr. Chair, members of  
20 the State Transportation Board. I'm Kini Knudson. I'm the  
21 director of state transportation for the city of Phoenix. I was  
22 attending to speak and be available to answer any questions  
23 about the city of Phoenix application for Agenda Item 7.

24                   Obviously, now it's been pulled off the agenda,  
25 so that's -- I don't need to speak for it, but I want to be

1 available and let you know I was here. It was -- it is a very  
2 important project for the city of Phoenix, and we're excited  
3 about the opportunity that the Arizona SMART Funding -- Fund  
4 provides. We are disappointed it was pulled from the agenda,  
5 but we stand ready to work with ADOT staff to answer any  
6 questions, to be able to get it back on a future agenda. Thank  
7 you very much. Have great day.

8 CHAIRMAN KNIGHT: Thank you.

9 MR. ROEHRICH: Our next speaker is Mr. Vancil  
10 Houston. Mr. Houston, please raise your hand.

11 (Inaudible) I don't see Mr. Houston.

12 WEBEX HOST: Yeah. I'm not seeing him at the  
13 moment.

14 MR. ROEHRICH: We'll go on. Our next speaker  
15 then is Ms. Carol Humble. Ms. Humble, please raise your hand.

16 WEBEX HOST: Just a reminder. Please press star  
17 three to raise your hand. We do have a call-in user. I'm  
18 assuming that might be... I have requested to unmute the line.  
19 You are now unmuted.

20 MS. HUMBLE: Hello. Good morning. My name is  
21 Carol Humble. I am a business and work force development  
22 specialist who moved to Arizona approximately 17 years ago with  
23 my husband from Minnesota, and we own a home in Maricopa,  
24 Arizona. As a resident of Maricopa and the eastern valley,  
25 we're finding that the shortest route to gain access to I-10

1 from our area is to drive 16 miles on Arizona Highway 347.

2 Can you hear me okay?

3 WEBEX HOST: Yes.

4 MR. ROEHRICH: Yes, ma'am. We can hear you.

5 Please continue.

6 MS. HUMBLE: Okay. Okay. Highway 347 has been  
7 the focus of many news stories about multiple accidents along  
8 this highway over the eight years that I have lived in the East  
9 Valley. The four-lane highway is outdated, and there is a  
10 dangerous traffic flow there because it's -- it (inaudible) for  
11 many drivers that travel on that highway to Phoenix.

12 In the 2010 Census, the population of Maricopa  
13 was 64,000 people. It increased to 42.5 percent. The projected  
14 population within the next five years is 90,000. This growth is  
15 now unsustainable, because Highway 347 has not been upgraded or  
16 modernized to handle the increased amount of continuous traffic.  
17 Traffic management is always an issue, and due to the large  
18 number of trucks, commercial and industrial vehicles, there  
19 continues to be a back and forth lane change mode of driving by  
20 drivers to counteract the sluggish traffic that these vehicles  
21 naturally bring to the highway.

22 The intersection of Riggs Road and Highway 347 is  
23 one of the most common accident sites. Many drivers try to  
24 outrun the red lights at that intersection and do not recognize  
25 the amount of time it takes for many 18 wheelers to turn and



1 make that left turn on their way to Phoenix on Riggs Road.

2           It -- the left turn lane on Riggs Road allows  
3 only one semi truck -- semi truck to turn in that lane. If one  
4 truck is in that left turn lane, it backs up all the traffic in  
5 the left lane, as cars and other vehicles cannot go around them  
6 and continue going straight. Drivers get frustrated and --  
7 leading to more aggressive driving, and vehicles are trying to  
8 consistently squeeze into that right lane.

9           If we could make the Riggs Road turn lane -- left  
10 lane longer, then those individuals who are waiting can -- are  
11 not held up by the fact that a truck is turning. This would be  
12 a tremendous help in eliminating the congestion, and the  
13 accidents that stem from that intersection.

14           MR. ROEHRICH: Excuse me. Ms. Humble, your three  
15 minutes are up. Are you finishing your comments?

16           MS. HUMBLE: No. One of the other issues that we  
17 have are slow left lane drivers who drive below the speed limit,  
18 staying in the left lane.

19           MR. ROEHRICH: Okay. Thank you. Thank you,  
20 Ms. Humble. I apologize, but you have exceeded the time  
21 allotted. So thank you for your comments.

22           Mr. Chairman, I'll go on to our next speaker.  
23 Our next speaker is Ms. Jenny Torres. Ms. Torres, please raise  
24 your hand.

25           WEBEX HOST: Ms. Torres, I have requested to

1 unmute your line. You are now unmuted.

2 MS. TORRES: Chair, Vice Chair, members of the  
3 Board, my name is Jenny Torres. I'm the assistant city manager  
4 for the city of San Luis, and I'd like to thank you for the  
5 opportunity to discuss a little bit about the Cesar Chavez  
6 Boulevard, the importance that it is to our community, but also  
7 to the State of Arizona.

8 The corridor, it's a five-mile corridor. We have  
9 eight schools along the corridor with no sidewalks and no  
10 bicycle lane. We do already have traffic congestion already.  
11 The corridor connects our two ports of entry with 3.2 million  
12 vehicles entering our port and 7 million people.

13 We know that the federal government has -- is  
14 investing \$260 million that will double the number of vehicle  
15 lanes and pedestrians coming into our port, and based on current  
16 studies, we know that that border will not be able to sustain  
17 the amount of traffic that is coming in.

18 Now, this project is important to the city of San  
19 Luis because our Mexican visitors do contribute about 70 percent  
20 of our sales tax to the community, but it's also important to  
21 the State of Arizona because it -- the Mexican visitors  
22 contribute approximately \$9 million per day in Arizona.

23 In terms of international commerce, San Luis is  
24 responsible for 2 billion worth of trade each year, and this  
25 border is used by our truckers. Now, we have partnered with the

1 federal government, and we have invested close to \$5.8 million  
2 already to get to this corridor to address all the  
3 pre-development items. We have received a \$33 million  
4 allocation from the State Legislature and 1.2 million of  
5 Congressional direct spending for the design. We have submitted  
6 three RAISE applications, one rural surface transportation  
7 grant, and we are planning to resubmit in the next two months  
8 another application. Our applications are highly rated. They  
9 are actually going to the senior review committee but not been  
10 awarded because of limited funds.

11 So today at the Arizona SMART Fund, what we're  
12 asking is for a contribution for the design that would help the  
13 applications or complete the design so that our applications are  
14 more competitive and so that we can build this corridor. Again,  
15 as I mentioned, this is not just a local road, but is a road  
16 that not only impacts the region, but it impacts the State of  
17 Arizona.

18 So thank you so much for your consideration.

19 CHAIRMAN KNIGHT: Thank you, Jenny.

20 MR. ROEHRICH: Our next speaker is Mr. John  
21 Moffatt. Mr. Moffatt, please raise your hand.

22 WEBEX HOST: Another reminder, please press star  
23 three to raise your hand, Mr. Laughlin (sic). I do not see him  
24 right now, Floyd.

25 MR. ROEHRICH: Let's try one more time for

1 Mr. Vancil Houston. Mr. Houston, if you're participating,  
2 please raise your hand. I don't see him either.

3 WEBEX HOST: Huh-uh. I don't see them right now.

4 MR. ROEHRICH: Mr. Chairman, that is all the  
5 requests to speak. I do see there is a person it looks like  
6 from the town of Duncan, Terry, that's listed, and I -- Terry, I  
7 did not receive a request to speak from you. Are you going to  
8 talk to the SMART Fund and that you're available if there are  
9 any questions regarding your SMART Fund application?

10 Did you unmute her? Bryce, I just want to  
11 verify --

12 WEBEX HOST: Yep.

13 MR. ROEHRICH: (Inaudible.)

14 WEBEX HOST: I've just sent the request. You are  
15 now unmuted.

16 UNIDENTIFIED SPEAKER: Yeah. I'm on board to  
17 talk about the SMART grant we put in for the -- for the town of  
18 Duncan. Just appreciate the opportunity to be able to work with  
19 ADOT on anything.

20 CHAIRMAN KNIGHT: Okay. Excuse me, but I did not  
21 get a request to speak. What I'd asked is if there are  
22 questions when the SMART Fund is presented to town of Duncan  
23 that you be able to answer any questions. Would that be --  
24 would that be okay?

25 UNIDENTIFIED SPEAKER: Yes. That's correct.

1 MR. ROEHRICH: Thank you.

2 Bryce, you can unmute -- or you mute him until we  
3 get to that part of the agenda. Thank you.

4 WEBEX HOST: Sounds good. He is now muted.

5 MR. ROEHRICH: Mr. Chair, those are all the  
6 requests to speak.

7 CHAIRMAN KNIGHT: Thank you, Floyd.

8 We'll now move on -- we'll now move on to Item  
9 Number 1, the director's report, for information and discussion  
10 only.

11 DIRECTOR TOTH: Good morning. Actually, pictures  
12 are worth a thousand words, so we had some pretty awesome storm  
13 events. I wanted to be able to share those with you.

14 So in the meantime, good morning. Thank you to  
15 CYMPO and the town of Prescott Valley for hosting us and the  
16 town of Safford for showing us such wonderful hospitality, as  
17 well as all of the CYMPO jurisdictions as well. I appreciate  
18 it, and I'm very happy to be here.

19 As I mentioned last month, I really want to share  
20 some successes and take a brief look at some of the positive  
21 things that are happening around ADOT. With that I'd like to  
22 start with the incredible response from our ADOT employees  
23 during the recent winter storms.

24 So when parts of Arizona were hit with  
25 record-breaking winter storms, ADOT employees worked around the

1 clock to keep our drivers safe on the roads. The coordination  
2 and communication has been phenomenal this year. In fact, I was  
3 just visiting with Sedona yesterday, and they said this last  
4 storm system they were very pleased with how we were being a  
5 little more proactive in our communication, and so I really  
6 appreciate that from our ADOT staff.

7           Our teams have really been working closely, not  
8 only ADOT staff but DPS, and again, the local counties, cities  
9 and towns. We've been meeting regularly with the partners as  
10 needed, and they're really trying to be proactive in addressing  
11 and closing roadways when conditions dictate that it was needed.  
12 Therefore, we're able to get that word out ahead of time and be  
13 able to minimize or prevent incidents by keeping the public and  
14 responders safe and out of those hazardous conditions.

15           So it has been a historic winter season for us,  
16 as you can see some of the snowfall numbers on the slide. In  
17 the Northcentral District alone, our plows have traveled  
18 688,000-plus miles this season, and they used 22,000 tons of  
19 granular salt and 257 gallons of salt brime.

20           And in the Northeast District, our plows traveled  
21 363,508 miles. There's a lot of miles being put on these snow  
22 plows in plowing these roads and getting people to where they  
23 need to be.

24           So statewide we've used 150 plows during the  
25 season, and we have had 245 ADOT employees working on the winter

1 storm response.

2           And the pictures really do tell the story, as you  
3 can see here. It's just amazing to see in the districts, you  
4 know, the snow that piled up taller than our snow plows. So  
5 pretty amazing. You can kind of see that stop sign peaking out  
6 there.

7           Our teams have done such a great job  
8 communicating. From January 1st to March 2nd, we've reached  
9 millions of people before and during the winter storms through  
10 social media, our website and the 511 app. During snowstorms on  
11 March 2nd, our 511 site had 90,000 users, and that's been the  
12 most for one single day. It's an all-time monthly high for  
13 active users in February, with 48,000 users.

14           So now I'll switch a little gears here, and I'll  
15 give you a quick update on I-17. This slide gives you an  
16 overview of the work that's being done along I-17. Current  
17 construction activities include pipe and culvert extensions,  
18 some -- obviously some rock blasting, which I'll show you a  
19 picture in just a minute, but I think the important thing here  
20 is design is about -- it's 95 percent complete, and construction  
21 moving at 19 percent complete. So that's quite a milestone to  
22 be through the design aspect of project.

23           And then this kind of gives you the magnitude of  
24 the project and what has been accomplished that you can't  
25 necessarily see from the road. So it's a great overview of

1 what's happening out there.

2           And then another major project we have ongoing is  
3 the I-10 and Broadway curve, the widening of I-10 to six general  
4 purpose lanes and two high occupancy vehicle lanes, adding  
5 collector/distributor roads that parallel I-10 between Baseline  
6 and the 40th Street to separate that through traffic from I-10,  
7 from local traffic entering and exiting.

8           It's a tremendous project. We are having a  
9 little difficulty in terms of some delays because of the release  
10 from the Salt River, and we have (inaudible) shafts that were  
11 just put in down there, so stay tuned, but that's a great result  
12 of all that snow we just showed.

13           Let's see. Next slide. Thank you.

14           So there's construction happening all along that  
15 entire 11-mile corridor. You can see some of the activities and  
16 some of the project milestones. And then the one thing that I  
17 wanted to move on and talk a little bit about, I was really  
18 impressed by the amount of public outreach. I actually went to  
19 a presentation from our project manager recently and was  
20 surprised at how much outreach, including an application, The  
21 Curve mobile app and a lot of PSAs being done, email blasts.  
22 We're doing canvassing, just an amazing amount to try to get  
23 information out there so that people understand what's happening  
24 ahead of time before they're driving through or before we have  
25 any closures in that particular area.



1                   So I just wanted to again highlight some  
2 successes that we've had, and also, I just -- my favorite day  
3 happened this week, and that is Pi Day, being an engineer. I  
4 just have to say that. Some people who know me know that  
5 that's, like, my favorite day of the year, and so I just wanted  
6 to highlight that. Thank you.

7                   CHAIRMAN KNIGHT: Does any member have a question  
8 for Director Toth?

9                   Hearing none, we'll now move on to --

10                  MR. ROEHRICH: Mr. Chairman, we do have a  
11 legislative report.

12                  CHAIRMAN KNIGHT: Oh, that's right. That's  
13 right. I'm sorry. Forgot the legislative...

14                  MR. ROEHRICH: Anthony --

15                  CHAIRMAN KNIGHT: We've got B and C.

16                  MR. ROEHRICH: So Anthony, if you would please go  
17 ahead and introduce yourself and provide your legislative  
18 update. Anthony, are you -- are you there?

19                  MR. CASSELMAN: Can you guys hear me or no?

20                  MR. ROEHRICH: Yeah. Now we can hear you. Go  
21 ahead.

22                  MR. CASSELMAN: Okay. Great. Sorry. Yeah.  
23 Just -- excuse me -- for those of you that don't know me, my  
24 name is Anthony Casselman. I work in the ADOT Government  
25 Relations Office.

1           So I just wanted to provide a quick update on  
2 activities going on down at the Legislature. Next week is  
3 supposed to be the last week for bills to be heard in the  
4 opposite chamber. So that would be Senate bills in the House,  
5 House bills in the Senate. There have been some rumors that  
6 they're going to extend that committee deadline next week. So  
7 that would essentially make it two more weeks (inaudible).

8           And then one of the things I always like to  
9 mention is that keep in mind that the Appropriations Committee  
10 who handles all of the money bills typically gets an extra week  
11 on top of that, and I think that's just an important note,  
12 because a lot of those transportation infrastructure bills will  
13 go through that committee.

14           Quick update on the Prop 400 extension. The  
15 House Transportation and Infrastructure Committee met this week.  
16 They adopted a -- what's known as a strike everything amendment  
17 to Senate Bill 1246. The amendment essentially replaced all of  
18 the existing bill language with language for the Prop 400  
19 extension.

20           The committee had had the bill on the agenda last  
21 week. It was listed for discussion only. There was quite a bit  
22 of discussion. So they -- actually, they didn't take any  
23 committee testimony this week and just went ahead and moved and  
24 voted the bill. It passed out of committee on a seven to four  
25 vote line.

1           It was clear from some of the vote explanations  
2 that the bill is not in its final form. There's going to be  
3 likely changes to be made as stakeholder meetings continue. As  
4 many of you know, there's a lot of discussion about, you know,  
5 the percentage of funding that's authorized, you know,  
6 specifically for public transportation.

7           And the final update I'll give is just an update  
8 on transportation infrastructure and budget discussions. As  
9 mentioned in pretty much all of my updates, there's a still a  
10 huge (inaudible) in transportation and infrastructure at the  
11 Legislature. We started with about 25 bills totaling over a  
12 billion dollars in infrastructure investments. That includes  
13 the RTAC bill, the Rural Transportation Advocacy Council bill,  
14 which has 90 projects in it totaling over \$300 million.

15           One of the things I would note just very quickly  
16 is it's important that -- to know that some of the bills may not  
17 be moving through the process, but that doesn't mean that they  
18 (inaudible) included in the budget conversations when those  
19 conversations begin to happen.

20           So what my plan is today is to update the Board's  
21 tracking list. I want to go ahead and include all of  
22 infrastructure bills that are out there just so that you all are  
23 aware of the bills that could be discussed as part of budget  
24 negotiations, but I will make a note as to which ones are moving  
25 through the process and which ones are not moving through the

1 process, and I'll plan to get that list out today.

2 So that concludes my legislative update. I am  
3 happy to answer any questions.

4 CHAIRMAN KNIGHT: Are there any questions from  
5 the Board? Okay. Are there any --

6 MR. THOMPSON: Chairman?

7 CHAIRMAN KNIGHT: Oh, yes. Jesse.

8 MR. THOMPSON: I do -- Tony, maybe you can get me  
9 updated on one particular bill. That's Senate Bill 1388. You  
10 don't have to do it now, but (inaudible) at this point I have a  
11 big interest in that. So thank you very much.

12 MR. CASSELMAN: Of course. And what was the  
13 number on that again? Did I hear 1388?

14 MR. ROEHRICH: Mr. Thompson, was that -- that was  
15 Bill 1388? Okay. Thank you.

16 MR. THOMPSON: 1388.

17 MR. ROEHRICH: Thank you, sir.

18 CHAIRMAN KNIGHT: Any other questions from the  
19 Board?

20 Move on to last minute -- are there anything --  
21 Floyd, are there any last minute items to report?

22 MR. ROEHRICH: No, sir. At this time there are  
23 not. So that concludes your director's report. Yes, sir.

24 CHAIRMAN KNIGHT: Okay. Then we'll move on to  
25 Item Number 2, district report, for information/discussion only,

1 and I'll turn the floor over to Anthony from the Northwest --  
2 he's the Northwest District administrator.

3 MR. BROZICH: Good morning, Mr. Chairman and  
4 members of the Board. I appreciate the opportunity to update  
5 you on the projects in the Northwest District. I'm going to  
6 start on the top left and work counterclockwise around.

7 We have the I-40 east Kingman TI bridge. It's a  
8 deck replacement ongoing. US-93, north of Nothing, mill and  
9 replace area. That definitely needs some repair up there with  
10 all the problems we've had pop up. I-17, Anthem Way TI to  
11 Sunset Point TI. That as we touched on already. Jennifer,  
12 Director Toth, we have Antares Road -- I'm sorry -- US-93 Tegner  
13 Street to Wickenburg Ranch Way. That project just had its  
14 kickoff meeting. We'll be starting shortly.

15 SR-169 TI at I-17. Again, that project has  
16 (inaudible) will be starting shortly here. SR-69, Big Bug 4 to  
17 Poland Junction. It's a pavement job that was (inaudible).  
18 Should be picking up back here next month. I-40, Willow Creek  
19 Bridge Number 3 is continuing as well. Should be wrapped this  
20 year. Antares Road over Truxton Wash. It's a Mohave County  
21 project that we're doing, and that also is just taking off.

22 I want to show you some of these pictures of some  
23 of these projects. (Inaudible.) Again, on the top left we have  
24 US-93, Kabba Wash. That's wrapping up this spring. I-40,  
25 California border, Milepost 2, is also just starting. Quite

1 busy right now. SR-95, Needles Bridge, that is a (inaudible)  
2 replacement project. US-93, Moore Ranch Road, spot repair in  
3 some needed area down there as well. I-17, Sunset Point Rest  
4 Area. That is -- most of the underground work has been done and  
5 we're getting ready to finish with the aboveground and  
6 (inaudible). SR-89, Glassford Hills to Coyote Springs, and  
7 Glassford Hills to SR-89. Both those projects are picking back  
8 up after the winter season. And Seligman TI is -- should be  
9 finishing up this area as well.

10 This is the (inaudible) pad replacement. You can  
11 see the old pad on the (inaudible) of the picture versus the new  
12 one on the same (inaudible) up above. We're putting a new  
13 surface down on the bridge deck as well to extend that life.

14 This is the 169 deck replacement that's shortly  
15 going to start. There is definitely some deterioration on  
16 there, so this is (inaudible).

17 Some additional pictures the I-17 flex lane  
18 project.

19 And then what we have upcoming. I-40, Walnut  
20 Crete to Holly Moses Wash. This section of 40 has been getting  
21 a lot of complaints of potholes, and we're going to start bids  
22 open in April. Bullhead Parkway to Courtwright, SR-95, that  
23 project is kicking off March 24th. Same with Sara Park and 95,  
24 March bid opening, both of those being General Fund projects.  
25 SR-69, Truwood Drive to Stoneridge Drive, pavement pres. That

1 is -- bid opens on February 10th. The SR-89 Paulden to Ash  
2 Fork, centerline rumble strips projects. We're looking at  
3 fiscal year '23, fourth quarter. And the I-40, Markham Wash,  
4 pavement rehab, we have the second quarter of '24.

5 We have the US-93, Sycamore Bridge, deck rehab  
6 and scour retrofit. Fourth quarter, advertised (inaudible) '23.  
7 The Needles Mountain TI and Lake Havasu TI, that is advertising  
8 (inaudible) will be happening (inaudible) '24 second quarter.  
9 US-60, Centennial Wash Bridge replacement. Definitely need a  
10 bridge that will help with some of the wash flow out there, that  
11 town on US-60.

12 Also out there we have a pavement preservation  
13 job coming (inaudible) '23 fourth quarter. US-60, wash bridges,  
14 scour retrofit another section out there. SR-69 to SR-169, that  
15 is a roundabout project. We'll be looking for advertisements  
16 fiscal year '24, third quarter. SR-169, Grant Woods Parkway to  
17 I-17, a rumble strip. I-40, Ash Fork Creek Bridges, a scour  
18 retrofit, and Gunsite Canyon Road to Gray Wash on 93, another  
19 pavement rehab.

20 Continuing on, I-40 at Kingman Crossing TI, we  
21 have a new TI out there. The City of Kingman is (inaudible)  
22 build, and I'm going to jump over to the top right for the  
23 Rancho Santa Fe, which (inaudible) out there. The West Kingman  
24 TI is advertising for fourth quarter of '24 -- I'm sorry.  
25 (Inaudible.) So potentially three TIs going on in Kingman.

1 SR-97 is the realignment and construct new roadway. This is in  
2 conjunction with the mine out there, and they're looking to  
3 streamline 97. (Inaudible) some general funds go towards. And  
4 we have the SR-69, Prescott Lakes Parkway to Frontier Village.  
5 (Inaudible) project in this area (inaudible) '23 fourth quarter.

6 And thanks. Any questions?

7 CHAIRMAN KNIGHT: Does any board member have any  
8 questions for Anthony?

9 Thank you very much.

10 MR. BROZICH: Thank you.

11 CHAIRMAN KNIGHT: We'll move on to Item Number 3,  
12 the consent agenda. Does any board member want an item removed  
13 from the consent agenda for separate discussion?

14 VICE CHAIR SEARLE: I'll make a motion to approve  
15 the consent agenda.

16 MS. DANIELS: Second.

17 CHAIRMAN KNIGHT: I have a motion from Board  
18 Member Searle and a second from Board Member Daniels to approve  
19 the consent agenda as presented.

20 All those in favor signify by saying aye.

21 BOARD MEMBERS: Aye.

22 CHAIRMAN KNIGHT: Any opposed? The motion  
23 passes.

24 We'll now move on to the financial report, which  
25 is for information and discussion only. Kristine, the floor is



1 yours.

2 MS. WARD: Good morning, Board Members. I am  
3 happy to report that I'm going to have a fairly boring report  
4 for you this morning except for one exciting highlight on  
5 accounting. So stay tuned. (Inaudible) the new director  
6 (inaudible).

7 MR. ROEHRICH: Excuse me, Kristine. I just got a  
8 text that they're -- it's hard to hear you. Please...

9 MS. WARD: (Inaudible.) Okay. All right. I'll  
10 bend over here a little bit more.

11 CHAIRMAN KNIGHT: Thank you. Thank you.

12 MS. WARD: Very good. Could I get you to move to  
13 the first slide?

14 Okay. Reporting out on where we stand with HURF  
15 revenues, you will probably notice that for the month of  
16 February, you can't see the little bar that represents those  
17 revenues. This chart shows variance from forecast, and there  
18 was very little variance from forecast. Our estimates at this  
19 point, we are right on forecast with \$1.1 billion collected to  
20 date. February was a strong month in all of our major  
21 categories of gas, diesel and vehicle license tax.

22 If we could go to the next slide. Thank you,  
23 sir.

24 This slide will show you the individual  
25 categories of revenue that flow into HURF, and it will show you

1 the month -- the results from the month of February. Again,  
2 fairly strong month. Revenues were 6.2 percent above forecast,  
3 with 130 -- almost 131 million in revenues collected to date  
4 for -- collected for the month of February. Excuse me.

5 The next slide, please. Thank you. You're ahead  
6 of me.

7 For the Regional Area Road Fund, much like HURF,  
8 we are right within target range. We're 1.4 percent above  
9 forecast with 400 -- almost \$420 million collected year to date,  
10 and we were -- experienced moderate growth in all of the major  
11 categories.

12 Next slide. Thank you.

13 So this slide depicts the individual month of  
14 January for the Regional Area Road Fund. For the month,  
15 revenue -- for the month of January, revenues were 7.1 percent  
16 above 2022's revenues, but a little below forecast. You'll see  
17 we're a little under forecast for the month by 1.2 percent.

18 Next slide, please.

19 Okay. So the exciting part of (inaudible). We  
20 had got -- recently gotten a report from FHWA. They gave us an  
21 alert I guess (inaudible) last month -- correct, Director? And  
22 what they advised us of is that they had had a discrepancy  
23 between two of their key accounting systems. One accounting  
24 system that belongs to the US Department of Transportation,  
25 that's the Delphi system, and there's the other system that

1 belongs to the individual agency, FHWA, and that's the FMIS  
2 system. We use that system in my group. We are highly reliant  
3 on it. That's the system that we work with.

4 Now, why am I telling you about accounting  
5 systems? Well, unfortunately, they have alerted us that the  
6 Delphi system is showing balance of about \$1.2 billion in  
7 outstanding authority, contract (inaudible), while the FMIS  
8 system is showing a balance of 3. -- no, excuse me --  
9 4.7 billion, a \$3.5 billion difference between the two systems.

10 The two systems should match. The FMIS system --  
11 the data from the FMIS system, from FHWA's system rolls up and  
12 is a subcomponent of the overall Delphi system. So what does  
13 this mean? They are trying to reconcile the two systems, and  
14 they have to bring those two systems into reconciliation, and  
15 Delphi is the system of record, the parent system.

16 So what's happening right now is FHWA and US DOT  
17 are working to reconcile and identify that difference. Why do  
18 we care and what is the impact? Well, we want them to come to  
19 that 4.7 billion number, not that 1.2 billion number, because  
20 they have to bring those in sync, and how they do that could be  
21 reduction of revenues (inaudible) contract authority to get them  
22 to blend up.

23 The immediate -- so that's the potential impact.  
24 The immediate short-term impact is they -- that they have curved  
25 our activities in using some of the funds that are built in to

1 the FMIS system, and they had asked us to curve our utilizing of  
2 those older funds. The funds that came in through IIJA, the  
3 infrastructure bill, those are not in question. Those -- we  
4 have total access to those funds. It's these older funds that  
5 they suspect this discrepancy occurred associated with a 2005  
6 system change that occurred.

7           So that's where we are right now. I will report  
8 out more to you as we become aware of more. We've had a meeting  
9 with FHWA just yesterday (inaudible). They are -- they are as  
10 forthcoming as they can be, but they are -- they are also kind  
11 of feeling their way through this situation.

12           CHAIRMAN KNIGHT: Kristine, how long do they  
13 predict that we will take to get this done?

14           MS. WARD: Mr. Knight, I haven't gotten a  
15 prediction. They have not forecasted that for us. My hope is  
16 that -- and I'm -- actually, their hope as well, I'm sure, is to  
17 get this resolved as quickly as possible, because we will be  
18 coming on to, you know, the time of August redistribution and so  
19 forth, and this could affect the amount that states can actually  
20 (inaudible) for August redistributions. So there's a -- there's  
21 a lot of (inaudible) complexity in our world, and we would like  
22 them to resolve that sooner than later.

23           CHAIRMAN KNIGHT: Absolutely.

24           MS. WARD: (Inaudible.) In our favor, of course.

25           CHAIRMAN KNIGHT: Member Searle.

1 VICE CHAIR SEARLE: Yeah. Kristine, does your  
2 department track these funds as well, or are you dependent on  
3 the feds?

4 MS. WARD: We are dependent on their systems,  
5 yes.

6 VICE CHAIR SEARLE: So you don't have a  
7 separate -- a third number?

8 MS. WARD: Mr. Searle, no, not --

9 VICE CHAIR SEARLE: Okay.

10 MS. WARD: -- with that level of precision. So  
11 what that -- what those systems provide is it provides us -- it  
12 tracks contract authority all the way back to many, many past  
13 authorizations. So you think that when I say that I mean, okay,  
14 right now we're tracking IIJA. It accounts for the IIJA funds,  
15 oh, but then it also accounts for the FAST Act. It also  
16 accounts for the MAP for MAP-21. It also accounts for, you  
17 know, (inaudible) safety (inaudible) safety and (inaudible),  
18 and, I mean, there are many, many organizations in those systems  
19 that are accounted for. We do not account for all of those  
20 authorizations.

21 CHAIRMAN KNIGHT: Member Maxwell.

22 MR. MAXWELL: So Kristine, in theory, I would  
23 assume Delphi and the FHWA are just a combination of all the  
24 states and all the other entities' authorizations in it, so I  
25 know we don't track their numbers, but do we track ours? So I

1 guess my question is: Do you have a good understanding of what  
2 you believe the current authorizations that we have in the state  
3 of Arizona are, and are we confident in those numbers, and are  
4 they -- so when they get -- when they start getting their  
5 numbers and they find out where discrepancies are -- because  
6 obviously, if there's that big of a discrepancy, there's going  
7 to be discrepancy somewhere, and the question is: Are they  
8 incurring at the state levels in the input, you know? Data is  
9 only as good as the input. And so what's your confidence level  
10 in our outstanding authorizations?

11 MS. WARD: Mr. Chair, Mr. Maxwell, what I'm most  
12 confident in is that we know the authorizations via the notices  
13 that we received from FHWA, very confident in those numbers that  
14 they provided us and our tracking of those, based on those  
15 numbers.

16 What I cannot -- what I feel less -- it's more of  
17 a mystery and I do not have visibility into is those prior  
18 authorizations and the remaining contract authority associated  
19 with those authorizations. We get a routine report that comes  
20 out of the (indiscernible) system that says, hey, we have  
21 \$137 million of old contract authority. But beyond that, sir, I  
22 can't -- I can't speak to that relationship between the FMIS and  
23 the Delphi system.

24 VICE CHAIR SEARLE: Okay. Thank you. Hopefully  
25 you've all resolved it.

1                   CHAIRMAN KNIGHT: Any other questions for  
2 Kristine?

3                   MS. HOWARD: So Kristine, I do have a question.  
4 So the amounts that you're talking about, is it Arizona or is  
5 that at a federal level nationwide?

6                   MS. WARD: Mr. Chair, Ms. Howard, I am very happy  
7 to say it's at the federal level.

8                   MS. HOWARD: The fed- -- okay.

9                   MS. WARD: Arizona's portion of that is much --  
10 would be much -- yeah, the overall imbalance -- well, actually,  
11 I don't know what the imbalance is at --

12                   MS. HOWARD: Right.

13                   MS. WARD: -- the Arizona level.

14                   MS. HOWARD: Right. Okay.

15                   MS. WARD: They haven't provided that to us.

16                   MS. HOWARD: Thank you.

17                   MR. MAXWELL: Mr. Chair, just as a follow-up,  
18 because that's a good question, so -- we know those numbers are  
19 nationwide, but again impact what our understanding is one way  
20 or the other, because if they resolve to the delta (phonetic)  
21 one, there's going to be Arizona numbers in there that are  
22 (inaudible) we are somehow going to have to respond.

23                   MS. WARD: Mr. Knight, Mr. Maxwell, what -- the  
24 portion of those numbers that have the -- I don't believe those  
25 numbers would to be Arizona based. They are nationally based

1 between the two systems, and then as they bring them into  
2 reconciliation, we'll find out if they're impacted.

3 MS. DANIELS: Chair.

4 MR. MAXWELL: Thank you.

5 CHAIRMAN KNIGHT: Yes. Member Daniels.

6 MS. DANIELS: So the actual impact is in the  
7 millions, not the billions, for Arizona. That's an important  
8 component of this.

9 MS. WARD: Mr. Knight, Ms. Daniels, I hope that  
10 it's not (inaudible).

11 MS. DANIELS: As do we all, but I think that  
12 worst case scenarios is always important, because as you  
13 presented that, it did sound as though you were speaking that  
14 that was an Arizona specific number, so I would like to just  
15 make sure that we're very clear that that is a federal national  
16 number and not an Arizona number, and the impact to us will be  
17 much smaller.

18 MS. WARD: Ms. Daniels --

19 MS. DANIELS: Yeah.

20 MS. WARD: -- you are absolutely --

21 MS. DANIELS: Okay. Thanks.

22 MS. WARD: -- correct.

23 MS. DANIELS: We should lead with --

24 MS. WARD: They are national numbers --

25 MS. DANIELS: -- this is national --



1 MS. WARD: I apologize for the --

2 MS. DANIELS: That was good.

3 MS. WARD: -- for the lack of clarity on that.

4 MS. DANIELS: I had the same question, and then I  
5 figured out, I was like, there's no way...

6 CHAIRMANKNIGHT: Any other questions for  
7 Kristine?

8 Thank you, Kristine.

9 MS. WARD: Thank you.

10 CHAIRMAN KNIGHT: Now we'll move on to Agenda  
11 Item Number 5 for information and discussion only. Paul Patane.

12 MR. PATANE: Good morning, Chairman Knight, Board  
13 Members. Thank you, and I hope your day's going good so far,  
14 and today I'll present to you the MPD update.

15 MS. DANIELS: Paul, can you please speak a lot  
16 louder and closer? Thanks.

17 MR. PATANE: Sorry.

18 MS. DANIELS: I'm struggling hearing everybody.

19 MR. PATANE: Next slide, please.

20 I'll start with our tribal transportation  
21 updates. We'll start with the Intertribal Council of Arizona  
22 and the --

23 MS. DANIELS: I think it's turned off. Check.

24 MR. PATANE: -- tribal liaison support and  
25 Transportation Working Group.

1 MS. DANIELS: Check his mic.

2 MR. PATANE: The objective of this group is to  
3 improve consultation and coordination between ADOT and --

4 MS. DANIELS: Paul, hold on one second. I think  
5 your mic's actually turned off right now. Is there a light?

6 MR. PATANE: You're right. Thank you. Sorry.

7 The objective of the working group is to improve  
8 consultation, coordination and cooperation between ADOT and the  
9 local tribes within Arizona. So some of the activities they  
10 worked on this month during the March meeting where we met with  
11 the Bureau of Indian Affairs, going over the traffic count data  
12 and the National Tribal Transportation Facility Inventory.  
13 Also, there was discussion on the Arizona Statewide Traffic  
14 Count Program.

15 Next slide, please.

16 So some of the southern Arizona region  
17 activities. We had a meeting with the Tohono O'odham Nation  
18 during the month of February. The meeting focused on the  
19 project on State Route 86. There's a pavement preservation  
20 project along with a wildlife crossing project that there was  
21 coordination and communication.

22 Also, we had discussions with the Gila River  
23 Indian Community. This is related to the I-10 project, and this  
24 has to do with the Tribal Employment Rights Ordinance and along  
25 with the business fee process requirements, and there was just

1 ongoing discussion there of some of the requirements for the  
2 upcoming projects.

3 Next slide, please.

4 Next was the northern Arizona region activities.  
5 We met with the Navajo Nation's Ts'ah Bii Kin -- hope I said  
6 that right -- Chapter, and discussion there was related to the  
7 US-98 and Navajo Route 16 intersection location. There has been  
8 discussion, ongoing discussion with the district and our TSMO  
9 division regarding what kind of safety improvements can be  
10 incorporated at that intersection.

11 Then there was also discussions, ongoing  
12 collaboration with the Hopi Tribe. If we continue -- this  
13 continue -- this discussion focused on traffic safety data and  
14 potentially doing some road safety assessments.

15 Next slide, please.

16 So the next update is on the Statewide Rest Area  
17 Study. Earlier this week, ADOT released a draft of the  
18 Statewide Rest Area Study that will serve as the blueprint for  
19 how the agency plans to address both short-term and long-term  
20 priorities for rest areas.

21 And so next slide, please.

22 The study proposes how ADOT will preserve,  
23 rehabilitate, modernize and expand its 19 state-owned rest areas  
24 that are throughout the state highway system.

25 The study does not call for adding or eliminating

1 any new rest area. However, it does recommend re-opening two  
2 previously closed rest areas for commercial truck parking with  
3 limited amenities.

4 So the study looked at identifying existing  
5 condition and needs that are forecast for future condition and  
6 needs. We prioritized improvements and developed a new  
7 implementation plan. And so we looked out into the 2042 horizon  
8 year.

9 Next slide, please.

10 And so the -- these next couple slides show some  
11 of the improvements that are planned. These first two slides  
12 are the short-term zero to five years, along with the  
13 prioritized recommended improvements. As you can see from the  
14 list there, there's a lot of priority focused on truck parking  
15 as well (inaudible) some of the rest areas. Currently to this  
16 date, we have 16 of the 19 rest areas across the state system.

17 And so we have Texas Canyon, expand the truck  
18 parking within the existing right-of-way. Bouse Wash, also on  
19 I-10. A lot of the priorities were along the interstates,  
20 expanding truck parking, installing high-mast lighting.

21 Next slide, please.

22 Some additional improvements along the Salt River  
23 Canyon rest area, flash flood warning signs, additional  
24 rehabilitation of some of the facilities there, the restrooms.  
25 Looked at Ehrenberg as far as additional parking as well. So a

1 lot of that, the improvements were focused on the truck parking  
2 and security lighting within the rest area. At this -- between  
3 the next ten years, with all the rehab we've done, there's  
4 really no need to invest in any water infrastructure or, you  
5 know, water/wastewater systems. Those are apparently operating  
6 efficiently.

7 Next slide, please. Go to the next one, too.

8 So like I mentioned earlier, we are seeking  
9 public input, public comment on the draft plan. So there's a  
10 few ways to provide those comments, both online, email, you have  
11 the project information hotline, along with regular mail in of  
12 comments as appropriate.

13 Any questions?

14 CHAIRMAN KNIGHT: Do any board members have  
15 questions for Paul?

16 VICE CHAIR SEARLE: Gary.

17 CHAIRMAN KNIGHT: Yes. Member Searle.

18 VICE CHAIR SEARLE: I just had a quick comment.

19 Paul, going through the projects, I noticed  
20 lighting is an issue in -- on a lot of these, especially on  
21 I-10, both the San Simon and the Texas Canyon ones. I'm going  
22 to make an assumption that these projects are going to be  
23 working with local county light ordinances. I know some of  
24 these counties, you know, Cochise County especially, is  
25 considered a dark sky county, and just want to make sure that

1 ADOT is working in conjunction with the county on these issues.

2 MR. PATANE: Oh, yes. And part of -- when we get  
3 the project team together, we'll get the stakeholders, which we  
4 will meet with the local official. Then I'm sure as part of the  
5 environmental process that --

6 VICE CHAIR SEARLE: Okay.

7 MR. PATANE: -- those type of issues will come  
8 up.

9 CHAIRMAN KNIGHT: Any other questions for Paul?  
10 Yes, Jesse.

11 MR. THOMPSON: I notice that sometime there are  
12 some smaller resting areas that were shut down. Was there ever  
13 an effort to review whether or not they could be reopened?  
14 Because I got one north of Winslow on 87. There's a small rest  
15 area that was shut down and remains shut down at this time.

16 MR. PATANE: No. The only two they're  
17 recommending to reopen at this time were the Parks and  
18 Christensen. Any rest area that's currently closed will remain  
19 closed.

20 MR. THOMPSON: Thank you.

21 MR. PATANE: That's the current recommendation.

22 CHAIRMAN KNIGHT: Member Daniels.

23 MS. DANIELS: Thank you, Chair.

24 Is there a -- I mean, we're looking for places to  
25 park trucks, right? I understand that that's the current

1 recommendation. Is -- I think what I'm hearing Jesse ask, is  
2 there a possibility that we revisit that recommendation in order  
3 to provide for additional truck parking at a lower cost? I  
4 think if we recall, we -- it is -- this is about the time that  
5 we've discussed that we were going to come back and have the  
6 truck parking conversation with some additional information, and  
7 so can we fold that into the rest of that conversation --

8 MR. PATANE: Yeah. We can revisit --

9 MS. DANIELS: -- and have that soon?

10 MR. PATANE: Yes. Chairman Knight, Board Member  
11 Daniels, yes, we can revisit those rest areas that are not  
12 recommended to be opened. As far as the truck parking study, we  
13 have put the (inaudible) consultant yet, but the time period for  
14 that (inaudible) has passed, and so I believe we're currently  
15 reviewing proposals to hire a consultant to move forward with  
16 the truck parking plan.

17 MS. DANIELS: And it's not a new plan. It's an  
18 update to the 2019 plan?

19 MR. PATANE: That's correct.

20 MS. DANIELS: Okay. And beyond just the hiring  
21 of the consultant, there was a conversation last year as we were  
22 looking at allocating those federal dollars that we were going  
23 to come back during the spring time frame and have a further  
24 conversation on being able to expand some of our current areas  
25 or find new areas on a temporary basis without having to go

1 through the full update. We don't want to wait a year to --

2 MR. PATANE: No, so --

3 MS. DANIELS: -- get to the next decision that we  
4 need to make here.

5 MR. PATANE: The projects listed in the  
6 recommendations here are zero to five years out. The current  
7 draft tentative program has some truck parking projects in it,  
8 and so we are moving forward. And if you look at the  
9 recommendations from the rest area study, a lot is increasing  
10 capacity with parking (inaudible).

11 DIRECTOR TOTH: Mr. Chairman, Board Member  
12 Daniels, I'll work with staff on where we are on the truck  
13 parking and see that we can provide an update and status at the  
14 next meeting.

15 MS. DANIELS: Perfect. Thank you.

16 CHAIRMAN KNIGHT: Any other questions for Paul?  
17 Hearing none, then we'll move on to Item  
18 Number 6, the PPAC, and Paul, you're still on the hot seat.

19 MR. PATANE: Okay. Thank you, Chairman Knight,  
20 Board Members.

21 Okay. We'll start with project modifications.  
22 For your consideration, the recommended changes to the  
23 FY '23-2027 Five-Year Transportation Facilities Construction  
24 Program, Items 6A through 6G project modifications.

25 CHAIRMAN KNIGHT: 6A through 6G?



1 MR. PATANE: Yes, sir.

2 CHAIRMAN KNIGHT: Any board members have a  
3 question on any of those items? I'll --

4 MR. MAXWELL: Mr. Chair, comment.

5 CHAIRMAN KNIGHT: Yes. Mr. Maxwell.

6 MR. MAXWELL: Yeah. I just have one on --  
7 obviously huge changes on 6A and 6B. I mean, when you're  
8 dropping 35 million to (inaudible), same section of the road.  
9 Obviously the design of the new freeway has either changed or  
10 been put on a hold if you're making that kind of reductions of  
11 funding. Am I interpreting those correctly?

12 MR. PATANE: (Inaudible) --

13 MR. MAXWELL: On A and B specifically.

14 MR. PATANE: Chairman Knight, Board Member  
15 Maxwell, these projects are within the Maricopa County region,  
16 but they're off the freeway system, and these were the  
17 recommendations that we were (inaudible) with as far as  
18 reductions in the program, the changes.

19 MR. ROEHRICH: Mr. Chairman and Mr. Maxwell, what  
20 we're seeing here is (inaudible), but we're rebalancing again  
21 because of the cost, inflationary cost, costs that we've been  
22 dealing with, and at this time, as they reprioritize these  
23 projects, they said we don't want them programmed right now. We  
24 want them on hold because we have to rebalance the program.

25 MR. MAXWELL: Thank you. That's my -- that's the

1 answer. I wanted to make sure that these -- I mean, when you  
2 just see a change in budget that doesn't say why...

3 MR. ROEHRICH: Right.

4 MR. MAXWELL: It's just a curiosity. So those --  
5 effectively, that section of SR-30 is being put on hold right  
6 now. That's okay. Okay. Just wanted a clarification on that.  
7 Thank you.

8 CHAIRMAN KNIGHT: Member Daniels.

9 MS. DANIELS: To that -- to that point, I did  
10 receive a call this week from one of the cities that is impacted  
11 by this wanting to know if we had halted property acquisition  
12 along this segment along State Route 30. I know at one point  
13 there was \$500 million budgeted for right-of-way acquisition.  
14 Have we made a determination that we're halting or slowing down  
15 on the right-of-way acquisition at this point? And is this the  
16 right time to be asking this question?

17 MR. ROEHRICH: Mr. Chairman, Ms. Daniels, this is  
18 the right time to be asking this question. Absolutely.

19 We are slowing down because of the rebalance. I  
20 don't know if MAG is going to continue to keep all that money in  
21 the right-of-way acquisition fund or not as they determine what  
22 is their priority. We've -- as you said, as you've noted, we  
23 purchased a lot of right-of-way along that corridor, but we are  
24 slowing down on the additional purchases in the future until the  
25 rebalance comes back, we make sure we have the money. We can't

1 go through the process if the funds have been pulled.

2 MS. DANIELS: Correct. It's my -- to my  
3 understanding and having -- and sitting on regional council,  
4 regional council has not made a decision or a determination that  
5 we -- or voted on holding back those dollars, and so therein  
6 lies the confusion.

7 MR. ROEHRICH: Right.

8 MS. DANIELS: So if ADOT is taking steps to slow  
9 down the right-of-way acquisition, the conflict therein is that  
10 MAG has not made that determination. So that -- and this  
11 happens every now and again where sort of ADOT is  
12 communicatively ahead of where MAG is, meaning you guys are  
13 doing things but without the authorization or vote of regional  
14 council, and it creates a lot confusion. I'm not pointing a  
15 finger at ADOT or at MAG, just that the communication and the --  
16 and the, I guess, vote hasn't take place yet.

17 DIRECTOR TOTH: Chairman, Member Daniels, yeah,  
18 we'll look into it. Definitely, I think -- I'll say that's  
19 probably the proactiveness of our staff working with the MAG  
20 staff and not knowing where it is in the process. So we will  
21 definitely take a harder look at that before it comes to the  
22 Board.

23 MS. DANIELS: Thank you.

24 CHAIRMAN KNIGHT: Any other questions for Paul?

25 Yes.

1 VICE CHAIR SEARLE: Thank you, Gary.

2 Paul, a couple of questions and a comment. These  
3 projects -- these projects aren't in the five-year plan, are  
4 they? How are these tracked?

5 MR. PATANE: Well, these projects, we are  
6 approving them to be part of the new five-year -- or not -- the  
7 current five-year program.

8 VICE CHAIR SEARLE: Well, some of these have been  
9 in the works for a number of years. C and D, I think they came  
10 up in -- prior to my being on the Board. I think they came up  
11 in 2017 or 2018, and I've never not seen it in the five-year  
12 plan. I just -- just more my own edification, how are these --  
13 how are these projects tracked? I mean, and...

14 MR. PATANE: The projects are tracked through  
15 what we have is what we call (indiscernible). It's a tracking  
16 system for all -- or the projects that eventually get in the  
17 program. So when the project initially started, and then they  
18 go through our project review board, then they come to -- if  
19 they're not in the program, they'll go through a project review  
20 board, our PPAC. Then we'll come to the Board for approval to  
21 be part of the program.

22 VICE CHAIR SEARLE: So 6C and 6D, I'm just --  
23 when were they -- when were they -- like I say, I've never seen  
24 it in any of our approved work, and we're making now -- making a  
25 recommendation to drop it, which I have no problem, because

1 Cochise County is actually asking for it to be dropped. I'm  
2 just getting a better feel for the process. And (inaudible)  
3 comment, and I visited with Floyd on this, was 6F and 6G, it's  
4 the same project, and I was just kind of curious why there were  
5 two different contracts -- two different issues on the same  
6 project, different amounts. It would seem like it would make  
7 more sense it would just be one, but I know common sense  
8 sometimes doesn't always work.

9 MR. PATANE: On both these, the Cochise and the  
10 Lake Havasu projects, those are different phases. That's why  
11 there's two. There's the design phase. Sometimes that kicks  
12 off before the money gets in -- before the money's available,  
13 the construction money. Then we come back later and do a  
14 separate action for the construction phase of the project.

15 These are local projects, not -- you know, I  
16 think last year was the first year we started putting the local  
17 projects as part of the program. So I don't know the exact date  
18 of when the Cochise County projects were actually approved as a  
19 local government project, but we can follow up on that if you  
20 wish.

21 VICE CHAIR SEARLE: I was just -- like I say, I  
22 was took -- I was a little taken by surprise, because I try to  
23 keep track of the projects in the five-year plan that are in my  
24 district, and when this popped up, I -- I'd never even seen this  
25 before. So anyhow, thank you, Paul.

1                   CHAIRMAN KNIGHT: Any other questions for Paul?  
2 Any other discussion? Then I will entertain a motion.

3                   VICE CHAIR SEARLE: You've got the motion. Don't  
4 you?

5                   CHAIRMAN KNIGHT: No, I don't have a motion.

6                   VICE CHAIR SEARLE: Oh, okay.

7                   CHAIRMAN KNIGHT: I will entertain a motion to  
8 approve PPAC project modifications Items 6A and 6G as presented.

9                   MR. MAXWELL: So moved.

10                  MR. THOMPSON: Second.

11                  CHAIRMAN KNIGHT: I have a motion from Member  
12 Maxwell and a second from Member Thompson to approve Items 6A  
13 through 6G as presented.

14                  All those in favor signify by saying aye.

15                  BOARD MEMBERS: Aye.

16                  CHAIRMAN KNIGHT: An opposed? The motion passes.

17                  MR. PATANE: Okay. Chairman Knight, Board  
18 Members, for your consideration are the recommended changes to  
19 the FY 2023-2027 Transportation Facilities Construction Program,  
20 Items 6H through 6L. These are new projects.

21                  CHAIRMAN KNIGHT: Are there any questions for  
22 Paul or any discussion on any one of these agenda items?

23                  VICE CHAIR SEARLE: Yes. I --

24                  CHAIRMAN KNIGHT: Go ahead.

25                  VICE CHAIR SEARLE: I would like some more

1 information on 6J, the rest area. No, not the rest area. No,  
2 never mind. Sorry. Nope. I'm good. I -- it's 6L that I've  
3 got issues with.

4 CHAIRMAN KNIGHT: Okay. We're done?

5 MS. DANIELS: 6L is on here.

6 UNIDENTIFIED SPEAKER: 6L is on this one.

7 UNIDENTIFIED SPEAKER: Uh-huh.

8 VICE CHAIR SEARLE: Oh, not 6L.

9 CHAIRMAN KNIGHT: 6F?

10 VICE CHAIR SEARLE: It's the port of entries.

11 MR. ROEHRICH: So that's Item 6K, Member Searle,  
12 if that's what you're -- you'd like additional information on?

13 VICE CHAIR SEARLE: On the port of entires, yes.  
14 6K. Yes. There it is up on top of -- okay. There we go. Yes.

15 CHAIRMAN KNIGHT: Covered up.

16 VICE CHAIR SEARLE: Covered up.

17 MR. PATANE: On this project here, for the ports  
18 of entries were requested to begin initial preliminary  
19 engineering associated with doing improvements for these ports  
20 of entries. I think it was 20-- -- I think it's 2019, 2020, we  
21 did a port of entry study which recommended improvements for  
22 various ports of entry, and so with this program there was  
23 funding in all five years for the ports of entry. And so this  
24 project here is (inaudible) to establish those project  
25 assessments that are necessary to begin design.

1                   VICE CHAIR SEARLE: The question I've got, Paul,  
2 and it's not clear in the information that we've been given  
3 here -- I'm trying to pull it up as we speak -- are there actual  
4 projects that have been identified for these port of entries?  
5 Because it doesn't -- give me just a second as I pull this up.  
6 Well, I can't seem to find it that quick. I mean, there's no  
7 identified issues it's -- that we're actually looking for or  
8 that are being recommended. Is that correct or not? Am I  
9 missing something here?

10                   MR. PATANE: No, you're correct. The  
11 justification should reference the -- I think the 2019-2020 port  
12 of entry study. That's where we're pulling some of the  
13 recommendations for the types of improvements for these rest  
14 areas, but you do the project assessment so you can really  
15 establish (inaudible) budget for budget.

16                   VICE CHAIR SEARLE: Mr. Chair, the follow-up to  
17 that question is so as I read it, one of the reasons we don't  
18 see any of that information is this is just for the evaluation  
19 of the projects. You're not -- this is not going to -- this  
20 funding is not going towards the beginning or the construction  
21 of any of the projects. It's just if the evaluation and the  
22 study of what could be done to improve the (inaudible)  
23 operations.

24                   MR. PATANE: This is for --

25                   VICE CHAIR SEARLE: Is that correct?



1 MR. PATANE: -- design of the project.

2 VICE CHAIR SEARLE: So it is for design, not just  
3 to evaluate the site improvements. So do we already have a list  
4 of site improvements that is being recommended?

5 MR. BYRES: So Mr. Chairman, Board Member Searle,  
6 what the -- the port of entry study that was done before  
7 actually identified all of the different types of improvements  
8 at each of the different ports that needed to be done, but  
9 this -- what we have done since then is we've gone through and  
10 prioritized those different projects. There is now a subprogram  
11 that funds those improvements, and what this is doing is those  
12 priority projects at each of the ports of entry that are  
13 identified here, those specific improvements are now being  
14 decided.

15 The biggest issues we have is the scales at those  
16 ports. We had several of them that were failing. Either they  
17 were inoperable or on the verge of being inoperable. We have  
18 several that have drainage issues for them. We've had site  
19 improvements at most of these sites. It's the eligible items  
20 that we have for the funding that we're using that we are  
21 currently doing the design on. So all of that -- all the  
22 identification of the projects and improvements were done in the  
23 port of entry study back a couple years ago, so...

24 VICE CHAIR SEARLE: So this is -- for the design  
25 of those projects then.

1 MR. BYRES: That is correct.

2 VICE CHAIR SEARLE: Okay. Answered my question,  
3 because it says here the project will evaluate site improvement,  
4 and it's a little misleading, and if it said design, I wouldn't  
5 have had any issues.

6 MR. BYRES: Understood. And the evaluations that  
7 were done or I should say the identification of the projects  
8 that were in the port of entry study did not take it to a design  
9 level.

10 VICE CHAIR SEARLE: All right.

11 MR. BYRES: So there's still -- there's still  
12 some evaluation, but it's the design that (inaudible).

13 VICE CHAIR SEARLE: All right. Thank you.

14 CHAIRMAN KNIGHT: Any further discussion on these  
15 items? Then I'll entertain a motion to approve PPAC new  
16 projects, Items 6H through 6L as presented.

17 VICE CHAIR SEARLE: So moved.

18 MS. HOWARD: I'll second.

19 CHAIRMAN KNIGHT: I have a motion from Member  
20 Searle and a second from Member Howard to approve Items 6H  
21 through 6L as present.

22 All those in favor signify by saying aye.

23 BOARD MEMBERS: Aye.

24 CHAIRMAN KNIGHT: Any opposed? The motion  
25 passes.

1                   We'll now move on the Item Number 7. We're going  
2 to wear you out, Paul.

3                   MR. PATANE: That's okay.

4                   CHAIRMAN KNIGHT: You're up. For discussion and  
5 possible action.

6                   MR. PATANE: So I'm here to share with you today  
7 the three applications we'd like to take forth for the AZ SMART  
8 Fund. (Inaudible) presentation.

9                   MR. ROEHRICH: Item 7, please. It's a new  
10 presentation. Thank you.

11                  MR. PATANE: Next slide, please.

12                  So just a real quick overview of the AZ SMART  
13 eligibilities. Eligible uses include reimbursement for 50  
14 percent of grant development and submission costs of a federal  
15 grant application. This is limited -- this portion of  
16 eligibility is limited to counties with a population of less  
17 than 100,000 and cities and towns with a population of less  
18 than 10,000. Can be used for a match for a federal grant.  
19 Also, it can be used for reimbursement for design and other  
20 engineering services that meet federal standards for projects  
21 eligible for a federal grant.

22                  Eligible applicants are all ADOT -- eligible  
23 applicants are ADOT cities and towns and counties except:  
24 Maricopa and Pima Counties, Guadalupe, Paradise Valley, Tempe,  
25 Tolleson, Youngtown and South Tucson.

1 Next slide, please.

2 And so what we -- we talked about bringing back  
3 (inaudible) a sheet, tracking sheet so you can see where the  
4 funding -- what the balance of the funding is. As mentioned  
5 previously, we have invested the money, and so the interest, the  
6 revenue to date was over \$85,000, and that was as of the end of  
7 February. And so what's in yellow is available for awards.  
8 Currently --

9 MR. ROEHRICH: Excuse me, Paul. Excuse me, Paul.  
10 They're saying they're having a hard time hearing you. I'm  
11 getting a couple messages. Thank you.

12 MR. PATANE: Next slide, please.

13 So the current applications are for this RAISE  
14 grant. The Rebuilding American Infrastructure With  
15 Sustainability and Equity grants. Types of emphasis: Improve  
16 safety, environmental sustainability, quality of life, mobility.  
17 The grant deadline was February 28th. And so the minimum award  
18 is 5 million in urban areas and 1 million in rural areas.

19 So next slide, please. Can you go to the next  
20 slide, please?

21 So the first one for consideration today is the  
22 town of Parker surface streets. The request will fund design  
23 related to resurfacing of approximately 51,000 linear feet of  
24 sidewalk, curb and gutter. It will improve mobility and safety,  
25 and their plan is to submit -- we'll submit construction in

1 2024, RAISE grant round, and their request -- the town of Parker  
2 is going to request to be a direct recipient of these funds. So  
3 their request for the town of Parker is for \$208,264 for design  
4 and other engineering services.

5 CHAIRMAN KNIGHT: Floyd, are we going to vote on  
6 these separately?

7 MR. ROEHRICH: Mr. Chairman, Mr. Searle, you can  
8 either vote separately or as a group. We -- we're presenting  
9 them as a group, which we've done in the past, but if you'd  
10 prefer to vote separately, Mr. Chairman, it's your call.

11 CHAIRMAN KNIGHT: Does any board member have a  
12 question on the Parker request for Paul?

13 Then let's go ahead with the next one then.  
14 we'll vote on all of them together.

15 MR. PATANE: So the next SMART application  
16 applicant is the town of Duncan. This is for a system-wide  
17 resurfacing. The AZ SMART fund request will fund approximately  
18 2,500 linear feet of resurfacing and new surfacing streets.  
19 They want to develop cost assessments for phase two and phase  
20 three. Applicant will submit construction phases for RAISE  
21 grant in 2024, and they also are requesting to be direct  
22 recipient of the RAISE grant. And so their request is for  
23 595,000 for design and other engineering services.

24 CHAIRMAN KNIGHT: Any questions for Paul on the  
25 town of Duncan?

1                   Okay, Paul.

2                   MR. PATANE: So the next grant application was  
3 from the city of San Luis for Cesar Chavez Boulevard.  
4 (Inaudible) so their request is for \$19,787,485 for the design  
5 and other engineering services.

6                   Next slide, please.

7                   So with the current three applications under  
8 municipalities, 10,000 for greater, we're showing that  
9 3.4 million there, but that will be part of this Board action.  
10 So the balance will be -- will be higher if San Luis is awarded  
11 the full amount, but based on what has been submitted, those are  
12 the new totals there in yellow that would be with the approvals.

13                  CHAIRMAN KNIGHT: Paul, the 3.4 million, that  
14 was -- that was Phoenix's ask, right?

15                  MR. PATANE: Yes. City of Phoenix.

16                  CHAIRMAN KNIGHT: Okay. So that -- all right.  
17 Very well.

18                  VICE CHAIR SEARLE: So where is San Luis'  
19 request? Where's this in this --

20                  MR. PATANE: They all fall under the  
21 municipalities, 10,000 plus.

22                  UNIDENTIFIED SPEAKER: It's right here.

23                  VICE CHAIR SEARLE: All right.

24                  UNIDENTIFIED SPEAKER: That would be design and  
25 engineering.

1 MR. PATANE: Two seven.

2 UNIDENTIFIED SPEAKER: Right underneath  
3 Phoenix's.

4 VICE CHAIR SEARLE: Okay. That's the two seven,  
5 and so where is Duncan and Parker?

6 MR. PATANE: Duncan and Parker will have their  
7 (inaudible) --

8 MS. DANIELS: The 1.8.

9 VICE CHAIR SEARLE: In the 1.8?

10 MR. PATANE: Yes.

11 VICE CHAIR SEARLE: Okay.

12 CHAIRMAN KNIGHT: Okay. Any other discussion on  
13 these items?

14 MR. THOMPSON: Chairman, members and audience,  
15 Paul, I know you made -- staff has made every effort, and I'd  
16 like us to continue reaching out to the rural and remote area  
17 communities, including Native American communities, that these  
18 grants are available for them to apply for. I know you  
19 (inaudible), and I think we need to continue that, too.

20 Thank you very much, Chair.

21 DIRECTOR TOTH: Mr. Chairman, Board Member  
22 Thompson, that's a perfect opportunity. I just recently  
23 presented to the County Supervisors Association. We're looking  
24 at opportunities to be able to get the word out, also through  
25 the Rural Transportation Summit, as you heard about today, and

1 other avenues. So if there is any specific groups, you know,  
2 we're more than willing to go out and get that information out  
3 there, but we're working with RTAC and trying to get that  
4 information out there. We're definitely working on that.

5 CHAIRMAN KNIGHT: Any other discussion?

6 MS. DANIELS: Mr. Chair, I have a question.

7 CHAIRMAN KNIGHT: Yes.

8 MS. DANIELS: Paul, on the RAISE grant  
9 information, it shows a deadline of February 28, 2023. There's  
10 another round, obviously, and when would that -- when is that  
11 deadline? Is it exactly one year or...

12 MR. PATANE: Well, you know, typically they come  
13 in cycles, and what we've seen is about a year that the new one  
14 will come out. So if you -- if you're planning to apply for a  
15 future grant (inaudible) eligible for the SMART fund.

16 MS. DANIELS: Thank you.

17 CHAIRMAN KNIGHT: Any other questions for Paul?

18 Then I will entertain a motion to approve the AZ  
19 SMART fund applications for town of Parker, town of Duncan and  
20 city of San Luis in the amount requested by each applicant.

21 VICE CHAIR SEARLE: So moved.

22 CHAIRMAN KNIGHT: Got a motion.

23 MS. HOWARD: I'll second.

24 CHAIRMAN KNIGHT: I have a motion from Member  
25 Searle, a second from Member Howard.



1 All those in favor signify by saying aye.

2 BOARD MEMBERS: Aye.

3 CHAIRMAN KNIGHT: Any opposed? The motion  
4 passes.

5 Thank you, Paul.

6 MR. PATANE: Thank you.

7 CHAIRMAN KNIGHT: And I think you're next also.  
8 We'll move to Agenda Item 8, route turnback policy discussion,  
9 and you're still up.

10 MR. PATANE: So Chairman Knight, Board Members,  
11 today I want to provide you an overview of our route turnback  
12 process, the information that I'm sharing before you is from the  
13 2012 guidance document that ADOT put together. A lot of it is  
14 still relevant, so I think it's good information to help you  
15 understand some of the challenges, the benefits of also doing  
16 these turnbacks.

17 Next slide, please.

18 So a couple areas I wanted to highlight that it  
19 really needs to be a cooperative process, because as we go  
20 through this, it's important that all the parties are open, open  
21 to, you know, discussions and then bringing everything to the  
22 table with no hidden agendas. It's just -- it really takes what  
23 it needs to be successful and it really collaborates with the  
24 working environment. And so we emphasize the -- you know, the  
25 open communication. If issues come up, if a local entity has

1 questions, you know, we can get -- answer those, so feel free to  
2 reach out.

3           Then -- and each one's different, you know,  
4 these -- the way -- you can't have, you know, certain framework  
5 for each, you know, for one size fits all, because they're all  
6 unique, and they all have their challenges, and so it's  
7 important that we realize that, you know, there's not a one size  
8 fits all process for these turnbacks.

9           And, you know, typically in turnbacks, you know,  
10 they're -- they work both ways. It's either, you know, the  
11 state abandoning it to the local jurisdiction, but also the way  
12 the guidance document was put together, you know, they're very  
13 parallel, similar parallel paths where the road closure  
14 distinction turns the road over to the state highway system.

15           Next slide, please.

16           And so, you know, don't get confused on the graph  
17 on the right, but yeah, some of the key decision points here on  
18 the left, there were -- we have a clear understanding of what  
19 the candidate transfer route segment is. And then it's  
20 important that, you know, we have the initial meeting, and that  
21 is -- you know, that's important to get all the players involved  
22 and who will be the key points moving forward.

23           Then, you know, (inaudible) doesn't -- you know,  
24 there it's just the commitment to move forward, and doesn't need  
25 to be a member on level ten. That's when the guidance says that

1 the -- I think there just needs to be a further commitment from  
2 executive leadership on both sides that this is the path we want  
3 to move forward to try to come up with a way to successfully  
4 turn back (inaudible). You know, there's been instances where  
5 you get real -- you know, you can -- there's opportunities. If  
6 things don't work out, you can, you know, always move on and try  
7 a different -- you know, try another day, but it's important  
8 that we do have that commitment.

9           And then there's there preliminary evaluation.  
10 There's also some data collection in what we call the route  
11 transfer report. This highlights some things on the initial and  
12 the final negotiations and just (inaudible) that's really the  
13 formal document that -- one of the formal binding documents are  
14 needed to execute the (inaudible).

15           Next slide, please.

16           So typically, ADOT's initial meeting, you know,  
17 it's really done, you know, at the field level with the district  
18 engineers, district administrators. You know, those -- that  
19 should be the local agency's first contact if there's interest  
20 into the disposal or abandonment.

21           You know, some of the topics that are covered  
22 (inaudible) the level of interest of the route transfer, but to  
23 me the real important ones is the justification and rationale  
24 for the transfer. You know, a lot of times, you know, if we  
25 know -- we do our -- as the state continues to grow and

1 population grows, you know, roads that were built 20 years ago  
2 (inaudible) either as a regional type facility or they become,  
3 you know, where it's more of a local type facility just because  
4 of the development, the increase in access along the routes.

5 Vice versa, where a local road (inaudible) now is  
6 really acting as a regional-type facility where it's connecting  
7 interstates or connecting two state highways, those are things  
8 that really begin to map out all the -- you know, all the  
9 nuances (inaudible). Those are things that are looked at.

10 Next slide, please.

11 And there -- you know, (inaudible) the memorandum  
12 of intent. There, again, we just have to have -- from this  
13 point forward, we begin to use a lot of resources, and so it's  
14 important that we get that commitment up front, that way we can  
15 begin to do all the data and the research necessary to help us  
16 make the best decision. Is this the right thing for the  
17 department? Is this the right thing for the local agency as  
18 well?

19 (Inaudible) to look at for both parties. It's  
20 just not all about what's best for ADOT. You know, when we get  
21 into these partnerships, we want to make sure they're successful  
22 where both entities come out as winners.

23 Next slide, please.

24 So some of the -- you know, some of the data and  
25 collection and needs and categories are really -- you know, what

1 is the goal of the transfer? You know, that needs to be clear.  
2 Is there any previous commitments made, any -- you know, any  
3 IGAs, agreements, any things that really, you know, trigger us  
4 to move forward, because a lot of times because there's change  
5 in administration, commitments are made from previous  
6 administrations, you know, those get brought up several years  
7 down the road, and so, you know, let's, you know, get those  
8 discussions back on, that way everybody can start fresh  
9 (inaudible).

10 You know, then -- you know, also, you know, we --  
11 you know, we look at (inaudible) volumes, you know, truck  
12 percentages, all those things, you know, we have to have that  
13 information to -- that way we -- when we talk to the leadership,  
14 we can give them the facts and why and why not this is in the  
15 best interest.

16 Then again, you know, the highway function, you  
17 know, there's housing connecting to interstate, state routes and  
18 things that look out -- we look out for is, you know, like, the  
19 design, you know, design (inaudible), design speeds, what -- you  
20 know, what type of design standards were used on the facility.

21 Then also, the land use plans, you know. You  
22 have take a look at what's -- what's the land use, the regional  
23 (inaudible) from the city land development use, but also as part  
24 working with the NPO and COG or what's the regional plan for the  
25 area as far as the transportation system, and how does this

1 section of roadway come into play?

2 Then, you know, access management is -- you know,  
3 is key. You know, is there, you know, any type of agreements  
4 that are previously executed where -- because, you know, access  
5 management and access control always have values to them, and so  
6 that's part of the negotiation as well.

7 Then the future needs, you know, what's -- you  
8 know, what are the plans for the corridor, the current plans for  
9 the corridor. Is there any capital investments being planned?  
10 You know, to maintenance and operations, that is so critical  
11 that when we turnbacks (inaudible) can they perform the  
12 maintenance and operations that's needed for that section of the  
13 roadway.

14 Next slide, please.

15 And so, you know, what we (inaudible), you know,  
16 we've kind of put all this information into what we call the  
17 route transfer, you know, (inaudible) and it just -- report, it  
18 just gives us, you know, a document to share the findings with  
19 the locals, with our state leadership here at ADOT, and that way  
20 kind of the right decision can be made. So once we facilitate  
21 and get all that information in our working with the partners,  
22 then we -- at the end of the day, it's -- the route transfer  
23 report is what the outcome is, with a (inaudible)  
24 recommendation.

25 So some of -- next slide, please.

1           Some of the -- point out some of the issues that  
2 typically come up during the route transfer is the right-of-way  
3 ownership. You know, who is the underlying owner? You know,  
4 that -- is it state? Federal? Local? Private? Those things  
5 have to be known up front before the transfer can be executed.

6           Then I mentioned access control earlier. You  
7 know, that does have a value to it and what, you know, what --  
8 what are the future plans for access control. Was there any --  
9 based on development, you know, is it better to have limited  
10 access, no access, and all those things have to be put on the  
11 table.

12           Then permits, encumbrances and agreements.  
13 What -- you know, what are some of the existing permits. You  
14 know, the one that sticks out to me is any prior rights of any  
15 major utilities along the corridor. You know, how does that  
16 come into play, you know, based on expansion or if the road  
17 needs to be expanded or improved, and where do the utilities  
18 come into play and those permits and prior agreements on both  
19 sides.

20           Then, you know, roadway condition, mentioned  
21 upgrades, standards. You know, we take roads into the system,  
22 you know, we -- you know, what's the investment needed to make  
23 them (inaudible) design standards. Then the railroad crossings,  
24 those (inaudible) knowledge of the railroad crossing, those are  
25 entity specific, and so when we get into, you know, changing

1 ownership, you know, these things have to be followed up on as  
2 well as the -- changing these agreements.

3           Then, you know, the traffic signals, lighting.  
4 You know, I was involved in the Yuma one where the signals  
5 were -- that was a big (inaudible) is the signal operation, and  
6 these are, you know, maintained and controlled, the signal  
7 operation, within the Yuma area. And so we did a turnback where  
8 it was just for the signals along the jurisdiction, because they  
9 wanted operation and control of the flow through the town, and  
10 so it was in our best interest, okay, you can take over these  
11 intersections and control and operation of the signals. So  
12 there's an opportunity for that.

13           Then, you know, the transfer time frame, they can  
14 vary. I think some are (inaudible) the ones like in Maricopa,  
15 it's 238, they started back a year ago, and those are  
16 progressing forward, but I've been on one where it took, you  
17 know, close to ten years to execute it. And so -- and again,  
18 depending on, you know, the volume, the money involved, you  
19 know, these things can take some time to happen.

20           Then you have your post-transfer  
21 responsibilities. You can't just sign the agreement then walk  
22 away. You know, you want to make sure that, you know -- I'll  
23 reference the example in Yuma where, you know, we worked with  
24 the city of Yuma folks, the counties, were (inaudible), you  
25 know, (inaudible) keys to the retention basins, keys to the



1 cabinets, all those things, you know, come into play where it  
2 does make a difference, and we want to make sure all those  
3 little -- dot the T's and cross your I's get done as -- once the  
4 agreement is executed.

5 Then you have the financial considerations.

6 Next slide, please.

7 And some of those -- I don't get into too much  
8 detail here, but again, you know, those -- I mentioned, you  
9 know, the right-of-way, access control that have a value to it.  
10 So when we start changing the ownership, you know, how does that  
11 come into play? What's the investment needed to bring the road  
12 up to standard? You know, that's critical for the State. Then,  
13 you know, we want to make sure we're turning back items --  
14 roadways to the locals that really understand what our  
15 historical role, maintenance operations costs were, and so that  
16 way they're aware of it. Then, you know, (inaudible) you know,  
17 early on in the Yuma one was the law enforcement. You know, you  
18 switch jurisdictions, and so there's that law enforcement  
19 component associated.

20 Next slide, please.

21 So the IGA is the mechanism, you know, it's one  
22 of the mechanisms that is the legal document. You know, then  
23 you have all the items associated with the right-of-way, the  
24 titles, the (inaudible), et cetera. But again, at the end of  
25 the day, it's -- the mechanism we use the intergovernmental

1 agreement.

2 Next slide.

3 So I touched on the post-transfer agency  
4 responsibilities, and those things just need to be clearly  
5 delineated in the agreements. You know, the ones that involve  
6 safety like I mentioned, the signal operation, signing, things  
7 like that, need to spelled out as well.

8 Next slide.

9 And there's a few statutes that, you know, come  
10 into play. Board Policy 16, Transportation Board Policy 16 is  
11 related to abandonment, but this one here is the one that really  
12 seems to come out, is really the one -- the last bullet there is  
13 the pavement shall not require surface treatment for major  
14 maintenance for at least five years, unless mutually waived.  
15 So, you know, the five-year waiver always tends to pop up in the  
16 -- in the discussions related to turnbacks.

17 Next slide, please.

18 So in summary, as I mentioned, each -- you know,  
19 each route transfer is unique. They are complex, and they do  
20 take time and a lot of resources to make them happen. There can  
21 be potentially a lot of frustration, but we have to, you know,  
22 stay the course, and if both parties are interested, you know,  
23 we can make it happen. Then, you know, like I mentioned  
24 earlier, you know, we want these transfers to be a benefit both  
25 to the State as well as the local community.

1 Any questions?

2 CHAIRMAN KNIGHT: Yes. I think I have questions  
3 from Member Daniels.

4 MS. DANIELS: Why do we have that five-year  
5 requirement? If it can be waived, I mean, why have it?

6 MR. PATANE: What's that?

7 MS. DANIELS: If it can be waived by mutual  
8 agreement, why would we -- why would we have that?

9 MR. PATANE: Well, I'll go back to the example  
10 that I did with the city of Yuma. They wouldn't waive it. They  
11 wanted to share the -- because if you waive it, then you have  
12 capital investment (inaudible), you know, so I could see  
13 where -- if let's say you have new construction and build this  
14 facility and turn it back. Sure. It's in probably everybody's  
15 best interest to waive it, but when you're turning back existing  
16 facilities, like when we did the turnback in Yuma, we turned  
17 back existing roads with (inaudible). You know, we were  
18 constructing a bypass, and so, you know, they wanted a waiver in  
19 there. Even though we were constructing a bypass, they wanted a  
20 waiver in there, that way they wouldn't have to use any of their  
21 funds to invest in the pavement condition.

22 UNIDENTIFIED SPEAKER: Jenn, to help out Paul, I  
23 think it's in statute is why it's there.

24 CHAIRMAN KNIGHT: That's what I was going to say.  
25 If it's in statute, it's not our purview, but --

1 MR. PATANE: Thank you.

2 CHAIRMAN KNIGHT: Anything else?

3 MS. DANIELS: That's helpful. Thank you.

4 CHAIRMAN KNIGHT: Okay. Member Searle.

5 VICE CHAIR SEARLE: Yes. Paul, you know, the  
6 policy's very thorough, as should be expected from ADOT. I  
7 guess the challenge is, is getting the process started.

8 Getting back to Supervisor English's request at  
9 our Sierra Vista meeting, she's been asking for this, for the  
10 Naco Highway to be brought in through the system for over 30  
11 years, and it's never been -- the process has never been  
12 started. And I know all local communities have roads that they  
13 think should be ADOT highways, and it's real easy just to  
14 just -- you know, water off a duck's back, I guess. I don't  
15 know.

16 So the question is or the process is we've got a  
17 policy. How do we implement it? How do we start it? I -- you  
18 know, Supervisor English, you know, I asked at the Sierra Vista  
19 meeting. Let's start the policy on the Naco Highway. We have a  
20 port of entry at Naco that was expanded in 1996 to accommodate  
21 commercial traffic. There's five lanes coming through the port,  
22 two commercial, three non-commercial, and the connecting road to  
23 that port, to Highway 90, is a county-maintained road. It is  
24 one of the only commercial ports that is not connected to a  
25 state highway. And so I think the valid -- it's a valid request

1 from Cochise County for Naco Highway to be considered, and if  
2 this is the policy to go through, great. Let's start the  
3 policy. Let's start the process.

4 MR. PATANE: Understood. But again, I would  
5 reach out to the district administrator, and you can have that  
6 kickoff meeting, and you can follow the process and see where it  
7 leads us.

8 VICE CHAIR SEARLE: Great. That's -- let's start  
9 the process.

10 MR. ROEHRICH: So Mr. Chairman, Mr. Searle, I  
11 want to make sure we're clear on this. We are going to start  
12 that process, Paul. That -- not -- we're going to reach out to  
13 the administrator -- what I -- what I would like to hear,  
14 because I think it is appropriate to do that, let's have the  
15 state engineer direct that we start that process. Is it  
16 appropriate to state that? Because I think this is --  
17 considering what has gone on in that area, it is time to  
18 consider that.

19 MR. MAXWELL: Then Mr. Chair, I guess I've got a  
20 question, too, because if it -- I understand very specific on  
21 this one, but I'm still confused. Is this -- the process from a  
22 request from the local municipality? Does the Board authorize  
23 that, or is it purely between the local municipalities and ADOT?

24 MR. ROEHRICH: Mr. Chairman, Mr. Maxwell, all the  
25 above, but because it has been brought up by this board

1 specifically, now by Mr. Searle, I think we did take that as a  
2 direction. We need to start the process and see how we can --  
3 what comes out through that coordinated process of what it's  
4 going to take to do that, the turnback consideration. Yes.

5 CHAIRMAN KNIGHT: I have got just one comment.  
6 Yuma County also has a port of entry with a road, a county road  
7 that connects the port to (inaudible) and -- but, you know, we  
8 don't have enough funding in ADOT to take care of the roads  
9 we've got (inaudible) now that ADOT is responsible for.

10 So I'm having a problem adopting more roads  
11 that -- even though they -- and I see where you're going from,  
12 because I've got one, too. It comes from a port of entry. It's  
13 a county road. The county has to maintain it. They have to  
14 maintain it until it gets to federal or state road, but that --  
15 we've got liability involved when the state takes over that  
16 ADOT's going to have some -- have liability.

17 They've got repair and maintenance. They've  
18 got -- we can't -- we can't afford to do the infrastructure  
19 we've got on the ground, so I just don't see why at this point  
20 in time we want to -- we want to get -- we want to get more.  
21 I'd like to have some expansion and modernization. That is  
22 going to require additional maintenance as well, but to adopt  
23 roads that already belong to the county or other jurisdictions,  
24 I've got a problem with that.

25 But anyway, that's --

1           VICE CHAIR SEARLE: Well, Gary, if I could, and I  
2 think this leads to a bigger discussion. And I think all  
3 entities, whether it's the state, whether it's the county or  
4 whether it's the city, none of them have enough funds to take  
5 care of the roads they've got.

6           UNIDENTIFIED SPEAKER: That's right.

7           VICE CHAIR SEARLE: They're all in the same boat,  
8 and this is an issue that I think we haven't really dealt with  
9 too much, but I know there's a number of roads that ADOT  
10 maintains that would be probably more efficiently maintained by  
11 a local jurisdiction, and I think the bigger discussion is we  
12 need to be looking at all our transportation routes and trying  
13 to see what is the most efficient (inaudible) using taxpayer  
14 dollars and funds to maintain our transportation.

15                   And I can -- you know, just knowing my area,  
16 the -- you know, District 3, you know, I can -- I can  
17 identify -- I'm not going to say hundreds of miles, but lots of  
18 miles of roads that ADOT maintains that really the county or a  
19 city should be maintaining. They could do it more efficiently  
20 than ADOT.

21                   But on the other hand, there are roads like the  
22 Naco Highway that the county is currently maintaining that ADOT  
23 really should be, and it's part of the discussion, and it wasn't  
24 in policy, but maybe we should be looking at doing some trading,  
25 I don't know, to do whatever is most efficient. So --

1                   CHAIRMAN KNIGHT: I don't disagree. I just think  
2 that -- you're right, the cities, the counties, the state, there  
3 isn't enough money for any of us. So to take on more that we  
4 don't have the money to maintain, what's the point?

5                   VICE CHAIR SEARLE: That's part of growth anyhow.  
6 That's --

7                   MS. DANIELS: Chair.

8                   VICE CHAIR SEARLE: Build it and they will come.

9                   CHAIRMAN KNIGHT: That's up to the Legislature to  
10 give us a better revenue source, but that's another  
11 conversation.

12                   Any other?

13                   MS. DANIELS: Chair.

14                   CHAIRMAN KNIGHT: Yes. Member Daniels.

15                   MS. DANIELS: I'm a -- I'm big on process. I  
16 think process creates clarity and helps with the transparency,  
17 and so if we are going to have municipalities or counties or  
18 even regions, some of our MPOs come forward and ask ADOT to go  
19 through this process, which is extensive, and as Board Member  
20 Searle said, responsibly that way, could we/should we create a  
21 basic set of criteria that in order to be considered for a  
22 turnback -- which I'm assuming is an industry term. Turnback,  
23 is than an industry term? Because every time you said turnback,  
24 I wanted to do a U-turn. Turnback. But a basic set of criteria  
25 that if the road meets this criteria, then ADOT will go through



1 this extensive process to evaluate, rather than sort of anything  
2 that comes forward.

3           And again, to the conversation that just  
4 occurred, perhaps that's also -- a secondary follow-up would be  
5 evaluating roads that ADOT controls now and is responsible for,  
6 do those roads also meet that very basic criteria? And if not,  
7 should we be approaching counties or local municipalities about  
8 how to have that additional dialogue? Not that I think any  
9 county or city want -- would be jumping at the chance to do  
10 that, but if we created that basic set of criteria, it would at  
11 least provide some better understanding for us as a board as to  
12 whether a road does or does not meet sort of standard for ADOT.

13           VICE CHAIR SEARLE: I would totally agree with  
14 Board Member Daniels on this. We do need policy that says, you  
15 know, what criteria does it need to fall under to be a state  
16 highway. Yeah. Good point.

17           MS. HOWARD: Chair, I have a few --

18           CHAIRMAN KNIGHT: We don't have that already?

19           MS. DANIELS: Not if just any municipality -- oh,  
20 sorry. Go ahead.

21           MS. HOWARD: Oh, go ahead.

22           CHAIRMAN KNIGHT: Member Howard.

23           MS. HOWARD: I totally agree with Jenn on this.  
24 I would hopefully think you could bring that criteria back to us  
25 to review since we're going to be end decision makers in the

1 process, and the criteria that's met for the fiscal benefit and  
2 the practical benefit for ADOT to assume responsibility and take  
3 over those roads and the benefit to those who are turning them  
4 over, vice versa, and I think it would be quite extensive and a  
5 lot of boxes that would need to be checked in that process. So  
6 I'd like to see that criteria brought back at some point for us  
7 to review as well within the process. Thank you.

8 CHAIRMAN KNIGHT: Any other comments? Because  
9 this is --

10 MR. THOMPSON: Chairman.

11 CHAIRMAN KNIGHT: -- discussion only? Yes.

12 MR. THOMPSON: Paul, I have stated the feelings  
13 of those (inaudible) Native American (inaudible) communities  
14 (inaudible) have a discussion on it, so I think this is a really  
15 good start getting this information out to them. They can start  
16 taking a look at it and how much of it they feel comfortable  
17 with. So I do feel that we need to address (inaudible)  
18 especially those on the Native American communities that would  
19 like assistance of ADOT in turning some of these roads over to  
20 the state.

21 So with that, I thank you. It's a good  
22 discussion, and we need to continue as being -- talk about here,  
23 and let's not just say, you know, we can't do it, but continue  
24 that discussion (inaudible) follow these requests.

25 The other thing is we kind of a little bit --

1 part of this discussion is that there's a road coming off  
2 (inaudible), and it's a paved road owned by the federal  
3 government, Bureau of Indian Affairs. They have renamed that.  
4 It's a state -- I think -- I don't remember the number of that  
5 highway, but it's a federal highway, and once you go into  
6 crossing this reservation land and to the state, it comes to  
7 be 77 (inaudible). They renamed that road on the Native -- on  
8 the Navajo side. They call it, I believe, Korean War Veterans  
9 Memorial Highway, and they would like to extend that name  
10 further (inaudible) reservation, connecting to 264. So I want  
11 to bring that to your attention. They already renamed it on  
12 the -- on the Navajo Reservation side, but they want to extend  
13 that name onto -- in the road going in to -- connecting to 264.

14 So thank you very much, Chair.

15 CHAIRMAN KNIGHT: Any other discussion on Agenda  
16 Item 8?

17 We'll move on to Agenda Item 9, which is the  
18 state engineer's report with Greg Byres. For information and  
19 discussion only.

20 MS. DANIELS: Thanks, Paul.

21 MR. BYRES: Have to let Paul get his 100 pounds  
22 of material out of here after all those presentations.

23 Thank you.

24 Mr. Chairman, my presentation today is going to  
25 be fairly short. As far as the state engineer's report goes, we

1 currently have 102 projects under construction. We're at  
2 \$2.1 billion. Three projects have been finalized in the month  
3 of February, which is worth \$22.5 million. Fiscal year to date,  
4 we have completed -- or finalized 48 projects.

5 And that completes my state engineer's report.

6 CHAIRMAN KNIGHT: Any questions for Greg by any  
7 board member?

8 Then you're up again.

9 MR. BYRES: Thank you, Mr. Chairman.

10 We have three projects that bid this past month.  
11 You have approved one, thank you very much, in the consent  
12 agenda. We have two more that we need to go through.

13 Our first one is Item 10A. This is a pavement  
14 rehab project. This is basically two projects that we combined  
15 under a single contract. We did this with the intention of  
16 economy of scale. Both of these projects are fairly remote, so  
17 it just made sense to try and combine these two under a single  
18 contract. One of them is on SR-86, runs from BIA-135 to  
19 BIA-030. The other one is on -- also on 86, runs from Indian  
20 Route 34 to Indian Route 42. Both of these are on the Tohono  
21 O'odham Nation.

22 We had four bidders for this project. The low  
23 bid on this project was \$16,171,819. The State's estimate was  
24 \$12,705,962, a difference of \$3,465,857, or 27.3 percent.

25 We did see a difference in costs, mostly due to

1 the remoteness of the project, which takes and reduces the  
2 production for the project itself. That included the delivery  
3 of agg. base as well as all the cover materials, asphalt  
4 materials, and then there was several headwalls and fordwalls  
5 that were part of this project. Those are scattered in multiple  
6 different locations, and so, consequently, it's fairly low  
7 production work.

8           So after analysis of the low bid, it was  
9 determined that the bid is a responsible and responsive bid, and  
10 award is recommended to Fann Contracting, Inc.

11           CHAIRMAN KNIGHT: Any questions from -- any  
12 questions from the Board?

13           Then I'll entertain a motion to award Item 10A to  
14 Fann Contracting, Inc.

15           MR. MAXWELL: Mr. Chair, so moved.

16           MR. THOMPSON: Second.

17           CHAIRMAN KNIGHT: I have a motion from Member  
18 Maxwell and a second from Member Thompson to approve -- to award  
19 Item 10A to Fann Contracting, Inc.

20           All those in favor signify by saying aye.

21           BOARD MEMBERS: Aye.

22           CHAIRMAN KNIGHT: Any opposed? Motion carries.

23           MR. BYRES: Thank you, Mr. Chairman.

24           The next item is Item 10B. This is a project  
25 that is being brought back to the Board. Last month we

1 requested postponement. Since that date, funding has been  
2 secured for the project. This is a shoulder widening project,  
3 Cornville Road from -- Tissaw Road to Beaverhead Flat Road. We  
4 had three bidders on this project. The low bid was \$3,956,394.  
5 State's estimate is \$3,242,710, a difference of \$713,684, or 22  
6 percent.

7           What we saw for the differences in the project  
8 itself or the cost from our estimate is this project does have a  
9 fairly difficult access. It also has as a considerable amount  
10 of roadway excavation which has to be wasted out. It's not  
11 utilized on the site, so there's additional haul and disposal of  
12 that material. Those made up the majority of the differences.

13           After analysis of the low bid, it was determined  
14 that this is a responsive and responsible bid, and we recommend  
15 award to Earth Resources Corporation.

16           CHAIRMAN KNIGHT: Any questions for Greg on this  
17 item? Then I will entertain a motion to award Item 10B to Earth  
18 Resources Corporation.

19           VICE CHAIR SEARLE: So moved.

20           MS. HOWARD: I'll second.

21           CHAIRMAN KNIGHT: I've got a motion from Member  
22 Searle and a second from Member Howard to approve -- to award  
23 Item 10B to Earth Resources Corporation.

24           All those in favor signify by saying aye.

25           BOARD MEMBERS: Aye.

1 CHAIRMAN KNIGHT: Opposed? The motion carries.

2 MR. BYRES: Thank you.

3 VICE CHAIR SEARLE: That was your district, Gary.

4 CHAIRMAN KNIGHT: I know it was.

5 VICE CHAIR SEARLE: Okay.

6 CHAIRMAN KNIGHT: That's all right. I'll let you  
7 (inaudible). I'm running the meeting, so I don't get to -- I  
8 don't get to do that.

9 VICE CHAIR SEARLE: Okay.

10 CHAIRMAN KNIGHT: Okay. We'll move on to Agenda  
11 Item Number 11. I think we have some suggestions from the  
12 previous agenda Item Number 8. Are there any other suggestions  
13 for agenda items at this time?

14 Member Howard.

15 MS. HOWARD: Yes. I have a request, and I don't  
16 know if it needs to go through Kristine or Greg, but in our  
17 construction plan, we've obviously got budget numbers for 2023,  
18 and we look at the contract awards every month and we see the  
19 variances. Is it possible to, you know, on a bi-monthly basis  
20 or a quarterly basis to provide a running total, where we're at  
21 as far as construction awards go against the budget?

22 MR. BYRES: Mr. Chairman, Board Member Howard,  
23 actually, we take and -- on one of the slides that I have, we  
24 actually show that percentage of difference that we have. So we  
25 actually give you that running total on a monthly basis. It's

1 on the first slide that I presented (inaudible) --

2 CHAIRMAN KNIGHT: It's in the engineer's report,  
3 right? It was in the --

4 MR. BYRES: Yes.

5 CHAIRMAN KNIGHT: In the --

6 MR. BYRES: In my report.

7 CHAIRMAN KNIGHT: In your report.

8 MR. BYRES: It's in a slide of my report.

9 MS. HOWARD: -- instead of just a summary total.  
10 Could you break it down to the different funding levels or break  
11 it down to match the actual construction plan? So you've got --  
12 you've got the statewide total, MAG total, PAG total, airport  
13 total, and we just have the -- just the total, correct?

14 MR. BYRES: That's correct. We actually show  
15 the -- we show the percentage differential, the annual --  
16 annualized percentage as well as that dollar amount, but that's  
17 for overall construction. If you want to, we could break it  
18 down even further than that.

19 MS. HOWARD: Are you guys okay with that? Is it  
20 too much?

21 UNIDENTIFIED SPEAKER: I like it.

22 UNIDENTIFIED SPEAKER: I like it.

23 MS. HOWARD: And I think bi-monthly or even  
24 quarterly, because, you know, it's only changed by three or four  
25 projects.



1 MR. BYRES: We can actually do that every month.  
2 I can just --

3 MS. HOWARD: Okay.

4 MR. BYRES: -- make an expansion of that running  
5 total. That (inaudible) --

6 MS. HOWARD: Perfect. Appreciate it. Thank you.

7 CHAIRMAN KNIGHT: Any other suggestions?

8 Hearing none, we have successfully completed the  
9 agenda. I think probably Floyd would like to remind us of next  
10 month's meeting.

11 MR. ROEHRICH: Mr. Chairman, it's April 21st, and  
12 it will be in the town of Winslow.

13 CHAIRMAN KNIGHT: Thank you.

14 That being the last item, we're adjourned.

15 (Meeting adjourned at 11:21 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  
5 reported by me, TERESA A. WATSON, Certified Reporter,  
6 Certificate No. 50876, State of Arizona, from an electronic  
7 recording and were reduced to written form under my direction;  
8 that the foregoing 90 pages constitute a true and accurate  
9 transcript of said electronic recording, all done to the best of  
10 my skill and ability.

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

14           DATED at Phoenix, Arizona, this 1st day of July 2023.

15  
16  
17                           /s/ Teresa A. Watson

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

21  
22  
23  
24  
25

**Adjournment**

***Chairman Gary Knight adjourned the State Transportation Board Meeting on March 17, 2023.***

**Meeting adjourned at 11:21 a.m. PST.**

Not Available for Signature

Gary Knight, Chairman  
State Transportation Board

Not Available for Signature

Jennifer Toth, Director  
Arizona Department of Transportation

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ARIZONA TRANSPORTATION BOARD

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**BOND RESOLUTION**

Adopted July 21 2023

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Supplementing the

RESOLUTION

Adopted May 1, 1980

---

**Authorizing**

**not to exceed \$310,500,000**

**HIGHWAY REVENUE BONDS  
SERIES 2023**

---

Squire Patton Boggs (US) LLP  
Bond Counsel

## RESOLUTION

RESOLUTION AUTHORIZING THE ISSUANCE OF NOT TO EXCEED \$310,500,000 PRINCIPAL AMOUNT OF ARIZONA TRANSPORTATION BOARD, HIGHWAY REVENUE BONDS, SERIES 2023; PRESCRIBING THE FORM OF THE BONDS; PRESCRIBING CERTAIN TERMS AND CONDITIONS AND MAKING CERTAIN COVENANTS PERTAINING TO THE BONDS; ORDERING THE SALE OF THE BONDS; SUPPLEMENTING THE RESOLUTION OF MAY 1, 1980, AS SUPPLEMENTED TO DATE; AND APPROVING CERTAIN OTHER MATTERS RELATING THERETO.

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\* This Table of Contents is not part of the 2023 Resolution as adopted, but is provided for convenience of reference only.

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## RESOLUTION

RESOLUTION AUTHORIZING THE ISSUANCE OF NOT TO EXCEED \$310,500,000 PRINCIPAL AMOUNT OF ARIZONA TRANSPORTATION BOARD, HIGHWAY REVENUE BONDS, SERIES 2023; PRESCRIBING THE FORM OF THE BONDS; PRESCRIBING CERTAIN TERMS AND CONDITIONS AND MAKING CERTAIN COVENANTS PERTAINING TO THE BONDS; ORDERING THE SALE OF THE BONDS; SUPPLEMENTING THE RESOLUTION OF MAY 1, 1980, AS SUPPLEMENTED TO DATE; AND APPROVING CERTAIN OTHER MATTERS RELATING THERETO.

WHEREAS, the Legislature of the State of Arizona has passed legislation granting authority to the Arizona Transportation Board (the “Board”) to issue bonds to provide funds for highway purposes and to issue refunding bonds when deemed expedient by the Board to refund any bonds previously issued by the Board (all capitalized terms used in these preambles and not defined herein shall have the meaning set forth in Section 1 hereof); and

WHEREAS, (a) on May 1, 1980, the Board adopted a certain Resolution (the “1980 Resolution”) pertaining to the authorization and issuance of \$50,000,000 aggregate principal amount of Arizona Highway Improvement Bonds, Project of 1980 (the “Project of 1980 Bonds”), which Project of 1980 Bonds are no longer outstanding, and (b) on October 10, 2014, the Board adopted a certain Resolution (the “2015 Resolution”) pertaining to the authorization and issuance of \$377,500,000 aggregate principal amount of Arizona Transportation Board, Highway Revenue Refunding Bonds, Series 2015 (the “Series 2015 Bonds”), and (c) on March 18, 2016, the Board adopted a certain Resolution (the “2016 Resolution”) pertaining to the authorization and issuance of \$203,050,000 aggregate principal amount of Arizona Transportation Board, Highway Revenue Refunding Bonds, Series 2016 (the “Series 2016 Bonds”), and (d) on November 15, 2019, the Board adopted a certain Resolution (the “2020 Resolution”) pertaining to the authorization and issuance of \$510,275,000 aggregate principal amount of Arizona Transportation Board, Highway Revenue Refunding Bonds, Taxable Series 2020 (the “Series 2020 Bonds”) (the 1980 Resolution, as supplemented by the 2015 Resolution, the 2016 Resolution, the 2020 Resolution and this 2023 Resolution is collectively referred to herein as the “Senior Bond Resolution”); and

WHEREAS, the Series 2015 Bonds, the Series 2016 Bonds, the Series 2020 Bonds, and the Series 2023 Bonds (as hereinafter defined) and any additional bonds issued on a parity therewith are collectively referred to as “Senior Bonds” and the Senior Bonds are payable from and secured by a first lien on and pledge of “Pledged Revenues” (as hereinafter defined); and

WHEREAS, on September 27, 1991, the Board adopted a certain Resolution (the “1991 Subordinated Resolution”), pertaining to the authorization and issuance of \$171,140,000 aggregate principal amount of Arizona Transportation Board, Subordinated Highway Revenue Bonds, Series 1991A (the “Series 1991A Subordinated Bonds”), which Series 1991A Subordinated Bonds are no longer outstanding; and

WHEREAS, it is essential to the wellbeing of the people of the State of Arizona to have an adequate highway system and current revenues available for such purpose are insufficient to

pay costs of the ongoing construction of such system, and the Board is permitted under the Senior Bond Resolution, as supplemented by the 1991 Subordinated Resolution, to issue additional Senior Bonds on the terms and conditions therein set forth; and

WHEREAS, the Board has determined to authorize additional Senior Bonds as permitted under the Senior Bond Resolution, as supplemented by the 1991 Subordinated Resolution, to pay additional costs of the highway system; and

WHEREAS, the Board now determines that not to exceed \$310,500,000 principal amount of its Highway Revenue Bonds, Series 2023 (hereinafter referred to as the “Series 2023 Bonds”), should be authorized, in one or more series, as provided in this 2023 Resolution, to pay costs of any highway purpose and bond related obligations that are permitted under the Act; and

WHEREAS, the Board now further determines: (a) to cause its Series 2023 Bonds to be issued and sold either (i) on a negotiated basis, to one or more investment banking firms designated in the Certificate of Award (collectively, the “Underwriters”), or (ii) to one or more banks identified in the Certificate of Award pursuant to a bank lending proposal solicited by the Bank Solicitor; and (b) that the Series 2023 Bonds shall have such maturities and interest rates, be secured by and payable from Pledged Revenues, and have such other terms, all as set forth in this 2023 Resolution and the Certificate of Award.

NOW, THEREFORE, BE IT RESOLVED BY THE ARIZONA TRANSPORTATION BOARD AS FOLLOWS:

### **Definitions**

. In addition to words and terms defined in the preambles and elsewhere in this 2023 Resolution, the following terms have the following meanings in this 2023 Resolution, unless the context or use indicates clearly another meaning or intent:

“2023 Resolution” shall mean this Resolution, as amended or supplemented from time to time in accordance with its terms.

“Act” shall mean Title 28, Chapter 21, Article 1, Arizona Revised Statutes, as amended.

“Additional Senior Bonds” shall mean any series of Senior Bonds or other obligations that may be issued after the Series 2023 Bonds by the Board pursuant to applicable law, in accordance with the Senior Bond Resolution, as supplemented by the 1991 Subordinated Resolution, on a parity with the Senior Bonds then Outstanding.

“Authorized Board Representative” shall mean the Chair of the Board, the Director of the Department, the Chief Financial Officer, or any other person or persons at the time designated to act on behalf of the Board by written certificate furnished to the Bond Registrar and the Paying Agent containing the specimen signatures of such person or persons and signed on behalf of the Board by its Chair or other duly authorized agent.



“Bank Solicitor” shall mean, with respect to Series 2023 Bonds sold pursuant to a bank lending proposal, if any, RBC Capital Markets, LLC, as the solicitor of bank lending proposals for the purchase of such Series 2023 Bonds.

“Board” shall mean the Arizona Transportation Board, or the Department acting on behalf of the Arizona Transportation Board pursuant to law.

“Bond Registrar” shall mean such trust company or bank identified in the Certificate of Award and any lawful successors or assigns and meeting the requirements of Section 8 hereof.

“Book Entry Only Form” or “Book Entry Only System” shall mean, with respect to any Series 2023 Bonds sold on a negotiated basis, a form or system, as applicable, under which (i) physical bond certificates in fully registered form are issued only to a Depository or its nominee as Owner, with the physical bond certificates “immobilized” in the custody of, or on behalf of, the Depository and (ii) the ownership of book entry interests in the Series 2023 Bonds and principal of, premium, if any, and interest thereon may be transferred only through a book entry made by entities other than the Board or the Bond Registrar. The records maintained by entities other than the Board and the Bond Registrar constitute the written record that identifies the owners, and records the transfer, of such book entry interests in the Series 2023 Bonds and principal of, premium, if any, and interest thereon.

“Certificate of Award” shall mean the Certificate of Award to be executed pursuant to Section 4 hereof, setting forth certain terms of each series of the Series 2023 Bonds.

“Chief Financial Officer” shall mean the Chief Financial Officer of the Department.

“Code” shall mean the Internal Revenue Code of 1986, the regulations (whether temporary or final) under that Code or the statutory predecessor of that Code, and any amendments of, or successor provisions to, the foregoing and any official rulings, announcements, notices, procedures and judicial determinations regarding any of the foregoing, all as and to the extent applicable. Unless otherwise indicated, reference to a Section means that Section of the Code, including any applicable successor section or provision and such applicable Treasury regulations, rulings, announcements, notices, procedures and determinations pertinent to that Section.

“Department” shall mean the Arizona Department of Transportation.

“Depository” shall mean, with respect to any Series 2023 Bonds sold on a negotiated basis, The Depository Trust Company (a limited purpose trust company), New York, New York, until a successor Depository shall have been appointed pursuant to the applicable provisions of Section 6(a) hereof and, thereafter, Depository shall mean the successor Depository. Any Depository shall be a securities depository that is a clearing agency under federal law operating and maintaining, with its participants or otherwise, a Book Entry System to record ownership of beneficial interests in the Series 2023 Bonds or principal of, premium, if any, and interest thereon, and to effect transfers of such Bonds in Book Entry Form.

“Director” shall mean the Director of the Department.

“Highway Bond Proceeds Fund” shall mean the Highway Bond Proceeds Fund established by the 1980 Resolution and the Act, including all accounts therein.

“Outstanding” shall mean:

(a) when used with respect to the Series 2015 Bonds, the Series 2016 Bonds, and the Series 2020 Bonds, as of any date, such Senior Bonds which have been issued and remain unpaid except for those Senior Bonds that have been paid or provided for or are otherwise no longer outstanding under the 2015 Resolution, the 2016 Resolution or the 2020 Resolution, as applicable; and

(b) when used with reference to the Series 2023 Bonds, as of any date, the Series 2023 Bonds theretofore or thereupon being authenticated and delivered under this 2023 Resolution, except: (i) such Series 2023 Bonds cancelled pursuant to this 2023 Resolution at or prior to such date; (ii) such Series 2023 Bonds (or portions thereof) for the payment or redemption or purchase for cancellation of which sufficient moneys shall be held in trust under this 2023 Resolution and set aside for such purpose (whether at or prior to the maturity or redemption date), provided that if such Series 2023 Bonds (or portions thereof) are to be redeemed, notice of such redemption shall have been given or provision satisfactory to the Bond Registrar shall have been made for the giving of the notice of redemption; (iii) such Series 2023 Bonds in lieu of or in substitution for which other Bonds shall have been authenticated and delivered hereunder; and (iv) such Series 2023 Bonds deemed to have been paid as provided in Section 18 hereof.

“Owner” shall mean any person in whose name any Senior Bond is registered on the bond register maintained by the bond registrar for such Senior Bond.

“Paying Agent” shall mean such trust company or bank identified in the Certificate of Award and any lawful successors or assigns and meeting the requirements of Section 8 hereof.

“Pledged Revenues” shall mean:

(a) all moneys paid into the State Highway Fund from (i) fees, excises, or license taxes relating to the registration, operation or use of vehicles on the public highways, or to fuel used for the propulsion of such vehicles, as prescribed by Article IX, Section 14 of the Constitution of the State of Arizona, and (ii) the monies distributed pursuant to Section 28-5808, Arizona Revised Statutes; and

(b) to the extent permitted by law, including the Act and the Constitution of the State of Arizona, such additional or other money as the Board may, by a subsequent resolution, add to the definition of Pledged Revenues.

“Purchaser” shall mean, with respect to Series 2023 Bonds sold pursuant to a bank lending proposal, if any, the bank or banks purchasing such Series 2023 Bonds.

“Senior Bonds” shall mean, collectively, the Outstanding Series 2015 Bonds, the Series 2016 Bonds, the Series 2020 Bonds, the Series 2023 Bonds and any Additional Senior Bonds that may be subsequently issued under the Senior Bond Resolution.

“Senior Bond Fund” shall mean the Bond Fund established under the 1980 Resolution for payment of principal of, premium, if any, and interest on the Senior Bonds.

“Senior Bond Resolutions” shall mean the 1980 Resolution, the 2015 Resolution, the 2016 Resolution, the 2020 Resolution, this 2023 Resolution and any subsequent resolution authorizing Additional Senior Bonds, in each case as amended or supplemented from time to time in accordance with the respective terms thereof; provided, however, that when the Series 2015 Bonds, the Series 2016 Bonds, the Series 2020 Bonds and the Series 2023 Bonds have been paid or provided for as provided under the terms of the 2015 Resolution, the 2016 Resolution, the 2020 Resolution or this 2023 Resolution, respectively, then the provisions of such Senior Bond Resolution shall have no further effect except with respect to such Series of Senior Bonds that were issued under such Senior Bond Resolution and that remain unpaid.

“State Highway Fund” shall mean the State Highway Fund established by Section 28-6991, Arizona Revised Statutes.

“Subordinated Bonds” shall mean any Subordinated Bonds that may be issued under the 1991 Subordinated Resolution.

“Underwriters” shall mean, with respect to Series 2023 Bonds sold pursuant to a negotiated sale, if any, the investment banking firms designated by the Board in the Certificate of Award.

**Section 2. Authority for this 2023 Resolution; No Other Amendments of Existing Senior Bond Resolutions.**

(a) This 2023 Resolution is adopted pursuant to the provisions of the Act.

(b) This 2023 Resolution shall be deemed to supplement the existing Senior Bond Resolutions to provide for the issuance of the Series 2023 Bonds.

No portion of this 2023 Resolution is intended, nor shall be deemed, to amend, change or alter the 1980 Resolution, the 2015 Resolution, the 2016 Resolution, the 2020 Resolution or the 1991 Subordinated Resolution, and the Board hereby declares that each of the 1980 Resolution, the 2015 Resolution, the 2016 Resolution, the 2020 Resolution and the 1991 Subordinated Resolution are and shall remain in full force and effect.

(c) The Series 2023 Bonds shall constitute (i) “Bonds” and additional parity bonds under the existing Senior Bond Resolutions and (ii) Senior Bonds under the 1991 Subordinated Resolution.

(d) All funds and accounts created by the 1980 Resolution and 1991 Subordinated Resolution for the benefit of the Senior Bonds shall be kept in full force and effect and shall in every respect be used to service the Series 2023 Bonds in the same manner and with the same effect as the other Senior Bonds.

**Section 3. Authorization, Purpose and Terms of Series 2023 Bonds.**

(a) Authorization and Designation. One or more series of Senior Bonds, which are entitled to the benefit, protection and security of the 1980 Resolution, is hereby authorized in an aggregate principal amount not to exceed \$310,500,000. Such series of Senior Bonds shall be designated as, and shall be distinguished from the Senior Bonds of all other series by the title, “Arizona Transportation Board, Highway Revenue Bonds, Series 2023.” If the Series 2023 Bonds are issued in more than one series, each series shall be identified by the addition of the letter A, B, C, etc. in the name “Series 2023-.” If any series of the Series 2023 Bonds is issued as taxable (as so designated in the applicable Certificate of Award), the designation of that series shall include “Taxable Series 2023-\_\_.” The Series 2023 Bonds shall be sold as provided in Section 4.

(b) Purpose. The purpose for which the Series 2023 Bonds are issued is to pay costs of any highway purpose, bond related expense or bond related obligation, permitted under the Act including without limitation, paying interest on bonds or notes of the Board issued for highway purposes (collectively, the “Project”).

(c) Date, Maturity and Interest. The Series 2023 Bonds shall be dated as of their date of issuance as specified in the Certificate of Award, and shall bear interest from the most recent date to which interest has been paid or duly provided for, or, if no interest has been paid, from their dated date, until the principal sum thereof has been paid or duly provided for.

The Series 2023 Bonds shall bear interest payable on January 1 and July 1 of each year commencing January 1, 2024, or such other date as specified in the Certificate of Award (the “Interest Payment Dates”), at the interest rate or rates and shall mature on July 1 of the years and in the principal amounts, as set forth in the Certificate of Award for each series; provided that the stated interest rate shall not exceed 6.00%. The interest on the Series 2023 Bonds shall be computed on the basis of a 360-day year consisting of twelve 30-day months.

(d) Denomination, Numbers and Letters. The Series 2023 Bonds shall be issued in registered form, without coupons, in the denomination of \$5,000 or any integral multiple thereof. Unless the Board shall otherwise direct, each series of the Series 2023 Bonds shall be numbered from one upward, preceded by the letter “R” prefixed to the number.

#### **Section 4. Sale of Series 2023 Bonds; Approval of Bond Purchase Agreement, Official Statement and Other Documents.**

(a) In the event the Series 2023 Bonds are sold to the Underwriters in a negotiated sale, the Director and Chief Financial Officer shall cause to be prepared forms of the following:

(i) a Preliminary Official Statement (the “Preliminary Official Statement”) of the Board to be used in connection with the marketing of the Series 2023 Bonds, which shall be substantially in the form of the final Official Statement dated January 9, 2020 used in connection with the Series 2020 Bonds, with changes as are necessary or appropriate, consistent with this Series 2023 Resolution, to reflect the terms of the Series 2023 Bonds and their security, with the approval of any such changes to be conclusively evidenced by the execution of the Deemed Final Certificate described in (b) below; and

(ii) a Continuing Disclosure Undertaking by the Board and the Department for the beneficial owners of the Series 2023 Bonds (the “Disclosure Undertaking”), concerning disclosure obligations under Securities and Exchange Commission (“SEC”) Rule 15c2-12(b)(5), which shall be substantially in the form of the Continuing Disclosure Undertaking, dated February 12, 2020, entered into in connection with the Series 2020 Bonds, with changes necessary or appropriate to reflect the terms of the Series 2023 Bonds.

(b) In the event the Series 2023 Bonds are sold to the Underwriters in a negotiated sale, the use and distribution by the Underwriters of the Preliminary Official Statement, described in subsection (a)(i) above, is hereby authorized. The Board’s Chair or Vice Chair or the Director or the Chief Financial Officer is authorized to deem such Preliminary Official Statement “final,” for the purposes of SEC Rule 15c2-12, with approval of any changes conclusively evidenced by the execution of the Bond Purchase Agreement (described in (e) below) or of a separate certificate (collectively referred to as the “Deemed Final Certificate”).

(c) In the event the Series 2023 Bonds are sold to the Underwriters in a negotiated sale, the Department is hereby authorized to prepare, on behalf of the Board, a final Official Statement for the Series 2023 Bonds, which shall be substantially in the form of the deemed “final” Preliminary Official Statement, for use in connection with the public offering and sale of the Series 2023 Bonds, with such changes, insertions and omissions as may be approved by an Authorized Board Representative, in his official capacity. The Chair or Vice Chair of the Board and the Director are each hereby authorized and directed, in their official capacities, to execute the Official Statement and any amendment or supplement thereto, in the name of and on behalf of the Board and the Department, with such changes therein, consistent with this 2023 Resolution, as shall be approved by an Authorized Board Representative, and thereupon to cause the Official Statement and any such amendment or supplement to be delivered to the Underwriters, with approval of any changes, insertions or omissions to be conclusively evidenced by an Authorized Board Representative’s execution and delivery thereof.

(d) In the event the Series 2023 Bonds are sold to a Purchaser pursuant to a bank lending proposal, the Department will not prepare a Preliminary Official Statement or an Official Statement.

(e) The Series 2023 Bonds (or each series of the Series 2023 Bonds, if there is more than one series) may be sold either (i) by a negotiated sale to the Underwriters at the purchase price set forth in the Bond Purchase Agreement, which purchase price shall not be less than 99% of the principal amount of such series (exclusive of any original issue discount) plus accrued interest to the date of issuance and delivery, or (ii) to the Purchaser pursuant to a certificate and receipt signed by the Purchaser.

The sale of each series of the Series 2023 Bonds shall be evidenced by a Certificate of Award signed by the Chair or Vice Chair of the Board, or if the Chair or Vice Chair is not available to sign at the time of the sale, by the Director or Chief Financial Officer, which shall be consistent with the provisions of this 2023 Resolution and shall specify with respect to each series of the Series 2023 Bonds as follows: whether there shall be one or more series and the designation (A, B, C, etc.) of the series if there are more than one series; the Underwriters or the Purchaser, as applicable; the interest rate or rates; the maturity date or dates; whether any of the

Series 2023 Bonds will be issued as taxable bonds; the provisions for redemption prior to their stated maturity dates; the date for the delivery and payment of such series (which date may be changed as provided in the Bond Purchase Agreement); the name of the Paying Agent and Bond Registrar for the Series 2023 Bonds; together with such additional information as required by the terms of this 2023 Resolution.

The Series 2023 Bonds (or each series of the Series 2023 Bonds, if there is more than one series) shall be sold either (i) under a bond purchase agreement (the “Bond Purchase Agreement”), which Bond Purchase Agreement shall be substantially in the form of the Bond Purchase Agreement, dated January 9, 2020, entered into in connection with the sale of the Series 2020 Bonds, with such changes therein as shall be approved by the Chair or Vice Chair of the Board, or if the Chair or Vice Chair is not available to sign at the time of the sale, by the Director or Chief Financial Officer, with the approval of any changes, insertions or omissions to be conclusively evidenced by the execution and delivery thereof, or (ii) under a certificate and receipt signed by the Purchaser.

(f) In the event the Series 2023 Bonds are sold to the Underwriters pursuant to a negotiated sale, the Chair or Vice Chair of the Board and the Director, as applicable, are each hereby authorized and directed to execute and deliver the Disclosure Undertaking, with such changes, insertions and omissions from the draft Disclosure Undertaking as are approved, said execution being conclusive evidence of such approval. No such Disclosure Undertaking will be prepared or executed in the event of a sale to a Purchaser pursuant to a bank lending proposal.

(g) The Chair, the Vice Chair and each officer of the Board and the Director (the “Authorized Officers”), acting singly shall be, and each of them hereby is, authorized and directed to execute and deliver any and all documents and instruments, and the Authorized Officers and the Chief Financial Officer and each other appropriate official of the Department acting singly is authorized and directed to do and cause to be done any and all acts and things necessary or proper for carrying out the transactions contemplated by this 2023 Resolution, the Official Statement, the Bond Purchase Agreement, the Certificate of Award, the Disclosure Undertaking, the Tax Compliance Certificate (identified in Section 15(b)), the letter of representations to The Depository Trust Company and any agreement with the provider of municipal bond insurance securing the payment of principal and interest on the Series 2023 Bonds.

(h) All actions taken by the Director, Chief Financial Officer or the staff or agents of the Department or the Board preparatory to the offering, sale, issuance and delivery of the Series 2023 Bonds are hereby ratified and confirmed.

(i) The publication of the notice of intention to issue the Series 2023 Bonds, as required by the Act, is hereby authorized, ratified and confirmed and there is hereby authorized the publication of any other notice required by the Act in connection with the matters contemplated herein.

**Section 5. Redemption of Series 2023 Bonds.**

(a) Optional Redemption. As set forth in the Certificate of Award, the Series 2023 Bonds shall either (i) not be subject to optional redemption prior to maturity, or (ii) be subject to redemption prior to maturity at the option of the Board, at any time on or after the earliest optional redemption date set forth in the Certificate of Award, in whole or in part at the redemption price (expressed as a percentage of the principal amount redeemed) set forth in the Certificate of Award (but not exceeding 103%), plus accrued interest to the date fixed for redemption.

If the Series 2023 Bonds are subject to optional redemption, the Board shall give written notice to the Bond Registrar (appointed pursuant to Section 8) of its election to optionally redeem such Series 2023 Bonds, of the redemption date and of the principal amounts of each maturity to be redeemed. Such notice shall be given at least 40 days prior to the redemption date or such shorter period (but not less than 30 days prior to such redemption date) as shall be acceptable to the Bond Registrar.

(b) Mandatory Sinking Fund Redemption. The Certificate of Award shall also determine whether any of the Series 2023 Bonds shall be term bonds and subject to mandatory sinking fund redemption, as provided in this subsection (b), and shall determine the dollar amount and the July 1 in the years upon which such term bond or bonds shall be subject to mandatory sinking fund redemption.

Each Series 2023 Bond that is a term bond shall be subject to mandatory redemption, by lot, prior to maturity pursuant to the mandatory sinking fund requirements on July 1 in the years set forth in the Certificate of Award.

The Board shall have the option to deliver for cancellation to the Bond Registrar any Series 2023 Bonds which are term bonds, in any aggregate principal amount, and to receive a credit therefor against the mandatory sinking fund requirement (and corresponding mandatory redemption obligation) in the year or years designated by the Board to the Bond Registrar. That option shall be exercised by the Board on or before the 35<sup>th</sup> day preceding a mandatory redemption date, by furnishing to the Bond Registrar a certificate, executed by the Authorized Board Representative, setting forth the extent of the credit to be applied with respect to the mandatory sinking fund requirement(s) in the year or years designated in the certificate. If the certificate is not furnished timely to the Bond Registrar, no credit shall be made against the next mandatory sinking fund requirement (and corresponding mandatory redemption obligation), although credits may be available against subsequent mandatory sinking fund requirements.

To the extent not applied theretofore as a credit against any mandatory sinking fund requirement, a credit against the mandatory sinking fund requirement (and the corresponding mandatory redemption obligation) described in the preceding paragraph shall also be received by the Board for any Series 2023 Bonds which mature on the applicable term maturity date and which prior thereto have been purchased or redeemed other than through the operation of the mandatory sinking fund requirements or have been purchased for cancellation and cancelled by the Bond Registrar.

If the Board fails to designate which year's mandatory sinking fund requirement should receive the credit for Series 2023 Bonds that are term bonds so delivered to the Bond Registrar,

then the credit shall be applied to the requirement next following delivery of such Series 2023 Bonds.

Each Series 2023 Bond that is a term bond so delivered, redeemed previously, or purchased and cancelled, shall be credited by the Bond Registrar at 100 percent of the principal amount thereof against the mandatory sinking fund requirement, subject to the completion of the procedures described above.

(c) Board Payment of Redemption Price. In the event notice of redemption shall have been given as provided in subsection (e) and subject to subsection (e)(iii), the Board shall, on or prior to such redemption date, deposit with the State Treasurer in the Redemption Account of the Senior Bond Fund moneys, from any lawfully available source, that are sufficient, together with moneys in the Interest Account and the Principal Account of the Senior Bond Fund and available for such purpose, to pay the principal of, premium, if any, and interest on such Series 2023 Bonds to be redeemed. The Board directs the State Treasurer to pay from the Redemption Account, on or prior to the redemption date, to the Paying Agent (appointed pursuant to Section 8) an amount in cash which, in addition to other moneys, if any, available therefor held by such Paying Agent, will be sufficient to redeem on the redemption date at the redemption price thereof, plus interest accrued and unpaid to the redemption date, all of the Series 2023 Bonds to be redeemed. The State Treasurer shall promptly notify the Board in writing of all such payments by it to such Paying Agent.

(d) Selection of Series 2023 Bonds to be Redeemed. If less than all Outstanding Series 2023 Bonds are called for optional redemption, the maturity or maturities of Series 2023 Bonds to be redeemed shall be selected by the Board; and within any maturity so selected for optional redemption and for any term bond subject to mandatory sinking fund redemption, the bonds to be redeemed shall be selected by the Bond Registrar at random within such maturity in any manner which the Bond Registrar deems fair and appropriate.

(e) Notice of Redemption.

(i) When the Bond Registrar shall receive notice from the Board of its election to optionally redeem Series 2023 Bonds pursuant to subparagraph (a), and when Series 2023 Bonds that are term bonds are subject to mandatory sinking fund redemption pursuant to subparagraph (b), the Bond Registrar shall give notice, in the name of the Board, of the redemption of such Bonds, which notice shall specify: the maturities to be redeemed, the redemption date and the place or places where amounts due upon such redemption will be payable and, if less than all of the Series 2023 Bonds of any maturity are to be redeemed, the letters and numbers or other distinguishing marks of such Bonds so to be redeemed, and, in the case of Series 2023 Bonds to be redeemed in part only, such notice shall also specify the respective portions of the principal amount thereof to be redeemed. Such notice shall further state that on such redemption date there shall become due and payable upon each Series 2023 Bond to be redeemed the redemption price thereof, or the redemption price of the specified portions of the principal thereof in the case of Series 2023 Bonds to be redeemed in part only, together with interest accrued to the redemption date, and that from and after such date interest thereon shall cease to accrue and be payable.



Such notice shall be mailed by the Bond Registrar, first class postage prepaid, not less than 30 days prior to the redemption date, to the Owners of any Series 2023 Bonds or portions thereof which are to be redeemed, at their last addresses appearing upon the bond register of the Board maintained by the Bond Registrar.

The failure of the Bond Registrar to mail any notice or any defect in the notice to the Owner of any Series 2023 Bonds which are to be redeemed shall not affect the validity of the proceedings for the redemption of any other Series 2023 Bonds for which notice is properly given. Any notice which is mailed in the manner herein provided shall be conclusively presumed to have been duly given, whether or not the Owner receives the notice.

(ii) In addition to the notice specified in (i), further notice shall be given by the Bond Registrar and record of payment of redemption price made as set out below, but no defect in said further notice or record nor any failure to give all or any portion of such further notice shall in any manner defeat the effectiveness of a call for redemption if notice thereof is given as prescribed in (i) above.

(A) Each further notice of redemption given hereunder shall contain the information required in (i) above for an official notice of redemption plus: (I) the CUSIP numbers of all Series 2023 Bonds being redeemed; (II) the date of issue of such Bonds as originally issued; (III) the rate of interest borne by each such Bond being redeemed; (IV) the maturity date of each such Bond being redeemed; and (V) any other descriptive information needed to identify accurately such Bonds being redeemed.

(B) Each further notice of redemption shall be sent at least 30 days before the redemption date by registered or certified mail or overnight delivery service (at the expense of the addressee) to the recognized national information services that disseminate notices of redemption of obligations such as the Series 2023 Bonds.

(C) Upon the payment of the redemption price of such Bonds being redeemed, each check or other transfer of funds issued for such purpose shall bear the CUSIP number identifying, by issue and maturity, the Series 2023 Bonds being redeemed with the proceeds of such check or other transfer.

(iii) If at the time of mailing of notice of an optional redemption of the Series 2023 Bonds there has not been deposited with the State Treasurer in a subaccount in the Senior Bond Fund moneys or Defeasance Securities (as defined in Section 18(c) and maturing on or before the redemption date) sufficient to redeem all the Series 2023 Bonds called for optional redemption, then such notice shall state that the optional redemption is conditional upon the deposit of moneys or such Defeasance Obligations sufficient for the redemption with the State Treasurer not later than the opening of business on the redemption date, and such notice will be of no effect and such Series 2023 Bonds shall not be optionally redeemed unless such moneys or Defeasance Obligations are so deposited.

(f) Payment of Redeemed Series 2023 Bonds. Notice having been given in the manner provided in subsection (e)(i), the Series 2023 Bonds or portions thereof so called for redemption shall become due and payable on the redemption date so designated at the

redemption price (subject to (e)(iii) above), plus interest accrued and unpaid to the redemption date, and, upon presentation and surrender thereof at the office specified in such notice, such Bonds, or portions thereof, shall be paid at the redemption price, plus interest accrued and unpaid to the redemption date. If there shall be called for redemption less than all of a particular Series 2023 Bond, the Board shall execute and the Bond Registrar shall authenticate and deliver, upon the surrender of such Bond, without charge to the Owner thereof, for the unredeemed balance of the principal amount thereof so surrendered, Series 2023 Bond or Bonds in any of the authorized denominations of the same maturity date.

If, on the redemption date, moneys for the redemption of all Series 2023 Bonds being redeemed or portions thereof, together with interest to the redemption date, shall be held by the Paying Agent so as to be available therefor on said date and if notice of redemption shall have been given as provided in subsection (e)(i), then, from and after the redemption date interest on the Series 2023 Bonds or portions thereof so called for redemption shall cease to accrue and become payable. If said moneys shall not be so available on the redemption date, such Bonds or portions thereof shall continue to bear interest until paid at the same rate as they would have borne had they not been called for redemption.

All moneys held by the Paying Agent for the redemption of particular Series 2023 Bonds, including accrued interest to the redemption date, shall be held in a separate fund on its books and held in trust solely for the account of the Owners thereof and shall be paid to them, respectively, upon presentation and surrender of those Bonds, except that any interest earned on such moneys, subsequent to any redemption date as to which proper notice of redemption has been given, shall be retained by the Paying Agent and paid to the Board and will not be payable to the Owners.

(g) Purchase of Series 2023 Bonds in Lieu of Redemption. If any Series 2023 Bond is called for optional redemption in whole or in part, the Board may elect, as provided in this Subsection (g), to have such Bond purchased in lieu of redemption in accordance with this Subsection (g).

(i) Purchase in Lieu of Redemption. Purchase in lieu of redemption shall be available to all Series 2023 Bonds called for optional redemption or for such lesser portion of such Series 2023 Bonds as constitute authorized denominations. The Authorized Board Representative may direct the Paying Agent, or another agent appointed by the Authorized Board Representative to make such purchase, to purchase all or such lesser portion of the Series 2023 Bonds called for optional redemption. Any such direction to the Paying Agent must: (A) be in writing; (B) state either that all the Series 2023 Bonds called for redemption are to be purchased or, if less than all of the Series 2023 Bonds called for redemption are to be purchased, identify those Series 2023 Bonds to be purchased by maturity date and outstanding principal amount in authorized denominations; and (C) be received by the Paying Agent no later than 12:00 noon one Business Day prior to the scheduled redemption date thereof.

If so directed, the Paying Agent shall purchase such Series 2023 Bonds on the date which otherwise would be the redemption date of such Series 2023 Bonds. Any of the Series 2023 Bonds called for redemption that are not purchased in lieu of redemption shall be redeemed as otherwise required by this 2023 Resolution on such redemption date.

(ii) Withdrawal of Direction to Purchase. On or prior to the scheduled redemption date, any direction given to the Paying Agent pursuant to this Subsection (g) may be withdrawn by the Authorized Board Representative by written notice to the Paying Agent. Subject generally to this 2023 Resolution, should a direction to purchase be withdrawn, the scheduled redemption of such Series 2023 Bonds shall occur.

(iii) Purchaser. If the purchase is directed by the Authorized Board Representative, the purchase shall be made for the account of the Board or its designee.

(iv) Purchase Price. The purchase price of the Series 2023 Bonds shall be equal to the outstanding principal of, accrued and unpaid interest on and the redemption premium, if any, which would have been payable on such Series 2023 Bonds on the scheduled redemption date for such redemption. To pay the purchase price of such Series 2023 Bonds, the Paying Agent shall use: (A) money, if any, deposited by the Department with the Paying Agent for such purpose; and (B) money, if any, in the Redemption Account of the Senior Bond Fund that the State Treasurer, pursuant to Subsection (c) hereof, transfers to the Paying Agent to pay the outstanding principal of, accrued and unpaid interest on and the redemption premium, if any, that would have been payable on the optional redemption of such Series 2023 Bonds on the scheduled redemption date. The Paying Agent shall not purchase the Series 2023 Bonds pursuant to this Subsection (g) if by no later than the redemption date, sufficient moneys have not been deposited with the Paying Agent or such moneys are deposited, but are not available.

(v) No Notice to Bondholders. No notice of the purchase in lieu of redemption shall be required to be given to the Bondholders (other than the notice of redemption otherwise required under Subsection (e) hereof).

**Section 6. Book Entry Only System; Payment, Registration and Replacement of Series 2023 Bonds.**

In the event the Series 2023 Bonds are sold to a Purchaser pursuant to a bank lending proposal, the methods of acquisition, payment, registration and replacement of the Series 2023 Bonds will be as set forth in a certificate and receipt signed by the Purchaser. In the event the Series 2023 Bonds are sold to the Underwriters pursuant to a negotiated sale:

(a) Book Entry Only System. The Series 2023 Bonds shall be initially issued to a Depository for holding in a Book Entry Only System, without further action by the Board. While in the Book Entry Only System, there shall be a single bond representing the entire aggregate principal amount of each maturity of the Series 2023 Bonds, and such bond shall be registered in the name of the Depository or its nominee, as Owner, and immobilized initially in the custody of the Depository or its designee. While in the Book Entry Only System, the Series 2023 Bonds shall not be transferable or exchangeable, except for (i) transfer to a successor Depository or its nominee, (ii) withdrawal of the Series 2023 Bonds in Book Entry Only Form from the Depository as provided in the next succeeding paragraph of this subsection (a), and (iii) exchange of a Series 2023 Bond in Book Entry Only Form for another Series 2023 Bond in Book Entry Only Form in an amount equal to the outstanding aggregate principal amount of such Bond. While in the Book Entry Only System, the beneficial owners of book entry interests in the

Series 2023 Bonds shall not have any right to receive Series 2023 Bonds in the form of physical certificates.

The Bond Registrar, pursuant to a request by the Chief Financial Officer for the removal or replacement of the Depository, and upon 30 days' written notice to the Depository, may remove or replace the Depository. The Bond Registrar agrees to remove or replace the Depository at any time at the request of the Chief Financial Officer. The Depository may determine not to continue to act as Depository for the Series 2023 Bonds upon 30 days' written notice to the Bond Registrar, Board and the Chief Financial Officer.

If the use of the Book Entry Only System is discontinued, then (i) the Bond Registrar shall make provision, by appropriate notice to the then Depository, for notification by the Depository of the beneficial owners of their book entry interests in the Series 2023 Bonds, and thereafter (ii) the Board and the Bond Registrar shall permit withdrawal of the Series 2023 Bonds from the Depository and shall authenticate and deliver Series 2023 Bond certificates in fully registered form and in denominations authorized by Section 3(d) to the assignees of the Depository or its nominee, as directed by the Depository. Such withdrawal, authentication and delivery shall be at the cost and expense (including costs of printing or otherwise preparing, and delivering, such replacement Series 2023 Bond certificates) of the Board.

(b) Place and Method of Payment. The principal of the Series 2023 Bonds shall be payable at the designated office of the Paying Agent. The principal of the Series 2023 Bonds may be payable at any other place which may be provided for such payment by the appointment of any other Paying Agent or Paying Agents, as permitted by Section 8.

Interest on the Series 2023 Bonds shall be paid by check or draft mailed by the Paying Agent on the Interest Payment Date to the persons whose names shall appear in the bond register as the Owners of such Series 2023 Bonds as of the close of business of the Bond Registrar on the fifteenth day of the month immediately preceding any Interest Payment Date (the "Record Date"); provided, however, any interest on any Series 2023 Bond which is payable, but is not punctually paid or duly provided for, on any Interest Payment Date (hereinafter "Defaulted Interest"), shall forthwith cease to be payable to the Owner on the relevant Record Date by virtue of having been such Owner; and such Defaulted Interest shall be paid to the persons in whose names such Bond is registered at the close of business on a date (hereinafter the "Special Record Date") for the payment of such Defaulted Interest, which shall be fixed in the following manner. The Board shall notify the Paying Agent in writing of the amount of Defaulted Interest proposed to be paid on each such Bond and the date of the proposed payment, and at the same time the Board shall deposit with the Paying Agent an amount of money equal to the aggregate amount proposed to be paid in respect of such Defaulted Interest or shall make arrangements satisfactory to the Paying Agent for such deposit prior to the date of the proposed payment, such money when deposited to be held in trust for the benefit of the persons entitled to such Defaulted Interest as in this subsection provided. Thereupon the Paying Agent shall fix a Special Record Date for the payment of such Defaulted Interest which shall be not more than 15 nor less than 10 days prior to the date of the proposed payment and not less than 10 days after the receipt by the Paying Agent of the notice of the proposed payment. The Paying Agent shall promptly notify the Board of such Special Record Date and, in the name and at the expense of the Board, shall cause notice of the proposed payment of such Defaulted Interest and the Special Record Date

therefor to be mailed, first class postage prepaid, to each Owner at such address as appears in the registration books of the Board, not less than 10 days prior to such Special Record Date.

The Depository and any Owners of \$1,000,000 or more of aggregate principal amount of Series 2023 Bonds shall be paid interest, principal and premium, if any, by wire transfer to any bank account located in the continental United States, at the expense of the Board in the case of the Depository and of such Owner, if such Owner has requested, in writing, payment in such manner to the Paying Agent and has furnished the wire address to the Paying Agent in writing on or prior to the Record Date, which request shall remain effective until revoked or changed in writing.

(c) Registered Owner as Owner. The registration of any Series 2023 Bond may be transferred, and any Series 2023 Bond may be exchanged and/or cancelled, in the manner and with the effect set forth in (d) and (e) herein.

The Board, the Paying Agent and Bond Registrar may deem and treat the person in whose name any Series 2023 Bond shall be registered upon the bond register as the absolute owner of such Series 2023 Bond for any and all purposes, and the Board, the Paying Agent and Bond Registrar shall not be affected by any notice to the contrary.

(d) Transfer and Exchange. Subject to the provisions of subsection (a) hereof, the registration of any Series 2023 Bond may, in accordance with its terms, be transferred upon the bond register by the person in whose name it is registered, in person or by his or her duly authorized attorney, upon surrender of such Series 2023 Bond for cancellation at the designated office of the Bond Registrar, accompanied by delivery of a written instrument of transfer in a form approved by the Bond Registrar and duly executed by such Owner or his or her authorized attorney. Subject to the provisions of subsection (a) hereof, Series 2023 Bonds may be exchanged at the designated office of the Bond Registrar for a like aggregate principal amount of Series 2023 Bonds of other authorized denominations of the same maturity. The Bond Registrar will not charge for any new Series 2023 Bonds issued upon any transfer or exchange, but may require the Owner requesting such transfer or exchange to pay any tax or other governmental charge required to be paid with respect to such transfer or exchange.

Whenever any Series 2023 Bond or Bonds shall be surrendered for registration of transfer or exchange, the Board shall execute and the Bond Registrar shall authenticate and deliver a new Series 2023 Bond or Bonds in authorized denominations of the same maturity, for a like aggregate principal amount. The Bond Registrar shall not be required to register transfers or make exchanges (i) for a period of 15 days preceding any Interest Payment Date, or (ii) for a period of 15 days next preceding any selection of Series 2023 Bonds to be redeemed, or (iii) of any Series 2023 Bonds chosen for redemption.

(e) Mutilated, Damaged and Destroyed Series 2023 Bonds. If any Series 2023 Bond shall become mutilated, the Board, at the expense of the Owner, shall execute and the Bond Registrar shall authenticate and deliver a new Series 2023 Bond of like tenor and maturity in exchange and substitution for the Series 2023 Bond so mutilated, but only upon surrender to the Bond Registrar of the Series 2023 Bond so mutilated. Every mutilated Series 2023 Bond so surrendered to the Bond Registrar shall be cancelled and delivered to or upon the order of the

Board. If any Series 2023 Bond shall be lost, destroyed or stolen, evidence of such loss, destruction or theft may be submitted to the Bond Registrar. If such evidence is satisfactory to the Board and the Bond Registrar and if an indemnity satisfactory to the Board and the Bond Registrar shall be given, then the Board, at the expense of the Owner, shall execute and the Bond Registrar shall authenticate and deliver a new Series 2023 Bond of like tenor and maturity, numbered and dated as the Bond Registrar shall determine, in lieu of and in substitution for the Series 2023 Bond so lost, destroyed or stolen. Any Series 2023 Bond issued under the provisions of this subsection in lieu of any Series 2023 Bond alleged to be lost, destroyed or stolen shall be equally and proportionately entitled to the benefits hereof with all other Series 2023 Bonds secured hereby. The Bond Registrar shall not treat both the original Series 2023 Bond and any duplicate Series 2023 Bond as being Outstanding for the purpose of determining the principal amount of Series 2023 Bonds which may be executed and delivered hereunder or for the purpose of determining any percentage of Series 2023 Bonds Outstanding hereunder, but both the original and duplicate Series 2023 Bond shall be treated as one and the same. Notwithstanding any other provision of this subsection, in lieu of delivering a new Series 2023 Bond for a Series 2023 Bond which has been mutilated, lost, destroyed or stolen, and which has matured or been called for redemption, the Bond Registrar may, at the direction of the Board, make payment with respect to such Series 2023 Bond.

**Section 7. Execution and Authentication of Series 2023 Bonds.**

(a) The Series 2023 Bonds shall be executed on behalf of the Board by its Chair or its Vice Chair and attested by the Director, by the officers who may be in office as of the dated date of the Series 2023 Bonds or at any time thereafter prior to the delivery of the Series 2023 Bonds to the Underwriters or the Purchaser, as applicable, by the facsimile signature of both such officers. The Director is authorized and directed to cause the seal of the Department to be reproduced on the Series 2023 Bonds. Series 2023 Bonds issued under this 2023 Resolution and bearing the facsimile signatures of such officers shall be valid and binding obligations notwithstanding that before the delivery thereof and payment therefor, any or all of the officers whose signatures appear thereon shall no longer personally act in the official capacity evidenced by the respective signature.

(b) The Series 2023 Bonds shall be authenticated by the manual signature of the Bond Registrar, as authenticating agent. Only such Series 2023 Bonds as shall bear thereon a certificate of authentication in substantially the form set forth in Exhibit A of this 2023 Resolution, manually executed by the Bond Registrar, shall be valid or obligatory for any purpose or entitled to the benefits of this 2023 Resolution. Such certificate of authentication shall be conclusive evidence that the Series 2023 Bonds so authenticated have been duly executed, authenticated and delivered under and are entitled to the benefits of this 2023 Resolution.

**Section 8. Designation, Resignation or Removal of Paying Agent and Bond Registrar; Appointment of Successor for Series 2023 Bonds.**

(a) A trust company or bank identified in the Certificate of Award shall serve as the authenticating agent, Bond Registrar and Paying Agent for the Series 2023 Bonds. The

Bond Registrar shall keep or cause to be kept at its designated office, the bond registration books for the registration and transfer of the Series 2023 Bonds.

(b) Any Paying Agent or Bond Registrar may at any time resign and be discharged of the duties and obligations created by this 2023 Resolution, without the consent of or prior notice to the Owners of the Series 2023 Bonds, by giving at least 60 days written notice to the Board and the other Paying Agents, if any, and the Bond Registrar. Any Paying Agent or Bond Registrar may be removed at any time by an instrument filed with such Paying Agent or Bond Registrar and signed by an Authorized Board Representative, provided that such removal shall not be effective until the appointment of a successor Bond Registrar and/or Paying Agent. Any successor Paying Agent or Bond Registrar shall be appointed by the Board and shall be a bank or trust company organized under the laws of any state of the United States or a national banking association and willing and able to accept the office on reasonable and customary terms and authorized by law to perform all the duties imposed upon it by this 2023 Resolution.

(c) In the event of the resignation or removal of any Paying Agent, such Paying Agent shall pay over, assign and deliver any moneys held by it as Paying Agent to its successor, or if there be no successor, to the State Treasurer.

(d) The Chief Financial Officer shall make all necessary contractual arrangements with the Paying Agent or Agents and Bond Registrar to facilitate the orderly payment of the principal of, premium, if any, and interest on the Series 2023 Bonds.

#### **Bond Form and the Bond Registrar's Certificate of Authentication**

The form of the Series 2023 Bonds shall be in substantially the form attached hereto as Exhibit A, with such omissions, insertions and variations as may be necessary, desirable, authorized or permitted by this 2023 Resolution.

#### **Section 10. Series 2023 Bond Proceeds.**

(a) The proceeds from the sale of the Series 2023 Bonds, including accrued interest, if any, shall be paid to the State Treasurer, who shall give a receipt therefor. The State Treasurer is directed to deposit such proceeds from the sale as follows:

(i) all accrued interest, if any, shall be deposited into the Interest Account of the Senior Bond Fund; and

(ii) to the Series 2023 Bond Proceeds Account in the Highway Bond Proceeds Fund, the balance.

(b) The State Treasurer shall create the Series 2023 Bond Proceeds Account in the Highway Bond Proceeds Fund.

(c) All expenses in connection with the issuance of the Series 2023 Bonds shall be paid from the Series 2023 Bond Proceeds Account upon written instructions from the Authorized Board Representative to the State Treasurer, in accordance with contractual provisions or actual invoices for such bond issuance costs.

### **Pledge of Revenues; Sources of Payments**

. The Series 2023 Bonds, together with Outstanding Senior Bonds and Additional Senior Bonds hereafter issued as herein provided, are special obligations of the Board and are payable from and equally and ratably secured solely by a first lien, and by a pledge of, Pledged Revenues, subject to the permitted expenditure of bond proceeds as provided in Section 287509, Arizona Revised Statutes.

Notwithstanding anything in this 2023 Resolution or the Series 2023 Bonds, neither the State of Arizona nor the Board shall be required to advance any moneys derived from any source of income other than the Pledged Revenues for payment of the Series 2023 Bonds; provided that the Board may, in its discretion, pay Series 2023 Bonds from any lawfully available funds of the Board.

### **Highway Bond Proceeds Fund and Bond Fund Investments**

. All investment income from the proceeds of the Series 2023 Bonds shall be deposited in the Highway Bond Proceeds Fund.

### **Section 13. Issuance of Additional Senior Bonds.**

(a) The Board, for itself, its successors and assigns, covenants and agrees with the Owners of the Series 2023 Bonds herein authorized that, so long as any of the Series 2023 Bonds shall remain Outstanding, any Additional Senior Bonds payable from the Pledged Revenues on a parity with the Series 2023 Bonds shall be issued only when the following conditions have been met, to the satisfaction of the Board as shown by a certificate of the Chair, Vice Chair or Director pertaining thereto:

(i) All of the payments of principal and interest on the then Outstanding Senior Bonds are current; and

(ii) The moneys subject to the pledge for payment of the Senior Bonds for the preceding twelvemonth period was not less than 400% of the highest annual principal and interest payments on all Outstanding Senior Bonds for the highest aggregate oneyear period during the life of Outstanding Senior Bonds, including the principal and interest payments on the Additional Senior Bonds proposed to be issued, but excluding the principal and interest on any Senior Bonds to be refunded that shall not be Outstanding immediately after the issuance of such proposed Additional Senior Bonds; and

(iii) Subject to (v), the Additional Senior Bonds proposed to be issued shall be payable as to principal and interest on such date or dates as the Board shall determine in the Senior Bond Resolution authorizing such Bonds; and

(iv) The proceeds from the sale of the Additional Senior Bonds shall be used for any lawful highway purpose permitted by the Act, including refunding any bonds; and

(v) All other requirements of law existing on the date such Additional Senior Bonds are issued including, without limitation, the provisions of Section 287510, Arizona



Revised Statutes (so long as that section contains tests which pertain to the issuance of parity bonds) have been met.

(b) The Board acknowledges that, solely for the benefit of the Owners of the Subordinated Bonds and not for the benefit of the Owners of any Senior Bonds, it has covenanted that prior to issuance of any Additional Senior Bonds, so long as Section 606 of the 1991 Subordinated Bond Resolution imposes conditions for the issuance of Additional Senior Bonds and there will be Subordinated Bonds Outstanding after the issuance of such Additional Senior Bonds and giving effect to the application of the proceeds thereof, the requirements of Section 606 of the 1991 Subordinated Bond Resolution shall be satisfied.

### **Agreement of State**

. Pursuant to the authority contained in Section 287512, Arizona Revised Statutes, the Board as agent for the State of Arizona hereby pledges and agrees with the Owners of the Series 2023 Bonds that the State of Arizona will not limit or alter the rights vested in the Board to collect such fees, excises and taxes as may be necessary to produce sufficient revenues to meet the expenses of the state highway system and to fulfill the terms of this 2023 Resolution and any agreement made with the Owners of the Series 2023 Bonds or in any way impair the rights and remedies of the Owners of any Series 2023 Bonds, until all bonds issued under the authority of the Act, together with interest thereon and interest on any unpaid installments of interest and all costs and expenses in connection with any action or proceeding by or on behalf of any Owners, are fully met and discharged in accordance with the terms of such bonds.

### **Tax Covenant for the Series 2023 Bonds**

. The provisions of this Section 15 shall only apply to any Series 2023 Bonds issued as tax-exempt bonds, if any.

(a) The Board covenants that it will use, and will restrict the use and investment of, the proceeds of the Series 2023 Bonds in such manner and to such extent as may be necessary so that (i) the Series 2023 Bonds will not (1) constitute private activity bonds, arbitrage bonds or hedge bonds under Sections 141, 148 or 149 of the Code, or (2) be treated other than as bonds to which Section 103 of the Code applies, and (ii) the interest thereon will not be treated as a preference item for purposes of the federal alternative minimum tax.

(b) The Board further covenants (i) that it will take or cause to be taken such actions that may be required of it for the interest on the Series 2023 Bonds to be and remain excluded from gross income for federal income tax purposes, (ii) that it will not take or authorize to be taken any actions that would adversely affect that exclusion, and (iii) that it, or persons acting for it, will, among other acts of compliance, (1) apply the proceeds of the Series 2023 Bonds to the governmental purposes of the borrowing, (2) restrict the yield on investment property, (3) make timely and adequate payments to the federal government as required under the Tax Compliance Certificate of the Board and the Department relating to the Series 2023 Bonds (the "Tax Compliance Certificate"), (4) maintain books and records and make calculations and reports, and (5) refrain from certain uses of those proceeds and, as applicable, of

property financed with such proceeds, all in such manner and to the extent necessary to assure such exclusion of that interest under the Code.

(c) The Director is hereby authorized (i) to make or effect any election, selection, designation, choice, consent, approval, or waiver on behalf of the Board with respect to the Series 2023 Bonds as the Board is permitted or required to make or give under the federal income tax laws, including, without limitation thereto, any of the elections provided for in Section 148(f)(4)(B) and (C) of the Code or available under Section 148 of the Code, for the purpose of assuring, enhancing or protecting favorable tax treatment or status of the Series 2023 Bonds or interest thereon or assisting compliance with requirements for that purpose, reducing the burden or expense of such compliance, reducing the rebate amount or payments of penalties, or making payments of special amounts in lieu of making computations to determine, or paying, Rebate Amount (as defined in the Tax Compliance Certificate) as rebate, or obviating those amounts or payments, as determined by that officer, which action shall be in writing and signed by the Director, (ii) to take any and all other actions, make or obtain calculations, make payments, and make or give reports, covenants and certifications of and on behalf of the Board, as may be appropriate to assure the exclusion of interest from gross income and the intended tax status of the Series 2023 Bonds, and (iii) to give one or more appropriate certificates of the Board, for inclusion in the transcript of proceedings for the Series 2023 Bonds, setting forth the reasonable expectations of the Board regarding the amount and use of all the proceeds of the Series 2023 Bonds, the facts, circumstances and estimates on which they are based, and other facts and circumstances relevant to the tax treatment of the interest on and the tax status of the Series 2023 Bonds.

(d) The Board may create, or may direct the State Treasurer to create, such accounts or sub-accounts as it shall deem necessary or advisable in order to comply with the foregoing covenants and the Tax Compliance Certificate.

### **2023 Resolution to Constitute a Contract**

. In consideration of the acceptance of the Series 2023 Bonds authorized to be issued hereunder by those who shall own the same from time to time, this 2023 Resolution shall be deemed to be and shall constitute a contract between the Board and such Owners and the covenants and agreements herein set forth to be performed by the Board shall, as provided in the Senior Bond Resolution, be for the equal performance, protection and security of the Owners of any and all such Series 2023 Bonds, all of which shall be of equal rank and without preference or priority or distinction of any of the Series 2023 Bonds over any other.

### **Reservation of Right to Issue Bonds**

. The Board hereby authorizes the issuance, from time to time, of refunding bonds, in one or more series (the "Refunding Bonds"), each in a principal amount sufficient to accomplish the refinancing of some or all of the Senior Bonds and/or Subordinated Bonds in order to achieve a present value debt service savings net of all bond related expenses of at least 2.0% of the par amount of such Senior Bonds and/or Subordinated Bonds to be refunded. Any reference in this 2023 Resolution to the Series 2023 Bonds or to the terms of the Series 2023 Bonds shall be

deemed to apply to any such series of Refunding Bonds. The sale of each series of the Refunding Bonds shall be evidenced by a Certificate of Award as set forth in Section 4(e) hereof.

**Section 18. Defeasance of Series 2023 Bonds.**

(a) If payment of all principal of, premium, if any, and interest on all the Series 2023 Bonds, in accordance with the terms of this 2023 Resolution, has been made or such payment has been provided for in the manner set forth in this Section, then this 2023 Resolution shall be deemed to be discharged and of no further effect; provided, however, that no such discharge shall affect the rights of any owners of bonds other than the Series 2023 Bonds.

If the Board shall pay or cause to be paid, or there shall otherwise be paid, to the Owners of the Outstanding Series 2023 Bonds or any particular Series 2023 Bond, the principal, redemption premium, if any, and interest due or to become due thereon, at the times and in the manner stipulated therein and in this 2023 Resolution, then such Series 2023 Bonds or Bond shall cease to be entitled to any lien, benefit or security under the Senior Bond Resolutions and all covenants, agreements and obligations of the Board to the Owners of such Series 2023 Bond or Bonds shall thereupon cease, terminate and become void and be discharged and satisfied (subject to provisions of subsection (e), if applicable).

Series 2023 Bonds or interest installments, for the payment or redemption of which moneys shall have been set aside and shall be held in trust by the Paying Agents (through deposit by the State Treasurer of funds for such payment or redemption or otherwise) at the maturity or redemption date thereof, shall be deemed to have been paid within the meaning and with the effect expressed in this subsection (a).

(b) All or any part of the Outstanding Series 2023 Bonds shall, prior to the maturity or redemption date thereof, be deemed to have been paid and be no longer Outstanding under this 2023 Resolution, and with the effect expressed in subsection (a) of this Section 18, if:

(i) there shall have been deposited with the Treasurer of the State of Arizona or with a bank or trust company selected by the Board and meeting the qualifications set forth in Section 8 for a successor Paying Agent (the "Escrow Agent") appointed for such purposes under an irrevocable escrow agreement (the "Escrow Agreement"), in trust for and irrevocably committed to the Owners of such Series 2023 Bonds, either moneys or Defeasance Securities (as defined in subsection (c) below) (including any Defeasance Securities issued or held in book entry form on the books of the Department of the Treasury of the United States) the principal of and the interest on which when due will provide moneys which, together with the moneys, if any, deposited with the Escrow Agent at the same time, shall, as evidenced by a report of an independent nationally recognized firm of certified public accountants or an independent financial consulting firm of recognized standing in the field of municipal bonds, be sufficient (without regard to further investment or reinvestment of either the principal amount thereof or the interest earnings therefrom, which earnings are to be held likewise in trust and so committed, except as provided herein) to pay when due the principal, redemption premium, if any, and interest due and to become due on said Series 2023 Bonds on or prior to the redemption date or maturity date thereof, as the case may be;

(ii) any such Series 2023 Bonds are to be redeemed prior to the maturity thereof, notice of that redemption shall have been duly given or irrevocable provision satisfactory to the Bond Registrar shall have been duly made for the giving of that notice;

(iii) in the event such Series 2023 Bonds are not by their terms subject to redemption within the next succeeding 60 days, the Board shall have given the Bond Registrar, in form satisfactory to it, instructions to mail a notice to the Owners of such Series 2023 Bonds within 10 days of the date on which the Series 2023 Bonds are deemed to be paid and discharged, at their address as it appears on the bond register on that date on which the Series 2023 Bonds are deemed to be paid and discharged. The notice shall: (1) state the numbers of the Series 2023 Bonds deemed to be paid and discharged, or shall state that all Series 2023 Bonds are deemed to be paid and discharged; (2) state that the deposit required by (i) above has been made with the Escrow Agent and that said Series 2023 Bonds are deemed to have been paid in accordance with this 2023 Resolution; and (3) state such maturity or redemption date upon which moneys are expected to be available for the payment of the principal, redemption premium, if any, and interest on said Series 2023 Bonds (other than those Series 2023 Bonds which have been purchased or otherwise acquired by the Board and delivered to the Bond Registrar as hereinafter provided prior to the mailing of the notice of redemption referred to in clause (ii) hereof); and

(iv) the Board shall furnish to the Escrow Agent an opinion of a nationally recognized bond counsel firm to the effect that such provision for paying such Series 2023 Bonds (assuming compliance by the Board and the Escrow Agent with their duties under the Escrow Agreement) will not, by itself, cause interest on the Series 2023 Bonds to become included in gross income for federal income tax purposes.

(c) As used in this Section 18, "Defeasance Securities" shall mean and include any of the following securities, if and to the extent the same are at the time legal for investment of the Board's funds:

(i) any bonds or other obligations which as to principal and interest constitute direct obligations of, or are unconditionally guaranteed as to full and timely payment of principal and interest by, the United States of America, including interest obligations of the Resolution Trust Corporation;

(ii) certificates or other instruments that evidence ownership or the right to payments of principal or interest on obligations of the character described in clause (i) or specified portions thereof, provided that: (A) such underlying obligations shall be held in custody of a bank or trust company, (B) the owner of the instrument is the real party in interest and has the right to proceed directly against the obligor of the underlying obligations, and (C) the underlying obligations are not available to satisfy any claim of the custodian or any person claiming through the custodian or to whom the custodian may be obligated; and

(iii) any bonds or other obligations of any state of the United States of America or of any agency, instrumentality or local governmental unit of any such state: (A) which are (x) not callable prior to maturity or (y) as to which irrevocable instructions have been given by the obligor to give due notice of redemption and to call such bonds for redemption on the date or

dates specified in such instructions, (B) which are secured as to principal, redemption premium, if any, and interest by a fund consisting only of cash or bonds or other obligations of the character described in clauses (i) and (ii) above (the “Escrow Obligation”), which fund may be applied only to the payment of such principal of, redemption premium, if any, and interest on (except for provisions relating to surplus moneys not required for the payment of the municipal obligations and the substitution of such Escrow Obligations for other Escrow Obligations satisfying all criteria for Escrow Obligations in this definition) such bonds or other obligations on the maturity date or dates thereof or the specified redemption date or dates pursuant to such irrevocable instructions, as appropriate, (C) as to which the principal of and interest on the Escrow Obligations which have been deposited in such fund, along with any cash on deposit in such fund, are sufficient to pay, without reinvestment, principal of, redemption premium, if any, and interest on the bonds or other obligations described in this clause (iii) on the maturity date or dates thereof or on the redemption date or dates specified in the irrevocable instructions referred to in subclause (y) of this clause (iii), as appropriate, and (D) which are rated at the time of purchase thereof “AAA” by Standard & Poor’s Ratings Services and “Aaa” by Moody’s Investors Service, Inc.

Defeasance Securities shall consist of securities which are not subject to redemption prior to their maturity other than at the option of the holder thereof, or shall consist of securities as to which an irrevocable notice of redemption of such securities on a specified redemption date has been given and such securities are not otherwise subject to redemption prior to such specified date.

(d) Any moneys held by the Escrow Agent in accordance with the provisions of this Section 18 may be invested by the Escrow Agent only in Defeasance Securities having maturity dates, or redemption dates, which, at the option of the holder of those obligations, shall be not later than the date or dates at which moneys will be required for the purposes of this Section 18. To the extent that any income or interest earned by, or increment to, the investments held under this Section 18 is determined from time to time by the Escrow Agent to be in excess of the amount required to be held by the Escrow Agent for the purposes of this Section 18, that income, interest or increment shall be transferred at the time of that determination into the State Highway Fund free and clear of any trust, lien or pledge securing said defeased Series 2023 Bonds or otherwise existing under this 2023 Resolution, unless otherwise directed by the Board.

Upon the written instructions from the Authorized Board Representative to do so, the Escrow Agent (I) shall (A) liquidate all or a portion of the investments and reinvestments held in the Escrow Account in advance of their maturity dates, or (B) re-invest the proceeds of Defeasance Obligations that have matured and are not then needed for purposes of this Section 18 and (II) shall reinvest (but only in Defeasance Securities) or otherwise disburse the liquidation proceeds or other amounts in accordance with the instructions of such Representative, but only upon receipt by the Escrow Agent of each of the following:

(i) An opinion of a nationally recognized bond counsel firm to the effect that such sale, purchase or substitution will not cause interest on the defeased Series 2023 Bonds to become included in gross income for federal income tax purposes; and

(ii) A report from a nationally recognized firm of independent certified public accountants, or an independent financial consulting firm of recognized standing in the field of municipal bonds, addressed to the Escrow Agent, bond counsel and the Board:

(A) in case of investment pursuant to (I)(A) and (II), verifying the accuracy of the arithmetical computations of the adequacy of the proceeds from the liquidation, if any, together with any additional deposits of cash and the maturing principal of and interest on Defeasance Securities, if any, that remain held under the Escrow Agreement and that are to be acquired by the Escrow Agent in accordance with the instructions of the Representative, and without any reinvestment thereof, to pay, when due, the principal of and interest and redemption premiums, if any, on the defeased Series 2023 Bonds that will remain unpaid immediately after such liquidation and substitution, upon their maturity or redemption date; and

(B) if required by bond counsel, confirming the aggregate yield on the investments held under the Escrow Agreement (whether previously held, currently held or to be held as a result of substitution or re-investment) is not greater than such yield limitation, if any, specified by bond counsel.

(iii) In case of re-investment of maturing Defeasance Obligations pursuant to (I)(B), instructions to purchase Defeasance Obligations which mature on or before such amounts are needed for the purposes of this Section 18.

If instructed to do so by the Authorized Board Representative, the Escrow Agent shall use money derived from the liquidation or re-investment of the Defeasance Securities held in the Escrow Agreement to purchase, or otherwise acquire, for cancellation defeased Series 2023 Bonds specified by such Representative that have not matured or for which a notice of redemption has not been mailed by the Bond Registrar.

(e) Notwithstanding the foregoing, any provisions of this 2023 Resolution which relate to: (i) the maturity of Series 2023 Bonds; (ii) the interest payments and dates thereof; (iii) the optional redemption provisions; (iv) the exchange, transfer and registration thereof; (v) the replacement of mutilated, destroyed, lost or stolen Series 2023 Bonds; (vi) the safekeeping and cancellation thereof; (vii) the holding of moneys in trust; (viii) exclusion of interest on the Series 2023 Bonds from gross income for federal income tax purposes; and (ix) duties of the Paying Agent and Bond Registrar in connection with all of the foregoing, shall remain in effect and shall be binding upon the Board, the Paying Agent, the Bond Registrar and the Owners, notwithstanding the release, discharge and satisfaction of this 2023 Resolution.

#### **Section 19. Amendments.**

(a) Amendments Without Consent of Owners of Series 2023 Bonds. The Board may, from time to time and at any time, adopt resolutions (which resolutions shall thereafter form a part of the existing Senior Bond Resolution), without the consent of or notice to any Owner of Series 2023 Bonds, to effect any one or more of the following:

(i) cure any ambiguity, inconsistency, formal defect or omission in this 2023 Resolution or other existing Senior Bond Resolutions;

(ii) grant to or confer upon the Owners of the Series 2023 Bonds any additional rights, remedies, powers, authority or security that may lawfully be granted to or conferred upon them; or

(iii) amend or supplement this 2023 Resolution or other existing Senior Bond Resolutions in any other respect, provided such amendment or supplement is not materially adverse to the interest of the Owners of the Series 2023 Bonds.

Prior to the time that Series 2023 Bonds are issued pursuant to this 2023 Resolution, all provisions of this 2023 Resolution may be modified by a subsequent resolution of the Board.

(b) Amendments with Consent of the Owners of Series 2023 Bonds. Exclusive of amendments described in subsection (a), any provision of this 2023 Resolution or of other existing Senior Bond Resolutions affecting the Owners of the Series 2023 Bonds, and the rights and obligations of the Board and of the Owners of the Series 2023 Bonds issued hereunder, may be modified or amended at any time by resolution adopted by the Board; provided, however, that any such modification or amendment shall become effective as part of the provisions of this 2023 Resolution only with consent of Owners of at least a majority in aggregate principal amount of the Outstanding Series 2023 Bonds, exclusive of Series 2023 Bonds, if any, owned by the Board or the Department, and obtained as hereinafter set forth; and provided, further, that no such modification or amendment shall, without the express written consent of the Owner of each Series 2023 Bond affected, reduce the principal amount of any Series 2023 Bond, reduce the interest rate payable thereon, advance the earliest redemption date, reduce the premium payable upon redemption thereof, extend its maturity or the times for paying interest thereon or change the monetary medium in which principal and interest is payable, nor shall any such modification or amendment reduce the percentage of consent required for amendment or modification.

Any act done pursuant to a modification or amendment so consented to shall be binding upon the Owners of all of the Series 2023 Bonds and shall not be deemed an infringement of any of the provisions of this 2023 Resolution or the other existing Senior Bond Resolutions, whatever the character of such act may be, and may be done and performed as fully and freely as if expressly permitted by the terms of this 2023 Resolution or the other existing Senior Bond Resolutions, and after such consent relating to such specified matters has been given, no Owner of a Series 2023 Bond shall have any right or interest to object to such action or in any manner to question the propriety thereof or to enjoin or restrain the Board or any officer thereof from taking any action pursuant thereto.

If the Board shall desire to obtain any such consent, it shall cause the Bond Registrar to mail a notice, firstclass postage prepaid, to the Owners of the Outstanding Series 2023 Bonds at their addresses appearing on the registration books, unless an Owner waives in writing the mailing of such notice to it. Such notice shall briefly set forth the nature of the proposed amendment and shall state that a copy thereof is on file at the office of the Director of the Department for inspection by all Owners of Series 2023 Bonds. The Bond Registrar shall not, however, be subject to any liability to any Owners of the Series 2023 Bonds by reason of failure to mail the notice required by this Section, and any such failure shall not affect the validity of such resolution when consented to and approved as provided in this Section.

Whenever the Board shall receive an instrument or instruments purporting to be executed by the Owners of not less than a majority in aggregate principal amount of the Series 2023 Bonds then Outstanding, exclusive of Series 2023 Bonds, if any, owned by the Board or the Department, which instrument or instruments shall refer to the proposed amendment described in such notice (or, if notice is waived by an Owner, in the consent of such Owner), and shall specifically consent to and approve such amendments in substantially the form of the copy thereof referred to in such notice (or, if notice is waived, in such consent) as on file with the Director of the Department, then the Board may file a written certification in its official records that the consent of the required percentage of Owners has been obtained and such certification shall be conclusive that such consents have been obtained. Any consent so given may not be withdrawn after the Board files such certification. After filing such certificate, the amendment shall become immediately effective, or if the Board had not previously adopted a resolution containing the amendment, the Board may adopt a resolution containing such amendment in substantially such form, without in any case liability or responsibility to any Owner of any Series 2023 Bond, whether or not such Owner shall have consented thereto.

(c) Upon consent to the amendment and adoption of the resolution containing the amendment pursuant to the provisions of this Section, this 2023 Resolution or the other existing Senior Bond Resolutions shall be, and be deemed to be, modified and amended in accordance therewith, and the respective rights, duties and obligations of the Board under this 2023 Resolution or the other existing Senior Bond Resolutions and all Owners of Series 2023 Bonds then Outstanding shall thereafter be determined, exercised and enforced hereunder, subject in all respects to such modifications and amendments.

#### **Evidence of Signatures of Owners and Ownership of Series 2023 Bonds**

. Any request, consent, withdrawal of consent or other instrument which this 2023 Resolution may require or permit to be signed and executed by the Owners may be in one or more instruments of similar tenor, and shall be signed or executed by such Owners in person or by their attorneys appointed in writing. Proof of (i) the execution of any such instrument, or of an instrument appointing any such attorney, or (ii) the ownership by any person of the Series 2023 Bonds shall be sufficient for any purpose of this 2023 Resolution if made in the following manner, or in any other manner satisfactory to the Board, which may nevertheless in its discretion require further or other proof in cases where it deems the same desirable:

(a) The fact and date of the execution by any Owner or his attorney may be proved by a guarantee of the signature thereon by a bank or trust company or by the certificate of a notary public or other officer in any jurisdiction, who has power by law to take acknowledgments within that jurisdiction, that the person signing the instrument acknowledged to him the execution thereof, or by an affidavit of a witness of such execution, duly sworn to before such notary public or other officer.

(b) The fact of ownership of Series 2023 Bonds shall be proved by the bond registration books.



Any request or consent by an Owner of any Series 2023 Bond shall bind all future Owners of such Series 2023 Bond in respect of anything done or suffered to be done by the Board in accordance therewith.

### **No Recourse on the Series 2023 Bonds to Individuals**

. No recourse shall be had for the payment of the principal of, premium, if any, or interest on the Series 2023 Bonds or for any claim based thereon or on this 2023 Resolution against any member or officer of the Board or employee of the Department or any person executing such Bonds. The Series 2023 Bonds are special obligations of the Board, payable only according to the terms of such Series 2023 Bonds and this 2023 Resolution.

### **Severability of Invalid Provisions**

. If any one or more of the covenants or agreements provided in this 2023 Resolution on the part of the Board or the Department to be performed should be contrary to law, then such covenant or covenants or agreement or agreements shall be deemed severable from the remaining covenants and agreements, and shall in no way affect the validity of the other provisions of this 2023 Resolution.

### **Saturdays, Sundays and Holidays**

. If the date for making any payment or the day or last date for performance of any act or the exercising of any right, as provided in this 2023 Resolution, shall be a Saturday, a Sunday, a legal holiday or a day on which either the Bond Registrar, the Paying Agent, the State Treasurer, the Board or the Department, is legally authorized to remain closed, such payment may be made or act performed or right exercised on the next succeeding day not a Saturday, a Sunday, a legal holiday or a day on which either the Bond Registrar, the Paying Agent, the State Treasurer, the Board or the Department is legally authorized to remain closed, with the same force and effect as if done on the nominal date provided in this 2023 Resolution, and no interest shall accrue for the period after such nominal date.

### **Direction to State Treasurer**

. The State Treasurer is hereby directed to perform all acts and things required to be performed by it under this 2023 Resolution and the Act and such other lawful acts relating to the Series 2023 Bonds and this 2023 Resolution as the Board may reasonably request.

### **Effective Date**

. This 2023 Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED ON July 21, 2023.

ARIZONA TRANSPORTATION BOARD

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Chair

ATTEST:

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Director, Arizona Department  
of Transportation

**EXHIBIT A**

[FORM OF BOND]

ARIZONA TRANSPORTATION BOARD  
HIGHWAY REVENUE BOND  
SERIES 2023

No. R

Interest Rate \_\_\_\_\_ %                      Maturity Date \_\_\_\_\_                      Dated Date: \_\_\_\_\_, 2023                      CUSIP \_\_\_\_\_

Registered Owner: \_\_\_\_\_

Principal Sum: \_\_\_\_\_ Dollars

THE ARIZONA TRANSPORTATION BOARD (herein called the "Board"), for value received, hereby promises to pay, but solely from the revenues hereinafter specified, to the Registered Owner stated hereon or registered assigns, on the Maturity Date stated hereon, unless earlier redeemed, the Principal Sum stated herein, and to pay from those sources interest thereon at the Interest Rate stated above on January 1 and July 1 in each year commencing \_\_\_\_\_, until the Principal Sum shall have been paid or duly provided for. This Series 2023 Bond will bear interest from the most recent date to which interest has been paid or duly provided for or, if no interest has been paid or duly provided for, from its Dated Date.

The principal of and any premium on this Series 2023 Bond are payable upon presentation and surrender hereof at the designated office of the Paying Agent, initially U.S. Bank Trust Company, National Association. Interest is payable on each Interest Payment Date by check or draft mailed to the person in whose name this Series 2023 Bond (or one or more predecessor bonds) is registered (the "Registered Owner") at the close of business on the 15th day of the calendar month next preceding that Interest Payment Date (the "Record Date") on the registration books for this issue maintained by the Bond Registrar, initially U.S. Bank Trust Company, National Association, at the address appearing therein. If the Registered Owner hereof shall be the Registered Owner of Series 2023 Bonds in the aggregate principal amount of \$1,000,000 or more, interest and principal and premium, if any, will be paid by wire transfer to a bank account in the continental United States, at the expense of such Registered Owner, if the Registered Owner has requested payment in such manner at such wire address as shall have been furnished by the Registered Owner to the Bond Registrar in writing on or prior to the Record Date preceding the Interest Payment Date, which request shall remain effective until changed by the Registered Owner. Any interest which is not timely paid or duly provided for shall cease to be payable to the Registered Owner hereof (or of one or more predecessor bonds) as of the Record Date, and shall be payable to the Registered Owner hereof (or of one or more predecessor bonds) at the close of business on a Special Record Date to be fixed by the Bond Registrar for the payment of that overdue interest. Notice of the Special Record Date shall be mailed to the Registered Owner not less than 10 days prior thereto. The principal of, premium, if any, and interest on this Series 2023 Bond are payable in lawful money in the United States of America, without deduction for the services of the Paying Agent.

This Bond is one of a duly authorized series of bonds of the Board designated “Highway Revenue Bonds, Series 2023” (herein called the “Series 2023 Bonds”), in the aggregate principal amount of \$\_\_\_\_\_, issued under and in full compliance with the Constitution and Statutes of the State of Arizona, including, without limitation, Title 28, Chapter 21, Article 1 of the Arizona Revised Statutes, as amended (herein called the “Act”), and a resolution adopted by the Board on May 1, 1980 as supplemented to date (herein collectively, the “Senior Bond Resolution”) including by a resolution adopted on July 21, 2023 providing for the issuance of the Series 2023 Bonds (herein the “2023 Resolution”). The Series 2023 Bonds are issued to pay costs of any highway purpose and related costs permitted under the Act.

Capitalized terms not defined herein have the meaning set forth in the 2023 Resolution.

As provided in the Senior Bond Resolution, the Series 2023 Bonds, all Outstanding Senior Bonds and all Additional Senior Bonds that may subsequently be issued under the Senior Bond Resolution on a parity with the Series 2023 Bonds (herein collectively called the “Senior Bonds”) are special obligations of the Board. The Senior Bonds are payable from and secured as to payment of the principal, redemption premium, if any, and interest, in accordance with their terms and the provisions of the Senior Bond Resolution solely by the pledge of Pledged Revenues (as defined in the 2023 Resolution), which consist of moneys paid into the State Highway Fund from sources collected as prescribed in Article IX, Section 14 of the Constitution of the State of Arizona and from certain other sources specified in the Act, and amounts on deposit in certain other Funds and Accounts created under the Senior Bond Resolution.

Copies of the Senior Bond Resolution and 2023 Resolution are on file at the office of the Board and at the designated office of U.S. Bank Trust Company, National Association, as Paying Agent and Bond Registrar for the Series 2023 Bonds, or its successor (herein called the “Bond Registrar”). Reference is hereby made to the Act and to the Senior Bond Resolution and any and all supplements thereto and modifications and amendments thereof, for a description of: the pledge and assignment and covenants securing the Senior Bonds and Subordinated Bonds; the nature, priority, extent and manner of enforcement of such pledge; the rights of the Registered Owners of the Series 2023 Bonds with respect thereto; the terms and conditions upon which the Series 2023 Bonds are issued and may be issued thereunder; the terms and provisions upon which this Bond shall cease to be entitled to any lien, benefit or security under the Senior Bond Resolution; and for the other terms and provisions thereof, to all of which the Registered Owner assents, by acceptance hereof.

All covenants, agreements and obligations of the Board under the 2023 Resolution may be discharged and satisfied at or prior to the maturity or redemption of this Series 2023 Bond if moneys or certain specified Defeasance Securities shall have been deposited in a separate trust to provide for payment thereof.

THE PRINCIPAL OF AND INTEREST ON THIS BOND ARE PAYABLE SOLELY FROM THE PLEDGED REVENUES DESCRIBED ABOVE, AND NO REGISTERED OWNER HEREOF SHALL HAVE THE RIGHT TO COMPEL ANY EXERCISE OF ANY OTHER TAXING POWER OF THE STATE OF ARIZONA TO PAY THIS BOND OR THE INTEREST HEREON. THIS BOND IS A LIMITED OBLIGATION OF THE BOARD AND IS PAYABLE ONLY IN ACCORDANCE WITH THE TERMS HEREOF AND SHALL NOT BE

AN OBLIGATION, GENERAL, SPECIAL OR OTHERWISE, OF THE STATE OF ARIZONA. THIS BOND SHALL NOT CONSTITUTE A LEGAL DEBT OF THE STATE OF ARIZONA AND SHALL NOT BE ENFORCEABLE AGAINST THE STATE OF ARIZONA NOR SHALL PAYMENT HEREOF BE ENFORCEABLE OUT OF ANY FUNDS OF THE BOARD OR THE ARIZONA DEPARTMENT OF TRANSPORTATION, OTHER THAN THE INCOME AND REVENUES PLEDGED AND ASSIGNED TO THE REGISTERED OWNER OF THIS BOND AND SENIOR BONDS ISSUED ON A PARITY HEREWITH. THIS BOND IS NOT A DEBT OF THE STATE OF ARIZONA, THE BOARD OR THE DEPARTMENT WITHIN THE MEANING OF ANY CONSTITUTIONAL OR STATUTORY LIMITATION.

As provided in the 2023 Resolution, Additional Senior Bonds may be issued from time to time in one or more series, in various principal amounts, may mature at different times, may bear interest at different rates and may otherwise vary. The aggregate principal amount of Senior Bonds which may be issued on a parity with the Series 2023 Bonds is not limited, and all Senior Bonds issued and to be issued on a parity with the Series 2023 Bonds are and will be equally secured by the pledge and covenants made in the Senior Bond Resolution, as supplemented by the 1991 Subordinated Resolution, except as otherwise expressly provided or permitted in the Senior Bond Resolution. The Board reserves the right at any future date to issue refunding bonds to refund this Bond.

The Board, as agent for the State of Arizona, does hereby pledge to the Registered Owner of this Bond that the State of Arizona will not limit or alter the rights vested in the Board to collect such fees, excises and taxes as may be necessary to produce sufficient revenue to meet the expense of the state highway system and fulfill the terms of the 2023 Resolution providing for the issuance of this Bond or to in any way impair the rights and remedies of the Registered Owners of the Series 2023 Bonds until this Bond is paid or provided for. This pledge is made pursuant to statutory authority granted to the Board by the legislature of the State of Arizona, codified in Section 287512, Arizona Revised Statutes.

The 2023 Resolution permits certain amendments or supplements to the 2023 Resolution and the Senior Bond Resolution to be made without the consent of or notice to the Registered Owners, and other amendments or supplements thereto to be made with the consent of the Registered Owners of not less than a majority in aggregate principal amount of the Series 2023 Bonds then outstanding.

The Series 2023 Bonds are issuable only in the form of fully registered bonds without coupons in the denomination of \$5,000 or any integral multiple of \$5,000, and, except as provided in the 2023 Resolution, in printed or typewritten form, registered in the name of CEDE & CO. as nominee of The Depository Trust Company (“DTC”), which shall be considered to be the Registered Owner for all purposes of the 2023 Resolution, including, without limitation, payment by the Board of the principal of, premium, if any, and interest on this Bond, and receipt of notices and exercise of rights by Registered Owners. There shall be a single Series 2023 Bond representing each maturity which shall be immobilized in the custody of DTC with the beneficial owners having no right to receive bonds in the form of physical securities or certificates. Ownership of beneficial interests in the Series 2023 Bonds shall be shown by book entry on the system maintained and operated by DTC and its participants, and transfers of ownership of beneficial interests shall be made only by DTC and its participants and by book entry, the Board

and the Bond Registrar having no responsibility therefor. DTC is expected to maintain records of the positions of participants in the Series 2023 Bonds, and the participants and persons acting through participants are expected to maintain records of the purchasers of beneficial interests in the Series 2023 Bonds. The Series 2023 Bonds as such shall not be transferable or exchangeable, except as provided in the 2023 Resolution.

The Board, the Bond Registrar and the Paying Agent may deem and treat the Registered Owner as the absolute owner hereof for the purpose of receiving payment of, or on account of, the principal or redemption price hereof and interest due hereon and for all other purposes.

The Series 2023 Bonds maturing on or before July 1, \_\_\_\_ are not subject to redemption prior to their respective maturity dates. **[CONFORM:** The Series 2023 Bonds maturing on July 1, \_\_\_\_ are term bonds subject to mandatory sinking fund redemption by lot on July 1 in each of the years and in the principal amount set forth below, at the principle amount thereof without premium, together with accrued interest to the redemption date:]

<u>Years</u>	<u>Principal Amounts</u>
	\$

[The Series 2023 Bonds maturing on and after July 1, \_\_\_\_ are subject to redemption prior to maturity at the option of the Board as a whole or in part at any time on or after July 1, \_\_\_\_ from such maturities as shall be determined by the Board, upon mailed notice as hereinafter provided, at the respective redemption prices (expressed as percentages of the principal amount of the Bonds or portions thereof to be redeemed) set forth below, in each case together with accrued interest to the redemption date:

<u>Redemption Period (both dates inclusive)</u>	<u>Redemption Prices</u>
July 1, 20__ to June 30, 20__	
July 1, 20__ to June 30, 20__	
July 1, 20__ and thereafter	

If less than all bonds of like maturity are to be redeemed, the particular bonds to be redeemed shall be selected at random in such manner as the Bond Registrar in its discretion may deem fair and appropriate.]

The Series 2023 Bonds are payable upon redemption at the designated office of the Paying Agent. Notice of redemption, setting forth the place of payment, shall be mailed by the Bond Registrar, firstclass postage prepaid, not less than 30 days prior to the redemption date, to the Registered Owners of any bonds or portions of bonds which are to be redeemed, at their last addresses, if any, appearing upon the registration books of the Board maintained by the Bond Registrar, all in the manner and upon the terms and conditions set forth in the 2023 Resolution. If notice of redemption shall have been mailed as aforesaid, the bonds or portions thereof specified in said notice shall become due and payable on the redemption date therein fixed (unless the notice otherwise provides), and if, on the redemption date, moneys for the redemption

of all the bonds and portions thereof to be redeemed, together with interest to the redemption date, shall be available for such payment on said date, then from and after the redemption date interest on such bonds or portions thereof so called for redemption shall cease to accrue and be payable. Any failure to mail or any defect in the notice to the Registered Owner of any bonds which are to be redeemed shall not affect the validity of the proceedings for the redemption of any other bonds for which notice is properly given. Any notice of redemption which is mailed in the manner provided above shall be conclusively presumed to have been given whether or not the Registered Owner hereof receives the notice.

It is hereby certified and recited that all conditions, acts and things required by law and the Senior Bond Resolution to exist, to have happened and to have been performed precedent to and in the issuance of this Bond, exist, have happened and have been performed and that the Series 2023 Bonds of which this is one, complies in all respects with the applicable laws of the State of Arizona, including, particularly, the Act.

This Bond shall not be entitled to any benefit under the Senior Bond Resolution or be valid or become obligatory for any purpose until this Bond shall have been authenticated by the execution by the Bond Registrar of the Bond Registrar's Certificate of Authentication hereon.

IN WITNESS WHEREOF, THE ARIZONA TRANSPORTATION BOARD has caused this Series 2023 Bond to be executed in its name and on its behalf by the facsimile signature of its Chair, and its seal to be reproduced hereon, and attested by the facsimile signature of its Director, all as of the Dated Date hereof.

ARIZONA TRANSPORTATION BOARD

By \_\_\_\_\_  
Chair of the Board

Attest:

\_\_\_\_\_  
Director of the State of  
Arizona Department of  
Transportation

(Seal)

[FORM OF CERTIFICATE OF AUTHENTICATION  
ON ALL SERIES 2023 BONDS]

BOND REGISTRAR'S CERTIFICATE OF AUTHENTICATION

This Bond is one of the Series 2023 Bonds delivered pursuant to the within mentioned 2023 Resolution.

U.S. Bank Trust Company, National Association, as  
Bond Registrar

Date of Authentication: \_\_\_\_\_, 2023

By \_\_\_\_\_  
Authorized Representative



[FORM OF ATTORNEY GENERAL CERTIFICATION]

I hereby certify that I have examined the validity of the issue of Series 2023 Bonds of which this Bond is one and all proceedings in connection therewith. From such examination, I hereby certify that all Bonds of this issue of Series 2023 Bonds are issued in accordance with the Constitution and laws of the State of Arizona.

(Facsimile)

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Attorney General of the State of Arizona

LEGAL OPINION

The following is a true copy of the text of the opinion rendered to the Board by Squire Patton Boggs (US) LLP in connection with the original issuance of the Series 2023 Bonds. That opinion is dated as of and premised on the transcript of proceedings examined and the law in effect on the date of such original delivery of the Series 2023 Bonds. A signed copy is on file in the office of the Board.

ARIZONA TRANSPORTATION BOARD

\_\_\_\_\_  
(Facsimile)  
Chair

[OPINION OF BOND COUNSEL TO BE INSERTED HERE]

The following abbreviations, when used in the inscription on the face of the within Bond, shall be construed as though they were written out in full according to applicable laws or regulations:

- TEN COM - as tenants in common
- TEN ENT - as tenants by the entireties
- JT TEN - as joint tenants with right of survivorship  
and not as tenants in common

UNIF GIFT/TRANS MIN ACT- \_\_\_\_\_ Custodian for

(Cust.)

\_\_\_\_\_ under Uniform Gifts/Transfers to Minors Act of

(Minor)

\_\_\_\_\_.

(State)

UNLESS THIS BOND IS PRESENTED BY AN AUTHORIZED REPRESENTATIVE OF THE DEPOSITORY TRUST COMPANY, A NEW YORK CORPORATION (“DTC”), TO THE BOND REGISTRAR FOR REGISTRATION OF TRANSFER, EXCHANGE, OR PAYMENT, AND ANY BOND ISSUED IS REGISTERED IN THE NAME OF CEDE & CO. OR IN SUCH OTHER NAME AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC (AND ANY PAYMENT IS MADE TO CEDE & CO. OR TO SUCH OTHER ENTITY AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC), ANY TRANSFER, PLEDGE, OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL INASMUCH AS THE REGISTERED OWNER HEREOF, CEDE & CO., HAS AN INTEREST HEREIN.

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned \_\_\_\_\_ (the "Transferor"), hereby sells, assigns and transfers unto \_\_\_\_\_ (the "Transferee"), whose address is \_\_\_\_\_ and whose social security number (or other federal tax identification number) is \_\_\_\_\_

PLEASE INSERT SOCIAL SECURITY OR OTHER IDENTIFYING NUMBER OF TRANSFEREE

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

the within Bond and all rights thereunder, and hereby irrevocably constitutes and appoints \_\_\_\_\_ as attorney to register the transfer of the within Bond on the books kept for registration of transfer thereof, with full power of substitution in the premises.

Date: \_\_\_\_\_  
Signature Guaranteed by: \_\_\_\_\_

NOTICE: No transfer will be registered and no new Bond will be issued in the name of the Transferee, unless the signature(s) to this assignment correspond(s) with the name as it appears upon the face of the within Bond in every particular, without alteration or enlargement or any change whatever and name, address and the Social Security Number or federal employee identification number of the Transferee is supplied.

NOTICE: Signature(s) must be guaranteed by a signature guarantor institution that is a participant in a signature guarantor program recognized by the Bond Registrar.

## RESOLUTION

RESOLUTION AUTHORIZING THE PREPAYMENT OR REDEMPTION OF CERTAIN OUTSTANDING HIGHWAY REVENUE BONDS WITH FUNDS OF THE BOARD; AUTHORIZING THE APPOINTMENT OF ESCROW AGENTS AND THE EXECUTION OF ESCROW AGREEMENTS AND OTHER NECESSARY AGREEMENTS, INSTRUMENTS AND DOCUMENTS IN CONNECTION WITH THE PREPAYMENT OR REDEMPTION OF SUCH BONDS; AND AUTHORIZING OTHER ACTIONS AND MATTERS IN CONNECTION THEREWITH.

WHEREAS, pursuant to Title 28, Chapter 21, Article 1, Arizona Revised Statutes, as amended (the "Act"), and that certain resolution adopted by the Arizona Transportation Board (the "Board") on May 1, 1980, as supplemented (the "Bond Resolution"), the Board currently has outstanding its Highway Revenue Refunding Bonds, Series 2015, Highway Revenue Refunding Bonds, Series 2016 and Highway Revenue Refunding Bonds, Taxable Series 2020 (collectively, the "Outstanding Senior Bonds"), all of which are payable from and secured by a first lien on and pledge of Pledged Revenue, as defined in the Senior Bond Resolution; and

WHEREAS, pursuant to the Act and that certain resolution adopted by the Board on September 27, 1991, as supplemented (the "Subordinated Bond Resolution"), the Board has previously issued bonds payable from Pledged Revenues on a basis subordinate to the Outstanding Senior Bonds (the "Subordinated Bonds"), none of which Subordinated Bonds are currently outstanding; and

WHEREAS, the Board may in the future (a) authorize the execution and delivery of additional bonds to provide funds for highway purposes which will be payable from Pledged Revenues on a parity with the Outstanding Senior Bonds (the "Additional Senior Bonds" and, together with the Outstanding Senior Bonds, the "Senior Bonds"), under the conditions permitted in the Senior Bond Resolution or (b) authorize the execution of additional Subordinated Bonds under the conditions permitted in the Subordinated Bond Resolution; and

WHEREAS, if the Director of the Arizona Department of Transportation (the "Department") deems it prudent and advantageous to prepay or redeem any Outstanding Senior Bonds or Subordinated Bonds from time to time prior to the maturity or payment dates thereof, it may be necessary for the Board to execute and deliver one or more depository trust agreements or escrow agreements (each an "Escrow Agreement") with a depository trustee or escrow agent named therein (each an "Escrow Agent"); and

WHEREAS, the Board has determined that it is advantageous and in the public interest to provide for and approve such prepayment or redemption of any Outstanding Senior Bonds or Subordinated Bonds from time to time prior to the payment dates thereof in order to secure the financial advantages for the Board:

NOW, THEREFORE, BE IT RESOLVED BY THE ARIZONA TRANSPORTATION BOARD, AS FOLLOWS:

1. The Chair of the Board, Director of the Department and the Chief Financial Officer of the Department, or their designee (each an “Authorized Officer”) are each hereby authorized, empowered and directed in the name and on behalf of the Board, to execute or attest, as required, and deliver one or more Escrow Agreements and any related agreements or documents (collectively, the “Board Documents”) related to the prepayment or redemption of Outstanding Senior Bonds or Subordinated Bonds, in such forms as shall be reviewed by counsel to the Board and approved by the Authorized Officer executing the same.

2. From and after the execution and delivery of the Board Documents in definitive form by the Board and the other parties thereto, as required, the officers, agents and employees of the Board and the Department are hereby authorized, empowered and directed to do all such acts and things and to execute all such agreements, documents, instruments and certificates as may be necessary or desirable in connection with the execution and delivery of the Board Documents or the prepayment or redemption of Outstanding Senior Bonds or Subordinated Bonds, including, without limitation, calling for redemption such Outstanding Senior Bonds or Subordinated Bonds for which payments are being provided and directing the transfer of Board funds to the Escrow Agent for the purpose of such prepayment or redemption.

3. All actions of the officers, agents and employees of the Board which are in conformity with the purposes and intent of the foregoing resolutions be, and the same are hereby, in all respects, authorized, approved, ratified and confirmed.

[Remainder of page left blank intentionally]

PASSED AND ADOPTED ON \_\_\_\_\_, 2023.

ARIZONA TRANSPORTATION BOARD

---

Chair

ATTEST:

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Director, Arizona Department  
of Transportation

July 21, 2023

RES. NO. 2023-07-A-023  
PROJECT: 210 PM 001 H0919 03R / AZP-824-9-702  
HIGHWAY: AVIATION CORRIDOR HIGHWAY  
SECTION: Jct. I-10 - 6th Avenue  
ROUTE NO.: State Route 210  
DISTRICT: Southcentral  
COUNTY: Pima  
PARCEL: 10 - 0542

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the termination of a certain portion of highway easement right of way over land originally acquired in fee for use within the above referenced project. The highway easement right of way over said land was subsequently conveyed to the City of Tucson, to be utilized in Phase III of the City's Downtown Links Improvement Project.

This portion of right of way was previously established as the Regional Transportation Plan for the Tucson Aviation Corridor. It was adopted and approved as the State Route Plan for the Aviation Corridor Highway by Arizona State Transportation Board Resolution 83-03-A-09, dated February 18, 1983, being "Alternative 'C'" of the joint Pima Association of Governments / City of Tucson Aviation Corridor Study Concept Location Report; it was established as a state route, and designated State Route 210 therein. On November 21, 1983, in Resolution 83-15-A-77 the Board authorized advance acquisition, and established corridor rights with appropriate controlled-access. However, the project was eventually cancelled, and the highway was never constructed. The State Route Plan was rescinded by Resolution 2001-12-A-084, dated December 14, 2001. Subsequently, this led to the conveyance of easements for highway rights of way that have been utilized by the City of Tucson for various transportation improvement projects under its authority.

July 21, 2023

RES. NO. 2023-07-A-023  
PROJECT: 210 PM 001 H0919 03R / AZP-824-9-702  
HIGHWAY: AVIATION CORRIDOR HIGHWAY  
SECTION: Jct. I-10 - 6th Avenue  
ROUTE NO.: State Route 210  
DISTRICT: Southcentral  
COUNTY: Pima  
PARCEL: 10 - 0542

Said portion of highway easement right of way is no longer required in any Local Public Agency or State Transportation System, nor will it be used for public highway purposes.

Accordingly, it is recommended that said portion of highway easement right of way be removed from the Local Public Agency and State Transportation Systems by the termination thereof, in accordance with that certain Letter of Mutual Consent to Partial Termination of Highway Easement, executed on June 09, 2023 and June 20, 2023; and pursuant to the provisions of Arizona Revised Statutes § 28-7095(C).

The land affected by said highway easement right of way was acquired in fee by the State of Arizona, by and through its Department of Transportation, by that certain Warranty Deed, dated June 19, 1987, recorded June 30, 1987, in Docket 08067, Page 2343; and thereafter, a Grant of Easement for highway purposes was conveyed to the City of Tucson by the instrument, dated March 15, 2010, recorded March 25, 2010, in Document No. 2010-0570024, all records of Pima County, Arizona.

Said portion of highway easement right of way to be terminated is 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 AVIATION CORRIDOR HIGHWAY, Jct. I-10 - 6th Avenue, Project 210 PM 001 H0919 03R / AZP-824-9-702" 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 termination of the portion of highway easement right of way shown in Appendix "A".



July 21, 2023

RES. NO. 2023-07-A-023  
PROJECT: 210 PM 001 H0919 03R / AZP-824-9-702  
HIGHWAY: AVIATION CORRIDOR HIGHWAY  
SECTION: Jct. I-10 - 6th Avenue  
ROUTE NO.: State Route 210  
DISTRICT: Southcentral  
COUNTY: Pima  
PARCEL: 10 - 0542

The Partial Easement Termination becomes effective upon recordation in the Office of the Pima County Recorder, in accordance with Arizona Revised Statutes §28-7213; and this resolution is considered the only document necessary to terminate said portion of highway easement right of way; and no other instrument is legally required.

Pursuant to Arizona Revised Statutes §§ 28-7046 and 28-7095(C), 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

July 21, 2023

RES. NO. 2023-07-A-023  
PROJECT: 210 PM 001 H0919 03R / AZP-824-9-702  
HIGHWAY: AVIATION CORRIDOR HIGHWAY  
SECTION: Jct. I-10 - 6th Avenue  
ROUTE NO.: State Route 210  
DISTRICT: Southcentral  
COUNTY: Pima  
PARCEL: 10 - 0542

RESOLUTION OF PARTIAL EASEMENT TERMINATION

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on July 21, 2023, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §§ 28-7046 and 28-7095(C), recommending removal of a certain portion of highway easement right of way from the City of Tucson and State Transportation Systems by the termination thereof.

Said portion of highway easement right of way is no longer required for use within any Local Public Agency or State Transportation System, nor will it be used for public highway purposes.

Accordingly, it is recommended that said portion of highway easement right of way be removed from the Local Public Agency and State Transportation Systems by the termination thereof, in accordance with that certain Letter of Mutual Consent to Partial Termination of Highway Easement, executed on June 09, 2023 and June 20, 2023; and pursuant to the provisions of Arizona Revised Statutes § 28-7095(C).

The land affected by said highway easement right of way was acquired in fee by the State of Arizona, by and through its Department of Transportation, by that certain Warranty Deed, dated June 19, 1987, recorded June 30, 1987, in Docket 08067, Page 2343; and thereafter, a Grant of Easement for highway purposes was conveyed to the City of Tucson by the instrument, dated March 15, 2010, recorded March 25, 2010, in Document No. 2010-0570024, all records of Pima County, Arizona.

July 21, 2023

RES. NO. 2023-07-A-023  
PROJECT: 210 PM 001 H0919 03R / AZP-824-9-702  
HIGHWAY: AVIATION CORRIDOR HIGHWAY  
SECTION: Jct. I-10 - 6th Avenue  
ROUTE NO.: State Route 210  
DISTRICT: Southcentral  
COUNTY: Pima  
PARCEL: 10 - 0542

Said portion of highway easement right of way to be terminated is 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 AVIATION CORRIDOR HIGHWAY, Jct. I-10 - 6th Avenue, Project 210 PM 001 H0919 03R / AZP-824-9-702" and is depicted and described in Appendix "A" attached hereto.

This resolution is considered the only document necessary to terminate said portion of highway easement right of way; and no other instrument is legally required.

WHEREAS said portion of highway easement right of way is no longer needed for any City of Tucson or State transportation purpose, nor will it be used for public highway purposes; and

WHEREAS a remaining portion of highway easement right of way is still needed for transportation purposes by the City of Tucson, and is to be used for public highway purposes; and

WHEREAS this resolution is considered the only document necessary to terminate said portion of highway easement right of way; and no other instrument 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 and the City of Tucson Transportation Systems by mutual termination; therefore be it

RESOLVED that the recommendation of the Deputy Director is adopted and made a part of this resolution; be it further

July 21, 2023

RES. NO. 2023-07-A-023  
PROJECT: 210 PM 001 H0919 03R / AZP-824-9-702  
HIGHWAY: AVIATION CORRIDOR HIGHWAY  
SECTION: Jct. I-10 - 6th Avenue  
ROUTE NO.: State Route 210  
DISTRICT: Southcentral  
COUNTY: Pima  
PARCEL: 10 - 0542

RESOLVED that the portion of highway easement right of way no longer needed for transportation purposes, as depicted and described in Appendix "A" is hereby terminated; be it further

RESOLVED that this Partial Easement Termination becomes effective upon recordation in the Office of the Pima County Recorder, in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the only document necessary to terminate said portion of highway easement right of way; and no other instrument is legally required; be it further

RESOLVED that the remaining portion of the highway easement right of way not being terminated herein shall remain in the City of Tucson Transportation System for use, as set forth in said Grant of Easement, dated March 15, 2010, recorded March 25, 2010, in Document No. 2010-0570024, records of Pima County, Arizona.

July 21, 2023

RES. NO. 2023-07-A-023  
PROJECT: 210 PM 001 H0919 03R / AZP-824-9-702  
HIGHWAY: AVIATION CORRIDOR HIGHWAY  
SECTION: Jct. I-10 - 6th Avenue  
ROUTE NO.: State Route 210  
DISTRICT: Southcentral  
COUNTY: Pima  
PARCEL: 10 - 0542

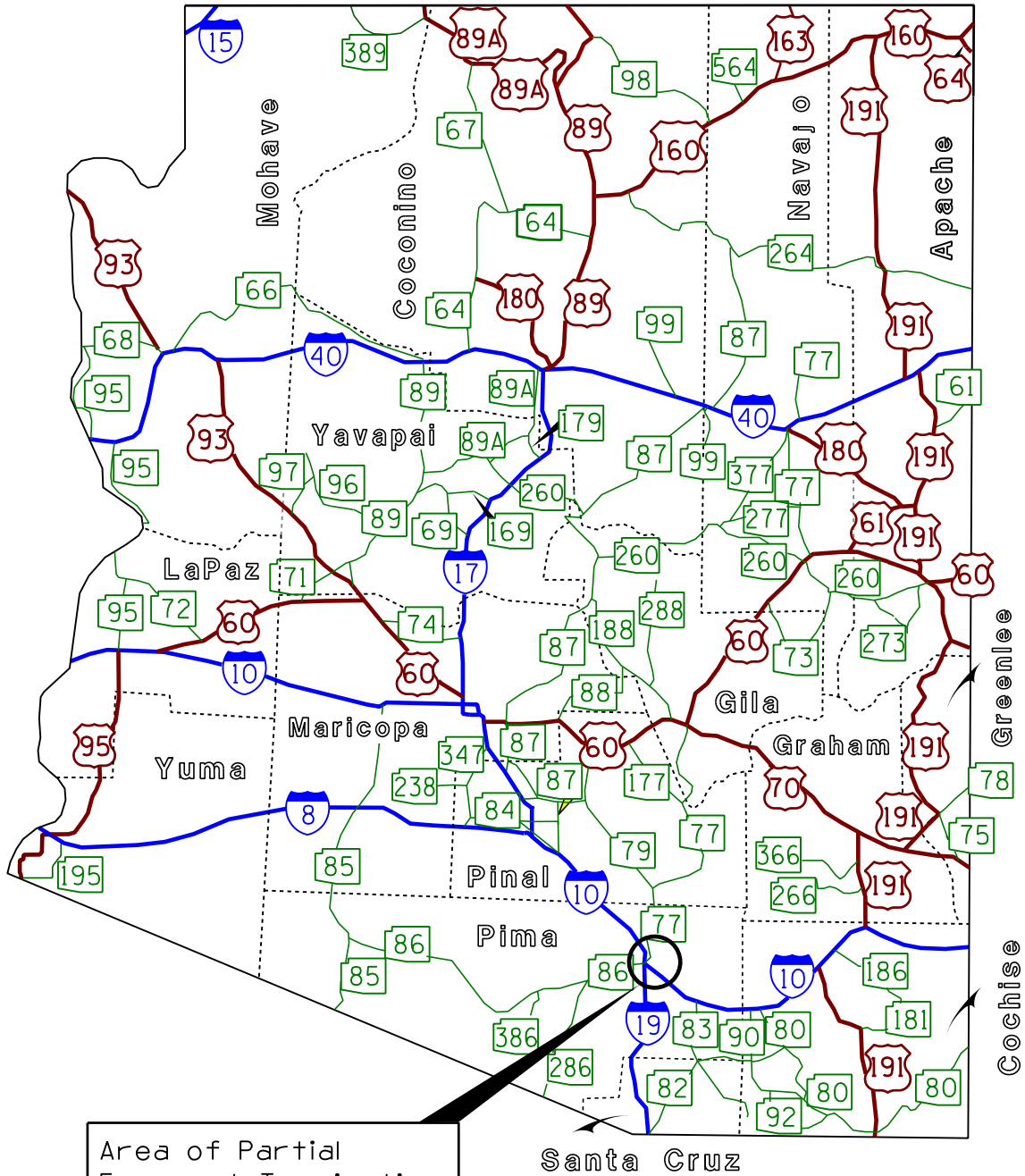
CERTIFICATION

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 July 21, 2023.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 21, 2023.

GREGORY D. BYRES, P. E., Deputy Director  
for Transportation / State Engineer  
Arizona Department of Transportation

**Seal**

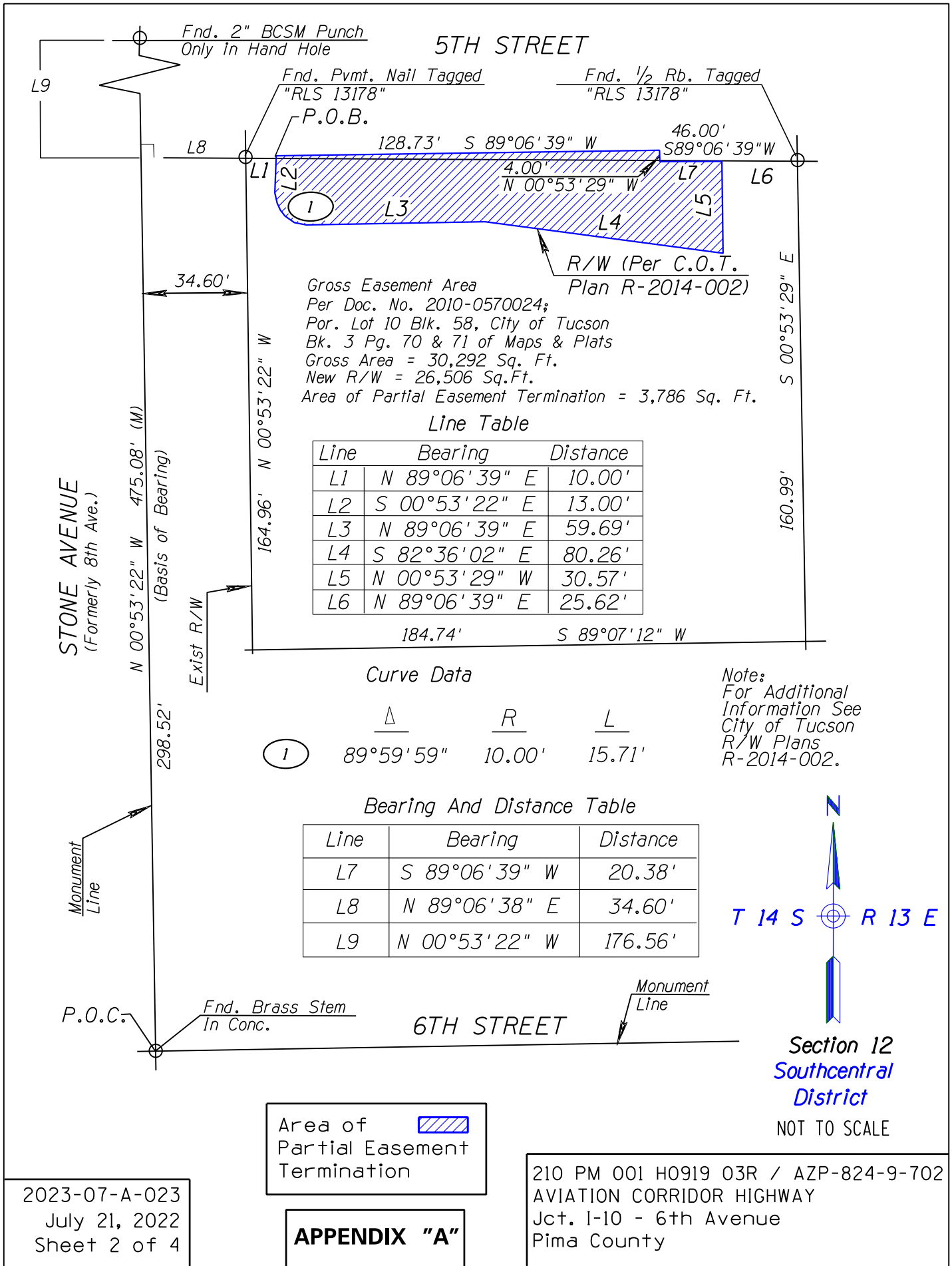


Area of Partial  
Easement Termination  
See Sheets 2 - 4  
for Details

2023-07-A-023  
July 21, 2022  
Sheet 1 of 4

**APPENDIX "A"**

210 PM 001 H0919 03R / AZP-824-9-702  
AVIATION CORRIDOR HIGHWAY  
Jct. I-10 - 6th Avenue  
Pima County



Fnd. 2" BCSM Punch  
Only in Hand Hole

5TH STREET

Fnd. Pvmt. Nail Tagged  
"RLS 13178"

Fnd. 1/2 Rb. Tagged  
"RLS 13178"

P.O.B.

128.73' S 89°06'39" W

46.00' S 89°06'39" W

4.00' N 00°53'29" W

L8

L1

L2

L7

L6

(1)

L3

L4

L5

R/W (Per C.O.T.  
Plan R-2014-002)

Gross Easement Area  
Per Doc. No. 2010-0570024;  
Por. Lot 10 Blk. 58, City of Tucson  
Bk. 3 Pg. 70 & 71 of Maps & Plats  
Gross Area = 30,292 Sq. Ft.  
New R/W = 26,506 Sq. Ft.  
Area of Partial Easement Termination = 3,786 Sq. Ft.

Line Table

Line	Bearing	Distance
L1	N 89°06'39" E	10.00'
L2	S 00°53'22" E	13.00'
L3	N 89°06'39" E	59.69'
L4	S 82°36'02" E	80.26'
L5	N 00°53'29" W	30.57'
L6	N 89°06'39" E	25.62'

184.74' S 89°07'12" W

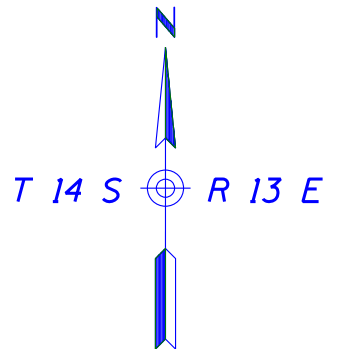
Curve Data

	$\Delta$	R	L
(1)	89°59'59"	10.00'	15.71'

Note:  
For Additional  
Information See  
City of Tucson  
R/W Plans  
R-2014-002.

Bearing And Distance Table

Line	Bearing	Distance
L7	S 89°06'39" W	20.38'
L8	N 89°06'38" E	34.60'
L9	N 00°53'22" W	176.56'



Section 12  
Southcentral  
District

NOT TO SCALE

Area of   
Partial Easement  
Termination

APPENDIX "A"

210 PM 001 H0919 03R / AZP-824-9-702  
AVIATION CORRIDOR HIGHWAY  
Jct. I-10 - 6th Avenue  
Pima County

2023-07-A-023  
July 21, 2022  
Sheet 2 of 4

**APPENDIX “A”**  
Legal Description

That portion of Lot 6 of Block 58, CITY OF TUCSON, according to Book 3 of Maps, pages 70 and 71, records of Pima County, Arizona, located in the West half (W½) of Section 12, Township 14 South, Range 13 East, Gila and Salt River Meridian, Pima County, Arizona described as follows:

Commencing at a brass stem in concrete marking the intersection of the monument line of Stone Avenue, formerly Eighth Avenue, with the monument line of Sixth Street;

thence along said monument line of Stone Avenue North 00°53'22” West 298.52 feet to a point that bears South 00°53'22” East 176.56 feet from a 2 inch brass disc in concrete stamped with punch in a handhole at the intersection of said monument line of Stone Avenue with the monument line of Fifth Street;

thence North 89°06'38” East 34.60 feet to the Northwest corner of the property described in Tract No. 1 of the Warranty Deed recorded in Docket 8067 at Page 2343, Pima County Recorder’s office on the East right of way line of Stone Avenue, marked by a pavement nail tagged “RLS 13178”;

thence along the North line of said Tract No. 1 North 89°06'39” East 10.00 feet to the POINT OF BEGINNING;

thence continuing along said North property line continuing North 89°06'39” East 128.73 feet;

thence continuing along said North property line South 00°53'29” East 4.00 feet;

thence continuing along said North property line North 89°06'39” East 20.38 feet to the proposed right of way as shown on City of Tucson Plan No. R-2014-002 at City of Tucson Engineer’s Office, which bears South 89°06'39” West 25.62 feet from a ½ inch rebar tagged “RLS 13178” marking the Northeast corner of said Tract No. 1;

thence along said proposed right of way South 00°53'29” East 30.57 feet;

thence continuing along said proposed right of way North 82°36'02” West 80.26 feet;

(Continued)

**SHEET 3 OF 4**

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<b>PROJECT:</b> 824-9-702	<b>LOCATION:</b> Jct. I-10 – 6th Ave.	<b>PARCEL:</b> L-SC-035
Partial Easement Termination	Resolution 2023-07-A-023	cg 02-02-2023



## APPENDIX "A"

### Legal Description (Continued)

thence continuing along said proposed right of way South 89°06'39" West 59.69 feet;

thence continuing along said proposed right of way along a curve to the Right having a radius of 10.00 feet, a length of 15.71 feet;

thence continuing along said proposed right of way North 00°53'22" West 13.00 feet to the POINT OF BEGINNING.

EXCEPT any gold, silver, cinnabar or copper or any valid mining claim or possession held under existing laws of Congress as reserved in the patent from the U.S.A.

GRANTOR RESERVES unto the public and various utility companies, easements for existing utilities, if any, within the above described property, in accordance with Arizona Revised Statute 28-7210. Access to the existing utilities will be by way of what exists at the time of this conveyance and shall be the responsibility of the Grantee herein and of the public or utility companies to show where that access is located.

The Basis of Bearing for the above description is the centerline of Stone Avenue, between 5th Street and 6th Street, said bearing being North 00°53'22" West according to the City of Tucson Department of Transportation/Engineering Division plans entitled 'Downtown Links-Phase III, 6th Street Underpass to Broadway Boulevard', Plan #R-2014-002, on file in the offices of the City of Tucson Engineer, Pima County, Arizona. This bearing is derived from the Arizona State Plane Coordinate System Grid, Central Zone, North American Datum of 1983. This information was provided by Registered Land Surveyor LJ Barela, RLS #58427.

SHEET 4 OF 4

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<b>PROJECT:</b> 824-9-702	<b>LOCATION:</b> Jct. I-10 – 6th Ave.	<b>PARCEL:</b> L-SC-035
Partial Easement Termination	Resolution 2023-07-A-023	cg 02-02-2023

July 21, 2023

RES. NO. 2023-07-A-024  
PROJECT: 347 PN 172 H7007 / 347-A(204)A  
HIGHWAY: MARICOPA ROAD  
SECTION: Maricopa Union Pacific Railroad Crossing  
ROUTE NO.: State Route 347  
DISTRICT: Central  
COUNTY: Pinal  
DISPOSAL: D - C - 111-C

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 Maricopa Road, State Route 347 within the above referenced project.

The right of way to be abandoned was previously adopted and approved as the State Route Plan Preliminary Transportation Corridor for Maricopa Road by Arizona State Transportation Board Resolution 89-04-A-32, dated April 21, 1989, which designated the alignment as State Route 347 in Maricopa and Pinal Counties. The Preliminary Transportation Corridor was thereafter established as a state highway by Resolution 97-05-A-031, dated May 16, 1997. Resolution 2016-03-A-018, dated March 15, 2016, established new right of way as a state route under the above referenced project. Thereafter, to accommodate design change and facilitate the construction phase, Resolution 2017-05-A-027, dated May 18, 2017; and Resolution 2017-12-A-074, dated December 15, 2017, established supplementary right of way as a state route and state highway for augmented design features that were incorporated into the Maricopa Union Pacific Railroad Crossing Improvement Project.

The right of way to be abandoned is no longer needed for state transportation purposes.

July 21, 2023

RES. NO. 2023-07-A-024  
PROJECT: 347 PN 172 H7007 / 347-A(204)A  
HIGHWAY: MARICOPA ROAD  
SECTION: Maricopa Union Pacific Railroad Crossing  
ROUTE NO.: State Route 347  
DISTRICT: Central  
COUNTY: Pinal  
DISPOSAL: D - C - 111-C

The City of Maricopa has agreed to accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with City of Maricopa Resolution 23-39, dated June 20, 2023, and Waiver of the Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated June 28, 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 MARICOPA ROAD, Maricopa Union Pacific Railroad Crossing, State Route 347, Project 347 PN 172 H7007 / 347-A(204)A", 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. No further conveyance is legally required.

July 21, 2023

RES. NO. 2023-07-A-024  
PROJECT: 347 PN 172 H7007 / 347-A(204)A  
HIGHWAY: MARICOPA ROAD  
SECTION: Maricopa Union Pacific Railroad Crossing  
ROUTE NO.: State Route 347  
DISTRICT: Central  
COUNTY: Pinal  
DISPOSAL: D - C - 111-C

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

July 21, 2023

RES. NO. 2023-07-A-024  
PROJECT: 347 PN 172 H7007 / 347-A(204)A  
HIGHWAY: MARICOPA ROAD  
SECTION: Maricopa Union Pacific Railroad Crossing  
ROUTE NO.: State Route 347  
DISTRICT: Central  
COUNTY: Pinal  
DISPOSAL: D - C - 111-C

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on July 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 Maricopa within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Maricopa has agreed to accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with City of Maricopa Resolution 23-39, dated June 20, 2023, and Waiver of the Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated June 28, 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 MARICOPA ROAD, Maricopa Union Pacific Railroad Crossing, State Route 347, Project 347 PN 172 H7007 / 347-A(204)A", and is shown in Appendix "A" attached hereto.

WHEREAS said right of way acquired for the above referenced project is no longer needed for State Transportation System and can be better managed by the Local Public Agency; and

July 21, 2023

RES. NO. 2023-07-A-024  
PROJECT: 347 PN 172 H7007 / 347-A(204)A  
HIGHWAY: MARICOPA ROAD  
SECTION: Maricopa Union Pacific Railroad Crossing  
ROUTE NO.: State Route 347  
DISTRICT: Central  
COUNTY: Pinal  
DISPOSAL: D - C - 111-C

WHEREAS the City of Maricopa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with City of Maricopa Resolution 23-39, dated June 20, 2023, and Waiver of the Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated June 28, 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 City of Maricopa, in accordance with City of Maricopa Resolution 23-39, dated June 20, 2023, and Waiver of the Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated June 28, 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

July 21, 2023

RES. NO. 2023-07-A-024  
PROJECT: 347 PN 172 H7007 / 347-A(204)A  
HIGHWAY: MARICOPA ROAD  
SECTION: Maricopa Union Pacific Railroad Crossing  
ROUTE NO.: State Route 347  
DISTRICT: Central  
COUNTY: Pinal  
DISPOSAL: D - C - 111-C

RESOLVED that the Deputy Director provide written notice to the City of Maricopa, evidencing the abandonment of the State's interest.

July 21, 2023

RES. NO. 2023-07-A-024  
PROJECT: 347 PN 172 H7007 / 347-A(204)A  
HIGHWAY: MARICOPA ROAD  
SECTION: Maricopa Union Pacific Railroad Crossing  
ROUTE NO.: State Route 347  
DISTRICT: Central  
COUNTY: Pinal  
DISPOSAL: D - C - 111-C

CERTIFICATION

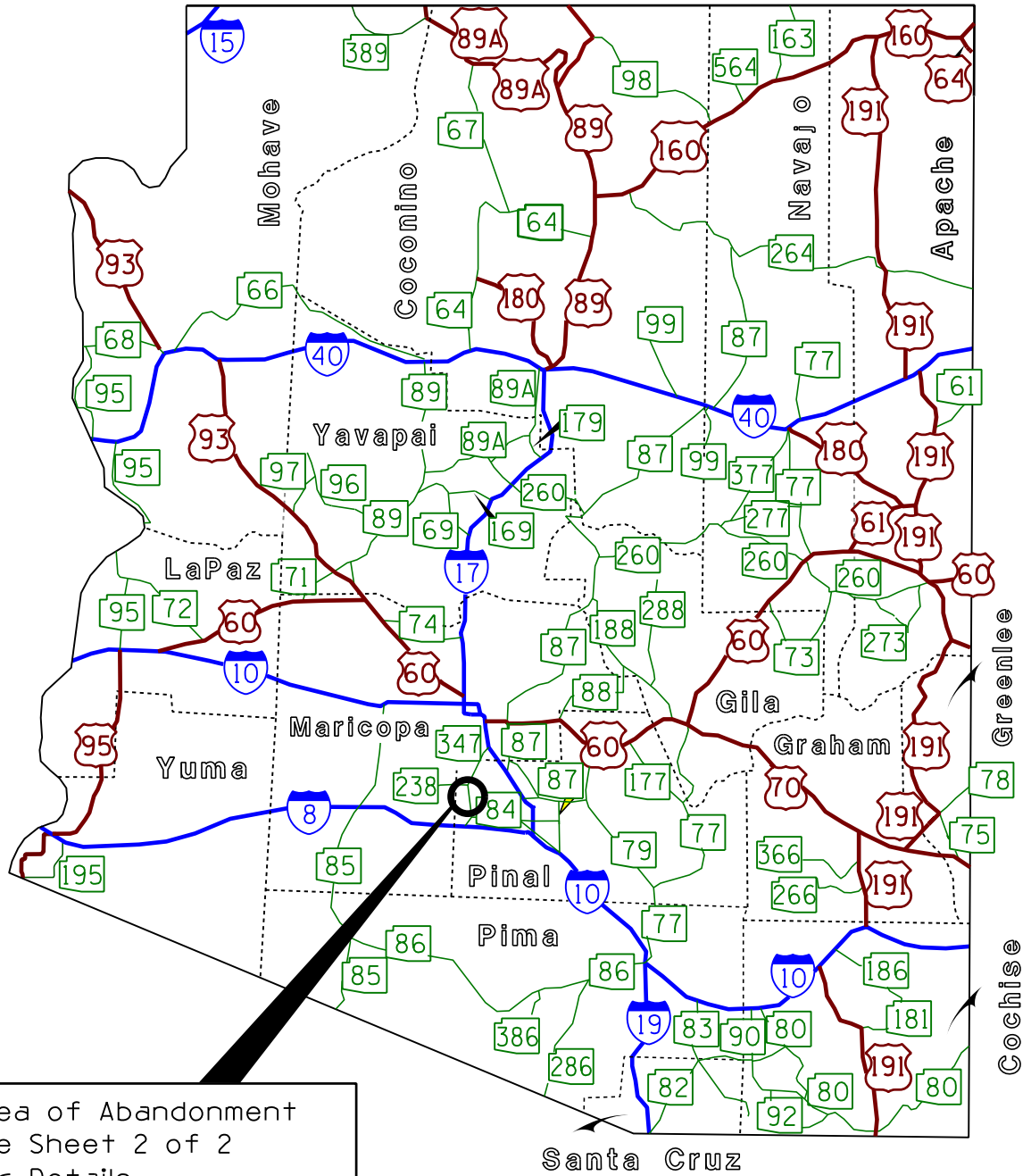
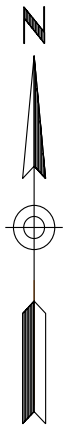
I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 21, 2023.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 21, 2023.

GREGORY D. BYRES, P. E., Deputy Director  
for Transportation / State Engineer  
Arizona Department of Transportation

**Seal**



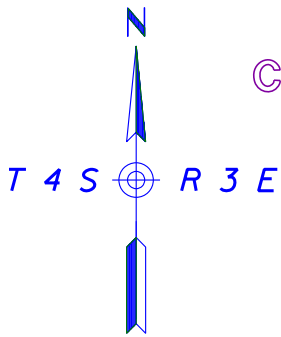


Area of Abandonment  
See Sheet 2 of 2  
for Details

347 PN 172 H7007 / 347-A(204)A  
MARICOPA ROAD  
Maricopa Union Pacific Railroad  
Crossing  
Pinal County

2023-07-A-024  
July 21, 2023  
Sheet 1 of 2

**APPENDIX "A"**



Central District

NOT TO SCALE

CITY

OF

MARICOPA

S. R. 347

S. R. 347

21 22

28 27

Burkett Ave

Grande Highway

Edwards Ave

Maricopa Rd

Maricopa-Casa

R/W Previously Extinguished 2022-09-A-037

Union

Pacific

NE<sup>4</sup> NE<sup>4</sup>

NW<sup>4</sup> NW<sup>4</sup>

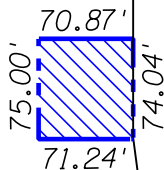
Railroad

R/W Previously Abandoned to City of Maricopa 2022-09-A-036

R/W Previously Abandoned to City of Maricopa 2020-05-A-036

R/W Previously Abandoned to City of Maricopa 2020-05-A-036

R/W Previously Abandoned to City of Maricopa 2022-09-A-036



Area of Abandonment



2023-07-A-024  
July 21, 2023  
Sheet 2 of 2

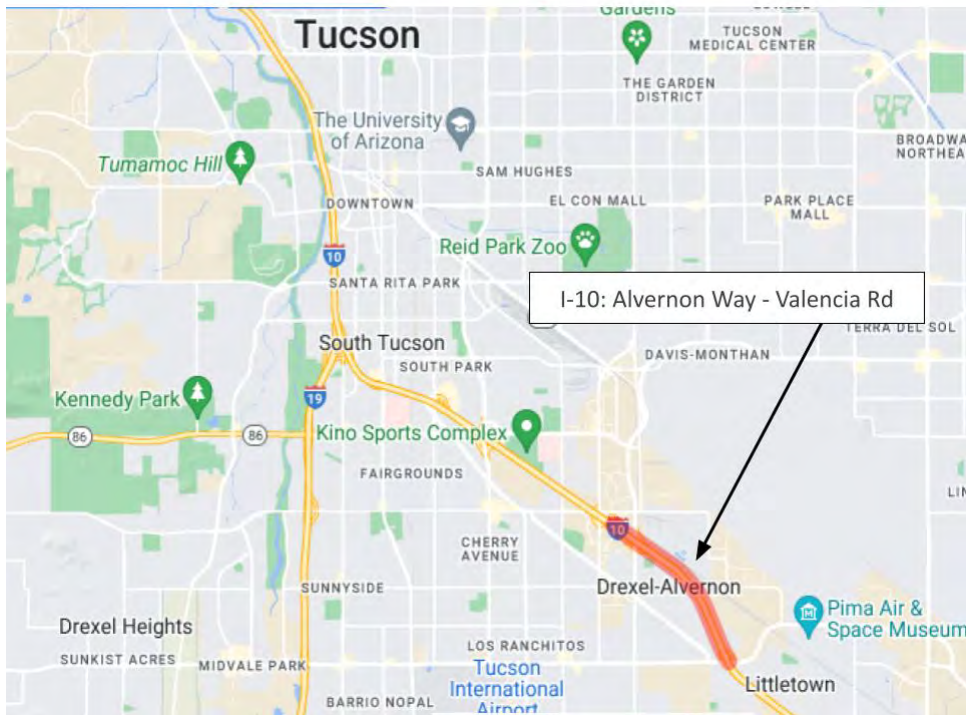
APPENDIX "A"

347 PN 172 H7007 / 347-A(204)A  
MARICOPA ROAD  
Maricopa Union Pacific Railroad  
Crossing  
Pinal County

## PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

\*ITEM 8a.            **Route & MP:**            I-10 @ MP 264.66  
                         **Project Name:**            ALVERNON WAY - VALENCIA RD  
                         **Type of Work:**            CONSTRUCT SERVICE INTERCHANGE  
                         **County:**                    Pima  
                         **District:**                    Southcentral  
                         **Schedule:**  
                         **Project:**                    F065801R TIP#: 101119  
                         **Project Manager:**        Derek Boland  
                         **Program Amount:**        \$28,838,000  
                         **New Program Amount:**    \$28,838,000  
                         **Requested Action:**        Defer ROW Subphase.

---



3. Form Date / 5. Form By:

6/29/2023

Derek Boland

4. Project Manager / Presenter:

Derek Boland @ (602) 712-6660

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

ALVERNON WAY - VALENCIA RD

7. Type of Work:

CONSTRUCT SERVICE INTERCHANGE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
<a href="#">GQ1Q</a>	Tucson	10	Pima	264.66	F065801R ?	2.16	

16. Program Budget: \$28,838 17. Program Item #: 101119

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
\$28,838	\$0	\$28,838

**CURRENTLY APPROVED:**

**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
101119	\$1,632	.	State Match
101119	\$27,206	.	NHPP FY23

**CHANGE / REQUEST:**

**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72323	(\$28,838)	CONTINGENCY	
72324	\$28,838	CONTINGENCY	.

**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: 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:	YES		

**25. DESCRIPTION OF REQUEST**

Defer ROW Subphase

**26. JUSTIFICATION OF REQUEST**

Further development of R/W plans and additional efforts to identify parcel information are required and will take more time to complete.

The team is using information identified in the Final Design Concept Report for I-10; I-19 to Kolb Rd. (H7825 01L).

**27. CONCERNS OF REQUEST**

**28. OTHER ALTERNATIVES CONSIDERED**

**REQUESTED ACTIONS:**

DEFER SUBPHASE

**APPROVED / RECOMMENDED ACTIONS:**

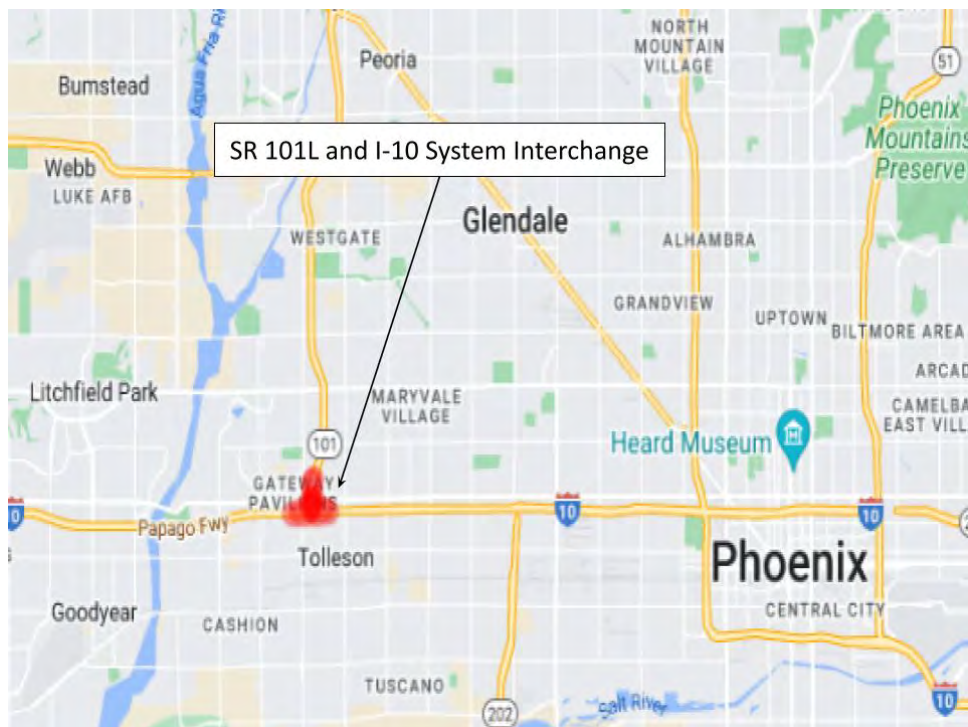
REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 7/5/2023

**PRB APPROVED**

## PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 8b.	<b>Route &amp; MP:</b>	SR 101L @ MP 0.0
	<b>Project Name:</b>	SR 101L & I-10 System Interchange
	<b>Type of Work:</b>	System TI Improvements
	<b>County:</b>	Maricopa
	<b>District:</b>	Central
	<b>Schedule:</b>	
	<b>Project:</b>	F047501R TIP#: 100228
	<b>Project Manager:</b>	Rashidul Haque
	<b>Program Amount:</b>	\$2,149,000
	<b>New Program Amount:</b>	\$2,149,000
	<b>Requested Action:</b>	Defer to FY 24.

---



3. Form Date / 5. Form By:

6/22/2023

Rashidul Haque

4. Project Manager / Presenter:

Rashidul Haque @ (602) 712-7352

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

SR101L & I-10 System Interchange

7. Type of Work:

System TI Improvements

8. CPSID: MJ10 9. District: Central 10. Route: 101L 11. County: Maricopa 12. Beg MP: 0.0 13. TRACS #: F047501R ? 14. Len (Mi.): 4.0 15. Fed Id #: 101-A(218)T

16. Program Budget: \$2,149

17. Program Item #: 100228

18. Current Approved Program Budget: \$2,149

18a. (+/-) Program Budget Request: \$0

18b Total Program Budget After Request: \$2,149

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 100228, \$2,149, RARF 100pct

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 49923, (\$2,149), RARF 100pct. Row 2: 49924, \$2,149, RARF 100pct

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: 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

Defer to FY24

26. JUSTIFICATION OF REQUEST

The project Design Concept Report (DCR) and National Environmental Policy Act(NEPA) approval is delayed and anticipated in early FY 24. Completion of these tasks are necessary prior to the completion of the Right of Way (ROW) funding authorization.

Contingent upon MAG approval anticipated by August 2023, this request will defer ROW funds to FY24.

The project is programmed for construction in Fiscal Year 2025.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 7/5/2023
Contingent upon approval by MAG, expected in August 2023

PRB APPROVED



## PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

\*ITEM 8c.

<b>Route &amp; MP:</b>	Local
<b>Project Name:</b>	WASH BRIDGE AT WALNUT GROVE RD
<b>Type of Work:</b>	REPLACE BRIDGE
<b>County:</b>	Yavapai
<b>District:</b>	Northwest
<b>Schedule:</b>	
<b>Project:</b>	T041403D TIP#: 103348
<b>Project Manager:</b>	Chris Rodriguez
<b>Program Amount:</b>	\$0
<b>New Program Amount:</b>	\$339,000
<b>Requested Action:</b>	Establish New Project.

---



3. Form Date / 5. Form By:

6/19/2023

Chris Rodriguez

4. Project Manager / Presenter:

Chris Rodriguez @ (602) 712-4642

205 S 17th Ave, , - 4983 PROJECT MANAGEMENT

6. Project Name:

WASH BRIDGE AT WALNUT GROVE RD

7. Type of Work:

REPLACE BRIDGE

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
DK1Q Northwest 0000 Yavapai YYV T041403D 0.0 YYV-0(212)T

16. Program Budget: \$0

17. Program Item #: 103348

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$339

18b Total Program Budget After Request:

\$339

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Rows include 76424 (\$320) for OSB Funding and OTHR24 (\$19) for local match.

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: 23-0009049-I SIGNED: YES ADV: YES

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 replace and widen the existing superstructure for Wash Bridge, Str. #08229.

Consultant \$339K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 7/5/2023

PRB APPROVED

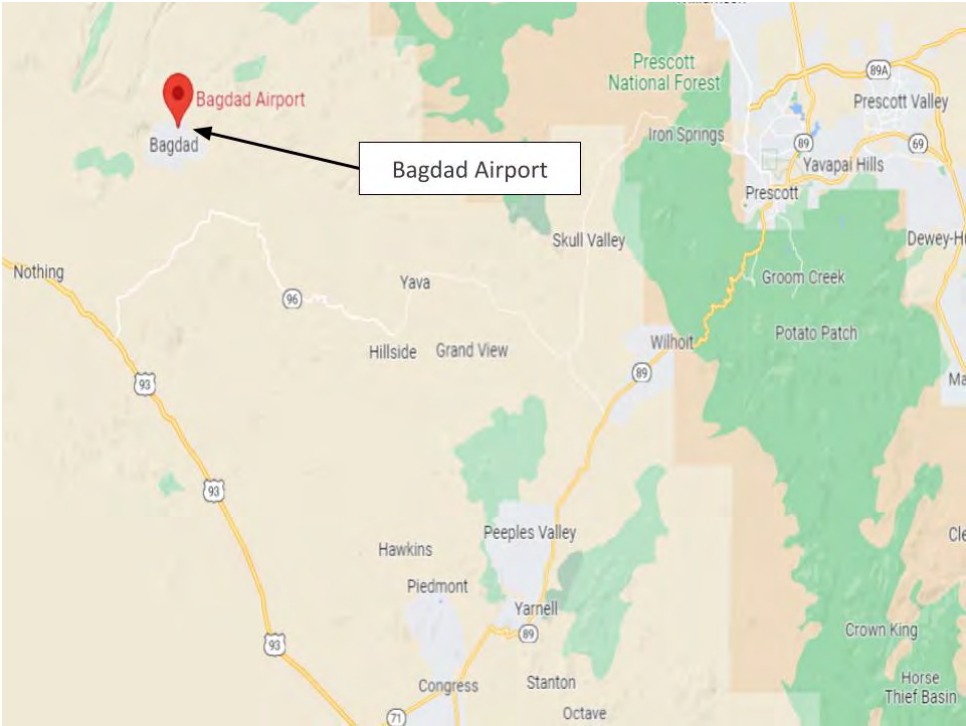


\*ITEM 8d. AIRPORT PROGRAM:  
GRANT MANAGER:

Bagdad Airport - FAA Match Set Aside (FSL)  
Sonia Pizano

REQUESTED ACTION:

Security Fence Improvements - Construct /700 LF  
New amount is \$241,599.



**ARIZONA DEPARTMENT OF TRANSPORTATION  
MPD- Aeronautics Group**

**Project Committee Recommendations**

**AIRPORT:** Bagdad

**New Project**

**SPONSOR:** YAVAPAI COUNTY

**Changed Project(s)**

**CATEGORY:** Security Fencing

**PROJECT NUMBER:** N/A

**GRANT MANAGER:** Sonia Pizano

**AIP NUMBER:** 3-04-0002-014-2023

**DATE:** 06/06/2023

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Security Fence Improvements - Construct /700 LF	2024	10,799.00	10,800.00	220,000.00	241,599.00	170
<b>Revised Program Description</b>	<b>Fiscal Year</b>	<b>State Share</b>	<b>Sponsor Share</b>	<b>FAA Share</b>	<b>Total Amount</b>	<b>State Priority Number</b>
<b>Recommended Action is:</b>						
<ul style="list-style-type: none"> <li><b>Sponsor requesting a State Match for FAA Grant AIP 3-04-0002-014-2023 (Security Fence Improvements - Construct /700 LF). This is a new project not currently listed on FY 2024 CIP.</b></li> </ul>						

**Aeronautics Recommends for PPAC action**

**Aeronautics State Engineer Approval:** Matthew Munden DocuSigned by: C2D0E33391684F4... **Date:** 6/20/2023

**FMS Review and Approval:** Leticia Pineda-Daley DocuSigned by: 2EBD55F44A19406... **Date:** 6/9/2023  
**Leti Pineda-Daley**

## AZ SMART Fund Applications July 21, 2023 Board

Description	Coconino County 2
<b>Application Summary</b>	
AZ SMART Category	County 100K+
COG/MPO	Flagstaff Metropolitan Planning Organization (MetroPlan)
Project Type	Road
Project Name	Highway 89 Flood Mitigation
Project limits	Highway 89 between Campbell Ave and N. North Fork Road; and Highway 89 at Copeland Lane
Project Description	This highway drainage project has two major components, Government Tank and Copeland Basin, that represent two crucial pieces of four larger, integrated systems of flood mitigation strategies that must connect and work together in order successfully improve resilience for future post-wildfire flooding along the Highway 89 corridor. (1) On-forest watershed restoration that is funded by the US Forest Service to arrest sediment and debris from post-wildfire flooding and seeks to reduce the impact of material washing downstream. (2) Neighborhood Flood Mitigation: the portion of the Highway 89 flood corridor that is adjacent to private lands funded by Natural Resources Conservation (NRCS), which is a program under the United States Department of Agriculture (USDA). (3) Government Tank is a highway drainage improvement that falls under the Resilience Improvement category of the PROTECT grant and seeks to make transportation infrastructure and service more resilient to climate change and extreme weather events, specifically wildfires and subsequent post-wildfire flooding. (4) The Copeland Basin seeks to upsize the existing detention facility to prepare for future post-wildfire flooding as well as mitigate current flooding caused by monsoons and worsened by previous wildfires. These integrated strategies are crucial to provide successful flood mitigation must align and be executed to both improve Highway 89 resilience for future wildfires and post-wildfire flooding and restore the surrounding forest and watersheds.
Application Received	6/23/2023 15:43
<b>AZ SMART Request</b>	* Pursuant to ARS §28-339.J., the following optional Board discretionary preference items are highlighted in yellow: 1) The percentage of matching monies provided by the applicant. 2) The extent that the applicant will partner with other entities to deliver the project.
Federal Grant	Be a direct recipient if allowed in the NOFO
Federal Grant phase	PROTECT Grant Program
GDS requested	
Match Requested	3,705,842
Applicant Match	13,182,642
Applicant Match %*	11.25
DOES requested	
Project Partners*	US Forest Service: \$42,348,401 Natural Resource Conservation Services NRCS: \$49,629,784 Dept of Forestry and Fire Management: \$12,134,957
Project administration	Applicant or consultant will submit directly
<b>Cost Estimate Documentation (attached with application)</b>	
Estimates in YOE	Yes
Source of estimates	Developed by an engineering consultant

# 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 \*

landreani@coconino.az.gov

## Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County \*

Coconino County

2. Name of Contact Person for Applicant \*

Lucinda Andreani

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 \*

Deputy County Manager

5. Contact's Full Mailing Address \*

5600 E Commerce Ave Flagstaff AZ 86004

6. Contact's Office Phone # \*

928-679-7166

7. Contact's Business Cell Phone # (if applicable)

8. Contact's Business Email Address \*

landreani@coconino.az.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: .....

11. Project Name - enter a brief, intuitive name. \*

Highway 89 Flood Mitigation .....


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.

Highway 89 between Campbell Ave and N. North Fork Road; and Highway 89 at Copeland Lane .....

13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". \*

eSTIP ID 104002 .....


14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). \*

 MPO Approval Le...

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 Highway 89 Flood Mitigation project is located in Flagstaff, Arizona between Campbell Ave and N. North Fork Road and at Copeland Lane on Highway 89. This highway drainage project has two major components, Government Tank and Copeland Basin, that represent two crucial pieces of four larger, integrated systems of flood mitigation strategies that must connect and work together in order successfully improve resilience for future post-wildfire flooding along the Highway 89 corridor. (1) On-forest watershed restoration that is funded by the US Forest Service to arrest sediment and debris from post-wildfire flooding and seeks to reduce the impact of material washing downstream. (2) Neighborhood Flood Mitigation: the portion of the Highway 89 flood corridor that is adjacent to private lands funded by Natural Resources Conservation (NRCS), which is a program under the United States Department of Agriculture (USDA). (3) Government Tank is a highway drainage improvement that falls under the Resilience Improvement category of the PROTECT grant and seeks to make transportation infrastructure and service more resilient to climate change and extreme weather events, specifically wildfires and subsequent post-wildfire flooding. (4) The Copeland Basin seeks to upsize the existing detention facility to prepare for future post-wildfire flooding as well as mitigate current flooding caused by monsoons and worsened by previous wildfires. These integrated strategies: on-forest improvements that include restoration and expansion of alluvial fan systems that reduce erosion and the production and transport of sediment; flood mitigation in neighborhoods and highway drainage improvements, are crucial to provide successful flood mitigation. These strategies have been intentionally devised as lessons learned in the past twelve years of post-wildfire flooding in the Schultz Creek area. These on and off-forest restoration and resilience improvement strategies utilize innovative and collaborative approaches to risk reduction, including the use of natural infrastructure. The Government Tank and Copeland Basin take the form of highway drainage projects that connect directly to watershed and forest restoration and have a direct impact on flood mitigation. All four strategies, being sought for PROTECT funding under the Resilience Improvement category, must align, connect, and be executed to both improve Highway 89 resilience for future wildfires and post-wildfire flooding and restore the surrounding forest and watersheds. Over the past decade, climate change (persistent drought and increasing temperatures) has increased the severity of wildfires on the San Francisco Peaks. In 2022, the Pipeline fire burned 8 out of the 9 watersheds in the project area. The overall flood mitigation strategies for Highway 89 employ natural solutions (watershed and forest restoration) along with construction and expansion of culverts, detention facilities and new channels to mitigate flooding on the highway itself.

16. Please upload a map showing the Project location or study area (PDF format only).

 1. HWY89 Flood ...

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 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-<sup>\*</sup> 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 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 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 checked="" type="checkbox"/>	<input 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. \*

1,671,560

26. Enter the date of the Design estimate. Enter "NA" if not applicable. \*

6/6/23 (Government Tank) and 6/23/23 (Copeland Basin)

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. \*

425,000

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. \*

6/6/23 (Government Tank) and 6/23/23 (Copeland Basin)

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

15,631,730

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. \*

6/6/23 (Government Tank) and 6/23/23 (Copeland Basin)

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. \*

800,920

34. Enter the date of the Other estimate. Enter "NA" if not applicable. \*

6/6/23 (Government Tank) and 6/23/23 (Copeland Basin)

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.). \*

 HWY 89 Drainag...

## 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.

3,705,842

.....

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.

13,182,642

.....

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.

11.25

.....

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."

US Forest Service: \$42,348,401

Natural Resource Conservation Services NRCS: \$49,629,784

Dept of Forestry and Fire Management: \$12,134,957

.....

### 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

This form was created inside of State of Arizona.

Google Forms





June 23, 2023

**ADOT**  
**CITY OF FLAGSTAFF**  
**COCONINO COUNTY**  
**MOUNTAIN LINE**  
**NAU**

Dear Mr. Peru:

I am writing to confirm MetroPlan of Greater Flagstaff's approval for Coconino County's application submission for SMART funding for the *Highway 89 Flood Mitigation* project for which the County is seeking match funding for the PROTECT application.

The *Highway 89 Flood Mitigation* project is cited in the June 1, 2023 TIP (Transportation Improvement Program) amendment. Our TIP was adopted by our Executive Board on April 6, 2023.

As such, we find the *Highway 89 Flood Mitigation* project qualifies for SMART funding. Good luck with your application!

**EXECUTIVE BOARD**

**Chair**

Jim McCarthy  
Councilmember  
*City of Flagstaff*

**Vice-Chair**

Jerónimo 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,

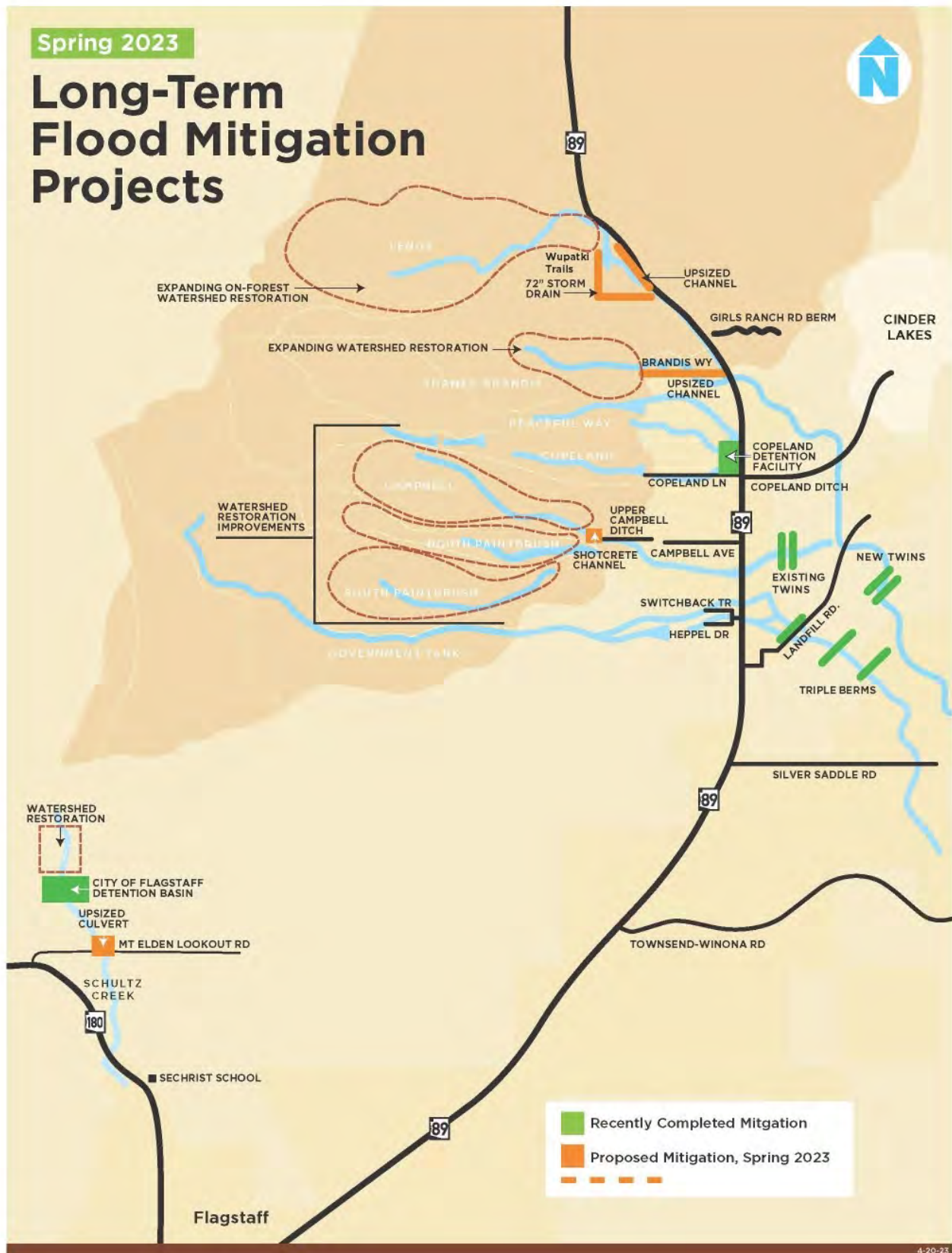
  
Kate Morley (Jun 23, 2023 12:23 PDT)

Kate Morley, AICP  
Executive Director, MetroPlan Flagstaff

Cc: Lisa Danka, Transportation Programming Manager, ADoT

Spring 2023

# Long-Term Flood Mitigation Projects



4-20-23



Restore. Revive. Renew.  
Through Partnership

Schultz/Pipeline Community Recovery

**122732 Coconino County  
HWY 89 Drainage Improvements  
Preliminary Cost Estimate**

	<b>Government Tank/HWY 89 Channel</b>	<b>Quant.</b>	<b>Units</b>	<b>Price</b>	<b>Price</b>
1	Mobilization/Demobilization	1	LS	\$50,000.00	\$50,000
2	Traffic Control	1	LS	\$100,000.00	\$100,000
3	Remove and Dispose CMP Culvert	130	LF	\$100.00	\$13,000
4	Remove Headwall	1	LS	\$25,000.00	\$25,000
5	Remove and Dispose AC Pavement	300	SY	\$40.00	\$12,000
6	Utility Relocations - Water, Comm, Gas	1	LS	\$400,000.00	\$400,000
7	8'x5' Box Culvert	130	LF	\$2,000.00	\$260,000
8	6'x3' Box Culvert	100	LF	\$1,500.00	\$150,000
9	Box Culvert Headwall	4	EA	\$35,000.00	\$140,000
10	Outlet Channel (Wire Tied/Rip Rap)	50	LF	\$2,000.00	\$100,000
11	Pavement Replacement	350	SY	\$240.00	\$84,000
12	Concrete Channel	32,000	SF	\$55.00	\$1,760,000
13	Safety Rail	2,200	LF	\$120.00	\$264,000
14	Guard Rail	2,200	LF	\$225.00	\$495,000
15	Channel Excavation	4,000	CY	\$50.00	\$200,000
16	Haul Off	4,000	CY	\$40.00	\$160,000
	<b>Subtotal</b>				<b>\$4,213,000</b>
	Geotechnical Investigation Report				\$25,000
	Utility Potholing				\$25,000
	Engineering Design (12%)				\$505,560
	NAI Analysis (No Adverse Impact)				\$50,000
	Construction QA/QC (1%)				\$42,130
	Survey/Staking (2%)				\$84,260
	Post Design Services (2%)				\$84,260
	<b>Total</b>				<b>\$5,029,210</b>

122732 Coconino County  
Highway 89 Copeland Basin Complex  
Expansion Cost Estimate

Cost Estimate					
		Est		Unit	Total
	<b>Copeland Detention Basin Expansion</b>	Quant.	Units	Price	Price
1	Mobilization/Demobilization	1	LS	\$50,000.00	\$50,000
2	Traffic Control	1	LS	\$25,000.00	\$25,000
3	Cut/Fill	200,000	CY	\$30.00	\$6,000,000
4	Haul Off	200,000	CY	\$20.00	\$4,000,000
5	Seeding	39,000	SY	\$15.00	\$585,000
6	Outlet Channels (Wire Tied/Riprap)	500	LF	\$2,000.00	\$1,000,000
	<b>Subtotal</b>				<b>\$11,660,000</b>
	Engineering Design (10%)				\$1,166,000
	NAI Analysis (No Adverse Impact)				\$50,000
	Construction QA/QC (1%)				\$116,600
	Survey/Staking (2%)				\$233,200
	Post Design Services (2%)				\$233,200
	<b>Total</b>				<b>\$13,459,000</b>

STATE ENGINEER'S REPORT  
June 2023

The Status of Projects Under Construction report for June 2023 shows 100 projects under construction valued at \$2,153,601,784.84. The transportation board awarded 6 projects during June valued at approximately \$37.5 million.

During June, the Department finalized 4 projects valued at \$2,169,114.11. 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 70 projects. The total cost of these 70 projects has exceeded the contractors bid amount by 5.2%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 1.5%.

MONTHLY CONSTRUCTION REPORT

June 2023

PROJECTS UNDER CONSTRUCTION	100
MONETARY VALUE OF CONTRACTS	\$2,153,601,784.84
PAYMENTS MADE TO DATE	\$1,141,320,841.48
STATE PROJECTS	83
LOCAL GOVERNMENT	17
OTHER	
CONTRACTS EXECUTED IN June 2023	13
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$90,696,553.45

FIELD REPORTS SECTION

EXT. 7301

Accumulation to Date (Fiscal Year 2023 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
70	\$540,809,893.65	\$508,643,469.53	\$535,247,966.64	\$26,604,497.11	5.2%

Prepared By:

Checked By:

DocuSigned by:  
*Ladd Bouts* 7/3/2023  
4121CC9694A942B...

DocuSigned by:  
*Irene Del Castillo* 7/3/2023  
697D5935C248471

Field Reports Unit, X7301

IRENE DEL CASTILLO, FR Manager  
Field Reports, X7321

Completed Contracts (Fiscal Year 2023)

June, 2023

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 4	4		\$2,311,849.23	\$2,169,114.11
		<u>Monetary</u>		<u>Monetary</u> (\$142,735.12)





**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2023**  
June, 2023

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
MAR-0-(212)T T022101C	Smith Enke Rd to Edison Rd Central District						
	Working Days: 105 Days Used: 43		D B A CONSTRUCTION INC.	Low Bid = \$6,401.30 or 2.13% over State Estimate			
		300,206.50		\$306,607.80	\$308,028.40	\$1,420.60	0.5 %
060-E-(222)T F043001C	FLYING V SLOPE FAILURE NorthEast District						
	Working Days: 105 Days Used: 93		BUESING CORP.	Low Bid = \$45,018.36 or 5.23% over State Estimate			
		860,000.00		\$905,018.36	\$802,027.97	(\$102,990.39)	-11.4 %
095-B-(216)T F041301C	Wellton-Mohk. Canl- Imp. Dam SouthWest District						
	Working Days: 70 Days Used: 55		PAVECO, INC.	Low Bid = (\$253,345.43) or 20.55% under State Estimate			
		1,232,618.50		\$979,273.07	\$938,107.74	(\$41,165.33)	-4.2 %
A89-C(209)T F045801P	US 89 MP 551.2 NorthCent District						
	Working Days: 30 Days Used: 26		NESBITT CONTRACTING CO., INC.	Low Bid = or under State Estimate			
				\$120,950.00	\$120,950.00	(\$0.00)	0.0 %

## 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 11a: BOARD DISTRICT NO.: 3

BIDS OPENED: JUNE 02, 2023

HIGHWAY: WILLCOX BUSINESS ROUTE (SR 10B)

SECTION: ARIZONA AVENUE – REX ALLEN DRIVE

COUNTY: COCHISE

ROUTE NO.: SR 10B

PROJECT : TRACS: B10-D-NFA; 010B CH 339 F047401C

FUNDING: 100% STATE

LOW BIDDER: GRANITE CONSTRUCTION COMPANY

LOW BID AMOUNT: \$ 3,892,698.00

STATE ESTIMATE: \$ 3,200,387.45

\$ OVER ESTIMATE: \$ 692,310.55

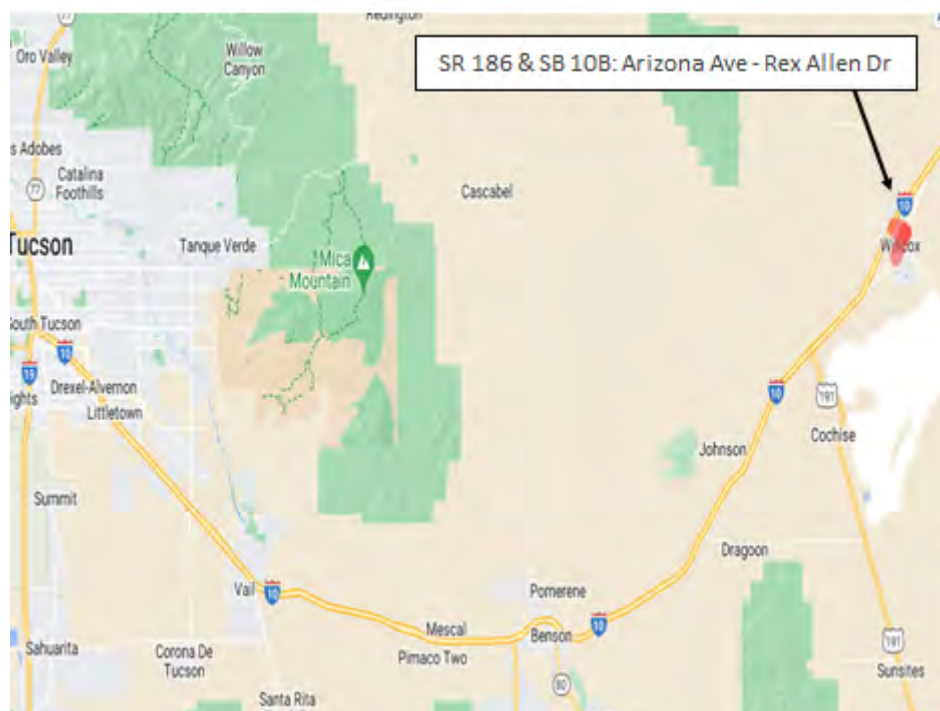
% OVER ESTIMATE: 21.6%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 1

RECOMMENDATION: AWARD



\*ITEM 11b: BOARD DISTRICT NO.: 6

BIDS OPENED: JUNE 16, 2023

HIGHWAY: CORDES JCT – FLAGSTAFF HIGHWAY (I-17)

SECTION: MCGUIREVILLE REST AREA

COUNTY: YAVAPAI

ROUTE NO.: I-17

PROJECT : TRACS: 017-B(238)T: 017 YV 297 F042501C

FUNDING: 94.34% FEDS 5.66% STATE

LOW BIDDER: HAYDON BUILDING CORP

LOW BID AMOUNT: \$ 6,052,750.00

STATE ESTIMATE: \$ 3,343,686.00

\$ OVER ESTIMATE: \$ 2,709,064.00

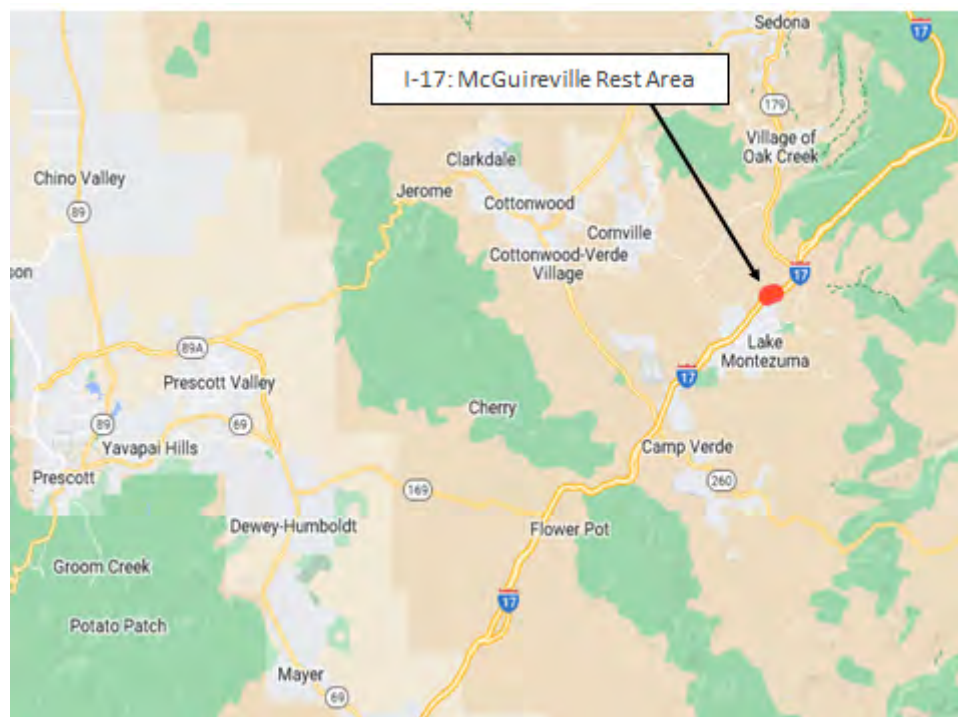
% OVER ESTIMATE: 81.0%

PROJECT DBE GOAL: 7.45%

BIDDER DBE PLEDGE: 7.46%

NO. BIDDERS: 2

RECOMMENDATION: REJECT ALL BIDS



\*ITEM 11c: BOARD DISTRICT NO.: 6

BIDS OPENED: JUNE 23, 2023

HIGHWAY: QUARTZSITE – WICKENBURG HWY (US 60)

SECTION: WASH BRIDGES # 426 & # 427

COUNTY: LA PAZ

ROUTE NO.: US 60

PROJECT : TRACS: 060-A(214)T: 060 LA 057 F038901C

FUNDING: 94.30% FED 5.70% STATE

LOW BIDDER: K.A.Z. CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 1,900,000.00

STATE ESTIMATE: \$ 1,035,638.70

\$ OVER ESTIMATE: \$ 864,361.30

% OVER ESTIMATE: 83.5%

PROJECT DBE GOAL: 9.36%

BIDDER DBE PLEDGE: 60.58%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



\*ITEM 11d: BOARD DISTRICT NO.: 1

Page 219

BIDS OPENED: JUNE 02, 2023

HIGHWAY: CITY OF PEORIA

SECTION: STADIUM TRAIL PHASE I ; 73RD AVE TO 83RD AVE

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: PEO-0(227)T: 0000 MA PEO T028301C

FUNDING: 94.3% FEDS 5.7% STATE

LOW BIDDER: MERIDIAN ENGINEERING COMPANY

LOW BID AMOUNT: \$ 2,953,610.30

STATE ESTIMATE: \$ 2,601,026.20

\$ OVER ESTIMATE: \$ 352,584.10

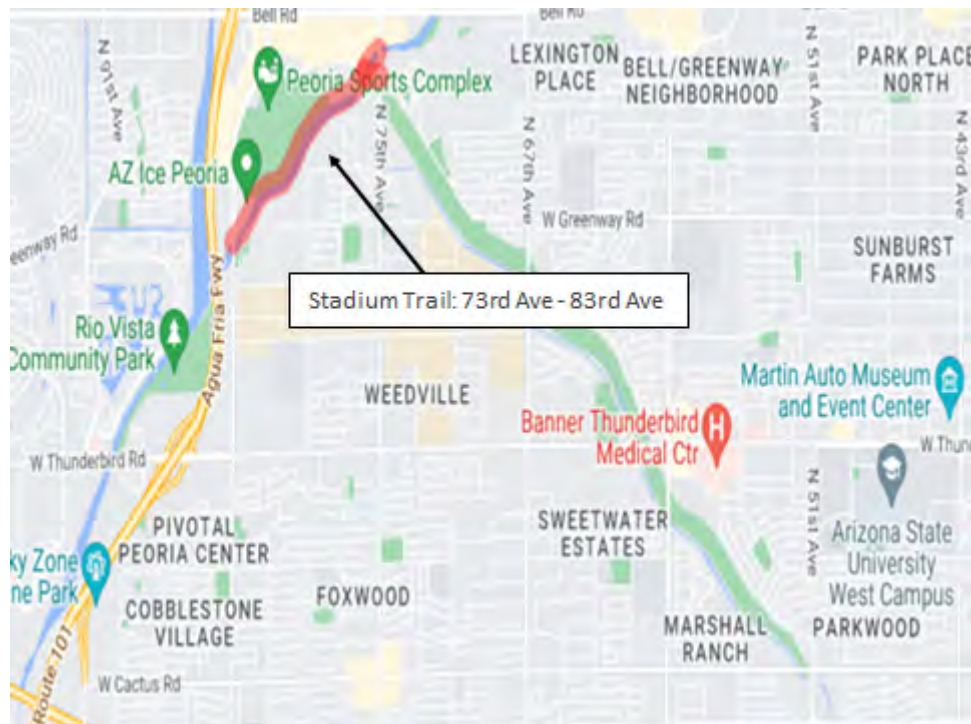
% OVER ESTIMATE: 13.6%

PROJECT DBE GOAL: 16.92%

BIDDER DBE PLEDGE: 26.04%

NO. BIDDERS: 3

RECOMMENDATION: AWARD

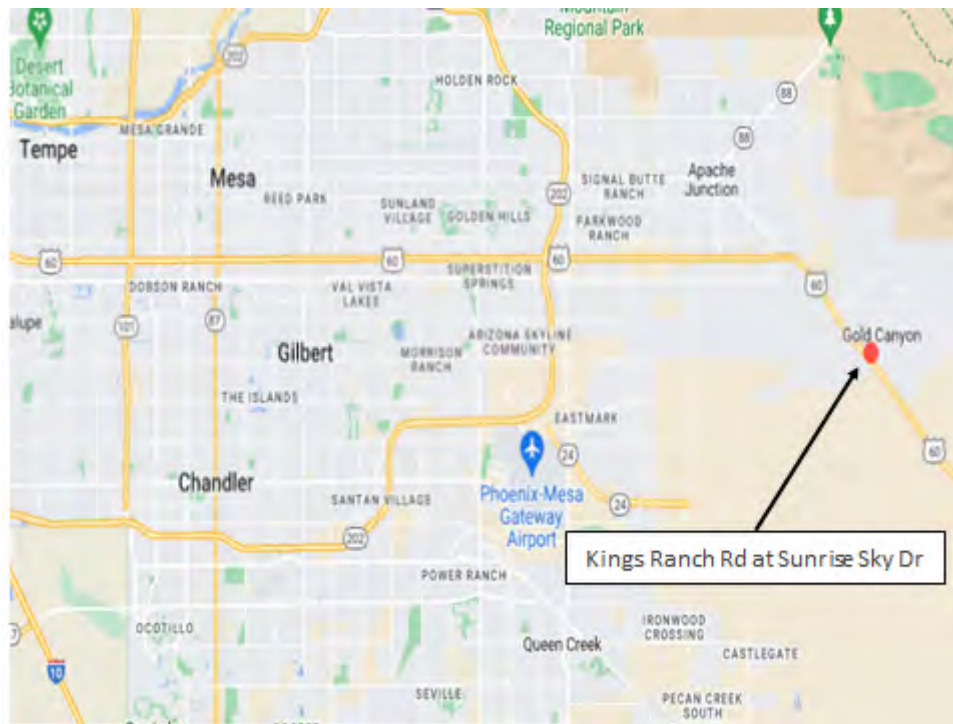


\*ITEM 11e: BOARD DISTRICT NO.: 6  
BIDS OPENED: JUNE 23, 2023  
HIGHWAY: BULLHEAD CITY  
SECTION: SILVER CREEK ROAD  
COUNTY: MOHAVE  
ROUTE NO.: LOCAL  
PROJECT : TRACS: BUL-0(204)T: 0000 MO BUL T027801C  
FUNDING: 81.4% FED 18.6% LOCAL  
LOW BIDDER: MICHIANA CONTRACTING, INC.  
LOW BID AMOUNT: \$ 415,337.70  
STATE ESTIMATE: \$ 591,208.50  
\$ UNDER ESTIMATE: \$ 175,870.80  
% UNDER ESTIMATE: 29.7%  
PROJECT DBE GOAL: N/A  
BIDDER DBE PLEDGE: N/A  
NO. BIDDERS: 5  
RECOMMENDATION: AWARD





\*ITEM 11f: BOARD DISTRICT NO.: 4  
BIDS OPENED: JUNE 16, 2023  
HIGHWAY: PINAL COUNTY  
SECTION: KINGS RANCH ROAD AND EAST SUNRISE SKY DRIVE  
COUNTY: PINAL  
ROUTE NO.: LOCAL  
PROJECT : TRACS: PPN-0(224)T: 0000 PN PPN T027501C  
FUNDING: 77.30% FED 22.70% LOCAL  
LOW BIDDER: HAWK CONTRACTING, LLC  
LOW BID AMOUNT: \$ 205,555.00  
STATE ESTIMATE: \$ 125,422.00  
\$ OVER ESTIMATE: \$ 80,133.00  
% OVER ESTIMATE: 63.9%  
PROJECT DBE GOAL: 4.44%  
BIDDER DBE PLEDGE: 67.34%  
NO. BIDDERS: 2  
RECOMMENDATION: REJECT ALL BIDS





ARIZONA DEPARTMENT OF TRANSPORTATION  
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

110 Working Days

The proposed work is located in Mohave County on SR 68, from Milepost 0.1 to Milepost 14.67. The work consists of milling and replacing existing asphaltic concrete, asphaltic concrete friction course, pavement marking and other related work.

Bid Opening Date : 6/23/2023, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
068 MO 000 F040602C 068-A-(208)T	BULLHEAD CITY - KINGMAN HIGHWAY (SR 68)	Laughlin Bridge - W of Golden NorthWest District	102279

Rank	Bid Amount	Contractor Name	Address of Contractor
-	\$5,454,890.00	DEPARTMENT	
1	\$5,862,173.00	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
2	\$6,393,300.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
3	\$7,272,727.27	FISHER SAND & GRAVEL CO.	1302 W. DRIVERS WAY TEMPE, AZ 85284-
4	\$7,274,909.00	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504

**Apparent Low Bidder is 7.5% Over Department Estimate (Difference = \$407,283.00)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, JUNE 23, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO            068 MO 000 F0406 02C  
PROJECT NO        068-A(208)T  
TERMINI            BULLHEAD CITY - KINGMAN HIGHWAY (SR 68)  
LOCATION             LAUGHLIN BRIDGE – W OF GOLDEN VALLEY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR68	0.10 -14.67	NORTHWEST	102279

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$8,000,000. The location and description of the proposed work are as follows:

The proposed work is located in Mohave County on SR 68, from Milepost 0.1 to Milepost 14.67. The work consists of milling and replacing existing asphaltic concrete, asphaltic concrete friction course, pavement marking and other related work.

The time allowed for the completion of the work included in this contract will be 110 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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.74.

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 award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

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: MAY 10, 2023

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

65 Working Days

The proposed project is located in Cochise County on State Route 10B between mileposts 339.46 and 340.82 and State Route 186 between mileposts 326.55 and 327.49, in Willcox. The work consists of removing the existing asphaltic concrete surface course by milling and replacing it with new asphaltic concrete. The work also includes replacing existing sidewalks, pavement markings, and other related work.

Bid Opening Date : 6/2/2023, Prequalification Required, Engineer Specialist : Sunder Shiva

Project No.	Highway Termini	Location	Item
010B CH 339 F047401C B10-D-NFA	WILLCOX BUSINESS ROUTE (SR 10B)	ARIZONA AVE - REX ALLEN DR SouthEast District	102796

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$3,200,387.45	DEPARTMENT	
1	\$3,892,698.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-

**Apparent Low Bidder is 21.6% Over Department Estimate (Difference = \$692,310.55)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 02, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO            010B CH 339 F047401C  
PROJECT NO        B10-D-NFA  
TERMINI            WILLCOX BUSINESS ROUTE (SR10B)  
LOCATION             ARIZONA AVENUE – REX ALLEN DRIVE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 10B	339.46 to 340.82	SOUTHEAST	102796

The amount programmed for this contract is \$4,350,000. The location and description of the proposed work are as follows:

The proposed project is located in Cochise County on State Route 10B between mileposts 339.46 and 340.82 and State Route 186 between mileposts 326.55 and 327.49, in Willcox. The work consists of removing the existing asphaltic concrete surface course by milling and replacing it with new asphaltic concrete. The work also includes replacing existing sidewalks, pavement markings, and other related work.

The time allowed for the completion of the work included in this contract will be 65 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: 04/28/2023

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

170 Working Days

The proposed project is located at the Northbound and Southbound McGuireville Rest Area in Yavapai County along Interstate 17 at Milepost 297. The work includes rehabilitating existing restroom buildings, rehabilitating water and wastewater systems, addressing components to meet ADA compliance, and other related work.

Bid Opening Date : 6/16/2023, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
017 YV 297 F042501C 017-B-(238)T	CORDES JCT. - FLAGSTAFF HWY (I-17)	McGuireville Rest Area NorthCent District	100240

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$3,343,686.00	DEPARTMENT	
1	\$6,052,750.00	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040-
2	\$7,277,777.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-

**Apparent Low Bidder is 81.0% Over Department Estimate (Difference = \$2,709,064.00)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 12, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO            017 YV 297 F0425 01C  
PROJECT NO        017-B(238)T  
TERMINI            CORDES JCT – FLAGSTAFF HIGHWAY (I-17)  
LOCATION             MCGUIREVILLE REST AREA

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-17	297	Northcentral	100240

The amount programmed for this contract is \$5,000,000. The location and description of the proposed work are as follows:

The proposed project is located at the Northbound and Southbound McGuireville Rest Area in Yavapai County along Interstate 17 at Milepost 297. The work includes rehabilitating existing restroom buildings, rehabilitating water and wastewater systems, addressing components to meet ADA compliance, and other related work.

A site visit will be held on Tuesday, April 25, 2023. The site visit will be at 10:00 AM, beginning at the first ramada next to the restroom building at the northbound side of the McGuireville Rest Area. An ADOT representative will be on site to unlock buildings for contractors. All questions shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>.

The time allowed for the completion of the work included in the Construction Phase of the contract will be 170 working days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 180 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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 7.45.

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 award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

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: 3/17/2023

**ARIZONA DEPARTMENT OF TRANSPORTATION  
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
CONTRACTS AND SPECIFICATIONS SECTION**

## BID RESULTS

**Completion Date:**

135 Working Days

The proposed project is located in La Paz County on US 60 from MP 57.58 to MP 58.25, north of Salome. The work consists of scour retrofit and bridge railing replacement. The work includes replacing the existing bridge railing with a new bridge barrier, installing new guardrails, constructing concrete floors underneath the existing bridges, seeding and other related work.

Bid Opening Date : 6/23/2023, Prequalification Required, Engineer Specialist : Jesmin Farhana

Project No.	Highway Termini	Location	Item
060 LA 057 F038901C 060-A-(214)T	QUARTZSITE-WICKENBURG HWY(US 60)	Wash Bridges 426 and 427 NorthWest District	101676

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,035,638.70	DEPARTMENT	
1	\$1,900,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719-
2	\$2,035,357.90	COMBS CONSTRUCTION COMPANY, INC.	1903 WEST PARKSIDE LANE, SUITE #100 GLENDALE, AZ 85027-
3	\$2,475,043.13	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-
-			

**Apparent Low Bidder is 83.5% Over Department Estimate (Difference = \$864,361.30)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 23, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO            060 LA 057 F038901C  
PROJECT NO        060-A(214)T  
TERMINI            QUARTZSITE-WICKENBURG HWY(US 60)  
LOCATION            WASH BRIDGES #426 & #427

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 60	57.58 to 58.25	NORTHWEST	101676

The amount programmed for this contract is \$1,400,000. The location and description of the proposed work are as follows:

The proposed project is located in La Paz County on US 60 from MP 57.58 to MP 58.25, north of Salome. The work consists of scour retrofit and bridge railing replacement. The work includes replacing the existing bridge railing with a new bridge barrier, installing new guardrails, constructing concrete floors underneath the existing bridges, seeding and other related work.

The time allowed for the completion of the work included in this contract will be 135 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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.36.

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 award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

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.

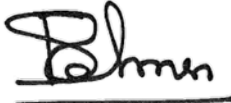
*Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.*

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.



For Iqbal Hossain, P.E.  
Group Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: 5/17/2023

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

190 Working Days

The proposed project is located in Maricopa County within the City of Peoria along Skunk Creek between 83rd Avenue and 73rd Avenue for an approximate length of 1.5 miles. The proposed work consists of constructing a concrete trail, decomposed granite, single curb, installing metal handrail, chain link fence, and other related work.

Bid Opening Date : 6/2/2023, Prequalification Required, Engineer Specialist : Yusuf Kadem

Project No.	Highway Termini	Location	Item
0000 MA PE0 T028301C PE0-0-(227)T	CITY OF PEORIA	Stadium Trail-73rd Ave to 83rd Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,601,026.20	DEPARTMENT	
1	\$2,953,610.30	MERIDIAN ENGINEERING COMPANY	3855 NORTH BUSINESS CENTER DRIVE TUCSON , AZ 85705-
2	\$3,093,569.30	D B A CONSTRUCTION INC.	P.O. BOX 63035 PHOENIX, AZ 85082-3035
3	\$3,255,352.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-

**Apparent Low Bidder is 13.6% Over Department Estimate (Difference = \$352,584.10)**



**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 02, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO            0000 MA PEO T028301C  
PROJECT NO        PEO-0(227)T  
TERMINI            CITY OF PEORIA  
LOCATION             STADIUM TRAIL PHASE I; 73RD AVE TO 83RD AVE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	LOCAL

The amount programmed for this contract is \$3,284,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County within the City of Peoria along Skunk Creek between 83rd Avenue and 73rd Avenue for an approximate length of 1.5 miles. The proposed work consists of constructing a concrete trail, decomposed granite, single curb, installing metal handrail, chain link fence, and other related work.

The time allowed for the completion of the work included in this contract will be 190 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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 16.92 .

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 award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

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.

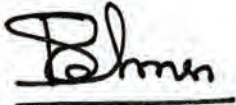
*Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.*

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.



For Iqbal Hossain, P.E.  
Group Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: 3/31/2023

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

125 Working Days

The proposed project is located in Mohave County within Bullhead City along Silver Creek Road. The work consists of the installation of roadway lighting.

Bid Opening Date : 6/23/2023, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 MO BUL T027801C BUL-0-(204)T	BULLHEAD CITY	Silver Creek Rd NorthWest District	100501

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$415,337.70	MICHIANA CONTRACTING, INC.	7843 LILAC ROAD PLYMOUTH, IN 46563-
2	\$562,697.22	WILLIAM CHARLES CONSTRUCTION COMPANY, LLC	8767 E. VIA DE VENTRUA SCOTTSDALE, AZ 85258-
3	\$591,208.50	DEPARTMENT	
3	\$676,950.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-1125
4	\$716,690.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027-
5	\$958,100.00	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301-

**Apparent Low Bidder is 29.7% Under Department Estimate (Difference = (\$175,870.80))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, JUNE 23, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO: 0000 MO BUL T0278 01C  
PROJECT NO: BUL-0(204)T  
TERMINI: BULLHEAD CITY  
LOCATION: SILVER CREEK ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	NORTHWEST	100501

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$747,000. The location and description of the proposed work are as follows:

The proposed project is located in Mohave County within Bullhead City along Silver Creek Road. The work consists of the installation of roadway lighting.

The time allowed for the completion of the work included in this contract will be **125** 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 award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

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: May 10, 2023

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

150 Calendar Days

The proposed project is located in Pinal County approximately 280 feet north of the intersection of Kings Ranch Road and East Sunrise Sky Drive, within the City of Gold Canyon. The work consists of installing two new Rapid Rectangular Flashing Beacon, constructing curb and sidewalk, pavement marking and other related work.

Bid Opening Date : 6/16/2023, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
0000 PN PPN T027501C PPN-0-(224)T	PINAL COUNTY	KINGS RANCH RD At EAST SUNRISE Central District	101759

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$114,141.00	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020-
	\$125,422.00	DEPARTMENT	
2	\$186,676.00	DESERT SERVICES INTERNATIONAL, INC.	18115 W. VAN BUREN STREET GOODYEAR, AZ 85338-
3	\$205,555.00	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-
4	\$208,850.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-

**Apparent Low Bidder is 9.0% Under Department Estimate (Difference = (\$11,281.00))**



# ARIZONA DEPARTMENT OF TRANSPORTATION

## ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 16, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO                    0000 PN PPN T027501C  
PROJECT NO                PPN-0(224)T  
TERMINI                    PINAL COUNTY  
LOCATION                    KINGS RANCH ROAD AND EAST SUNRISE SKY DRIVE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	101759

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$190,000. The location and description of the proposed work are as follows:

The proposed project is located in Pinal County approximately 280 feet north of the intersection of Kings Ranch Road and East Sunrise Sky Drive, within the City of Gold Canyon. The work consists of installing two new Rapid Rectangular Flashing Beacon, constructing curb and sidewalk, pavement marking and other related work.

The time allowed for the completion of the work included in this contract will be 210 Calendar days.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.44.

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 award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

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.*

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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.

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Iqbal Hossain, P.E.  
Group Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: MARCH 15, 2023