

# 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 virtual board meeting on Friday, August 18, 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, August 18, 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.

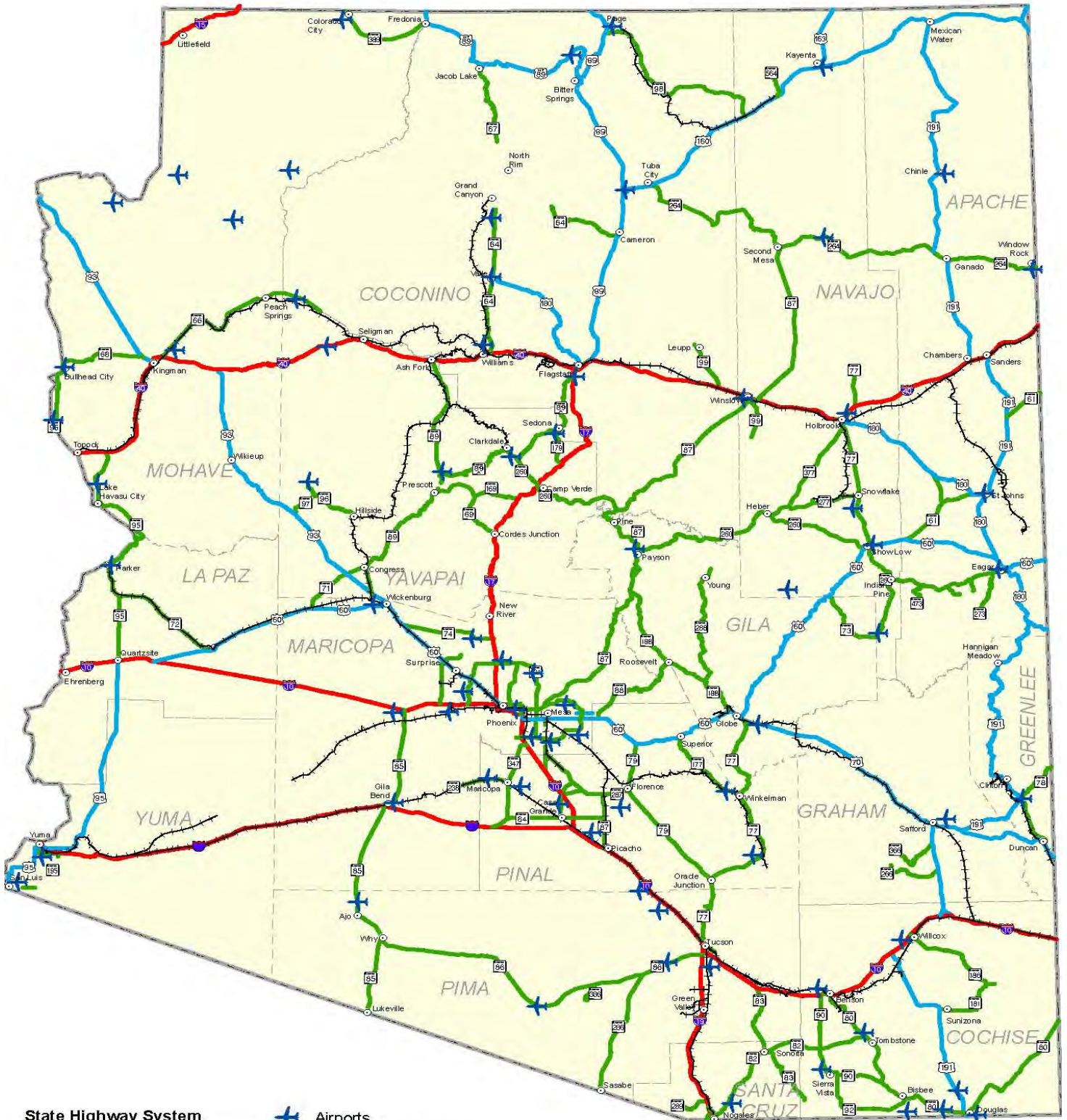
### ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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 10th day of August, 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  
VIRTUAL ONLY  
BOARD MEETING  
9:00 a.m., Friday, August 18, 2023  
NO MEMBERS OF THE PUBLIC WILL BE ALLOWED TO ATTEND IN-PERSON**

**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 virtual board meeting on Friday, August 18, 2023, at 9:00 a.m. The Board may vote to go into Executive Session, which will not be open to the public. 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 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, August 18, 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.

**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**

Due to this being a virtual only meeting there will not be a district report this month.

**\*ITEM 3: Consent Agenda****Page 9**

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

**Items on the Consent Agenda generally consist of the following:**

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

**ITEM 4: Financial Report**

Staff will provide an update on financing issues and summaries on the items listed below:

(For information and discussion only — Kristine Ward, Chief Financial Officer)

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

**ITEM 5: Multimodal Planning Division Report**

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) I-10, 202L to SR 387 Study
- C) Truck Parking Study
- D) Potential Route Turnback - SR 95, Bullhead City

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

**\*ITEM 6: Priority Planning Advisory Committee (PPAC)****Page 203**

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 7: AZ State Match Advantage for Rural Transportation (AZ SMART) Fund Program****Page 211**

Staff will present AZ SMART fund program applications from various eligible applicants for the Transportation Board's consideration and approval. Representatives from the applicants may be available for questions.

- A) Yavapai County - Verde Valley Transportation Safety Plan
- B) ADOT Application - US 95
- C) ADOT Application - Digital Construction Management System
- D) City of Show Low - Scott Ranch Road Infrastructure
- E) Bullhead City - Bullhead Parkway Multimodal Improvements
- F) Phoenix - Rio Salado Bicycle/Pedestrian Bridge
- G) Clarkdale - Rescind 2/17/2023 Design Award

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

**ITEM 8: State Engineer's Report****Page 317**

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

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

**\*ITEM 9: Construction Contracts****Page 325**

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

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

**ITEM 10: Suggestions**

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

**\*Adjournment**

\*ITEMS that may require Board Action



**Items on the Consent Agenda generally consist of the following:**

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

**MINUTES APPROVAL**

<b>*ITEM 3a:</b>	Approval of April 21, 2023, Board Meeting Minutes	Page 54
	Approval of June 1, 2023, Study Session Minutes	Page 165

**RIGHT OF WAY RESOLUTIONS (Action as Noted)**

<b>*ITEM 3b:</b>	RES. NO. 2023-08-A-025 PROJECT: I-10-5(14)281 HIGHWAY: TUCSON – BENSON SECTION: Mountain View – Pantano (East Benson Highway) ROUTE NO.: Interstate Route 10 DISTRICT: Southcentral COUNTY: Pima DISPOSAL: D – SC – 024-A RECOMMENDATION: Abandon to the County of Pima, in accordance with County Resolution 2022-77 and Waiver of Four-Year Advance Notice of Abandonment, dated December 20, 2022, recorded December 23, 2022, in Document No. 2022-3570161, right of way that is no longer needed for the State Transportation System and can be better managed by the Local Public Agency.	Page 14
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<b>*ITEM 3c:</b>	RES. NO. 2023-08-A-026 PROJECT: 030 MA 000 H6876 HIGHWAY: TRES RIOS FREEWAY SECTION: 127th Avenue – S. R. 202L South Mountain ROUTE NO.: State Route 30 DISTRICT: Central COUNTY: Maricopa PARCEL: 7 – 12696 RECOMMENDATION: Establish new right of way as a state route through early and advance acquisition necessary to alleviate hardship situations and forestall development along the alignment of the future Tres Rios Freeway.	Page 24
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RIGHT OF WAY RESOLUTIONS (Action as Noted)

\*ITEM 3d:

RES. NO. 2023-08-A-027 Page 32  
 PROJECT: 202L MA 042 F0124 / 202-C(208)T  
 HIGHWAY: SANTAN FREEWAY  
 SECTION: Val Vista Drive – S. R. 101L  
 ROUTE NO.: State Route 202 Loop  
 DISTRICT: Central  
 COUNTY: Maricopa  
 RECOMMENDATION: Establish new right of way as a state route and state highway to accommodate design change and facilitate the imminent construction phase of the above referenced improvement project necessary to provide increased traffic capacity and enhanced convenience and safety for the traveling public.

\*ITEM 3e:

RES. NO. 2023-08-A-028 Page 41  
 PROJECT: 101L MA 000 H0829 01R / 600-1-702  
 HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)  
 SECTION: Doubletree Ranch Road – South Reservation Boundary  
 ROUTE NO.: State Route 101 Loop  
 DISTRICT: Central  
 COUNTY: Maricopa  
 DISPOSAL: D – C – 094-B  
 RECOMMENDATION: Abandon to the County of Maricopa, in accordance with SRP-MIC Resolution SR-4046-2023, dated March 08, 2023; Waiver of A.R.S. § 28-7209, dated July 10, 2023; and BIA Partial Assignment and Assumption of Grant of Easement, dated July 13, 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 3f: BOARD DISTRICT NO.: 5
- BIDS OPENED: JULY 21, 2023
- HIGHWAY: PAYSON – WINSLOW HIGHWAY (SR 87)
- SECTION: SR 260 – CLINTS WELL
- COUNTY: COCONINO
- ROUTE NO.: SR 87
- PROJECT : TRACS: 087-C-NFA: 087 CN 277 F066701C
- FUNDING: 100% STATE
- LOW BIDDER: FNF CONSTRUCTION, INC.
- LOW BID AMOUNT: \$ 5,572,043.50
- STATE ESTIMATE: \$ 5,489,631.00
- \$ OVER ESTIMATE: \$ 82,412.50
- % OVER ESTIMATE: 1.5%
- PROJECT DBE GOAL: N/A
- BIDDER DBE PLEDGE: N/A
- NO. BIDDERS: 4
- RECOMMENDATION: AWARD



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.

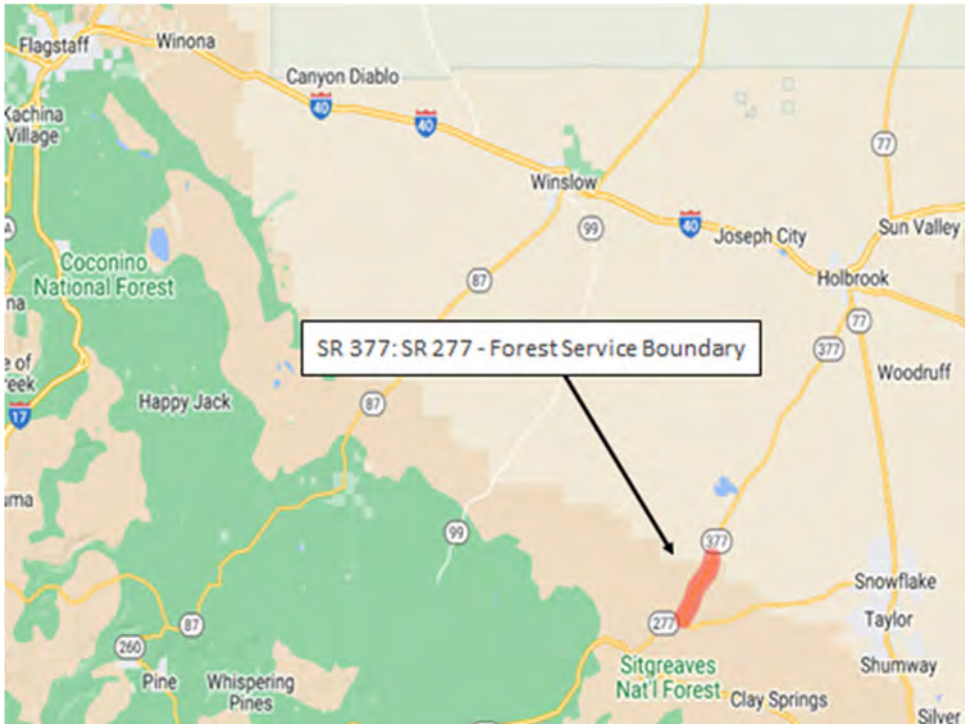
\*ITEM 3g: BOARD DISTRICT NO.: 6  
 BIDS OPENED: JULY 21, 2023  
 HIGHWAY: KINGMAN-WICKENBURG HIGHWAY (US 93)  
 SECTION: GUNSITE CANYON RD TO GRAY WASH  
 COUNTY: MOHAVE  
 ROUTE NO.: US 93  
 PROJECT : TRACS: 093-B(221)T: 093 MO 119 F050901C  
 FUNDING: 94.3% FEDS 5.7% STATE  
 LOW BIDDER: FNF CONSTRUCTION, INC.  
 LOW BID AMOUNT: \$ 4,303,624.50  
 STATE ESTIMATE: \$ 4,589,196.40  
 \$ UNDER ESTIMATE: \$ 285,571.90  
 % UNDER ESTIMATE: 6.2%  
 PROJECT DBE GOAL: 3.48%  
 BIDDER DBE PLEDGE: 3.49%  
 NO. BIDDERS: 3  
 RECOMMENDATION: AWARD



Contracts: (Action as Noted)

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

- \*ITEM 3h: BOARD DISTRICT NO.: 5
- BIDS OPENED: JULY 07, 2023
- HIGHWAY: HEBER-HOLBROOK HIGHWAY (SR 377)
- SECTION: SR 277 TO FOREST SERVICE BOUNDARY
- COUNTY: MOHAVE
- ROUTE NO.: SR 377
- PROJECT : TRACS: 377-A(201)T: 377 NA 000 F050601C
- FUNDING: 94.30% FEDS 5.70% STATE
- LOW BIDDER: CACTUS TRANSPORT II, INC.
- LOW BID AMOUNT: \$ 1,699,955.50
- STATE ESTIMATE: \$ 1,990,531.92
- \$ UNDER ESTIMATE: \$ 290,576.42
- % UNDER ESTIMATE: 14.6%
- PROJECT DBE GOAL: 3.94%
- BIDDER DBE PLEDGE: 3.95%
- NO. BIDDERS: 3
- RECOMMENDATION: AWARD



August 18, 2023

RES. NO. 2023-08-A-025  
PROJECT: I-10-5(14)281  
HIGHWAY: TUCSON - BENSON  
SECTION: Mountain View - Pantano (East Benson Highway)  
ROUTE NO.: Interstate Route 10  
DISTRICT: Southcentral  
COUNTY: Pima  
DISPOSAL: D - SC - 024-A

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain right of way acquired for Tucson - Benson Highway within the above referenced project.

The right of way to be abandoned was previously established as a state route and state highway, designated U.S. Route 80, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State highways, incorporated by reference therein. Resolution 59-37, dated October 24, 1958, established as a state highway, new right of way for the location, relocation, alteration and widening of the Tucson-Benson Highway at this location. Thereafter, additional right of way was established for an improved access control design at the Mountain View Interchange by Resolution 59-85, dated March 10, 1959. The Tucson-Benson Highway was subsequently renumbered and redesignated as Interstate Route 10 by an administrative action of the American Association of State Highway and Transportation Officials. Soon after, Arizona State Transportation Board Resolution 77-16-A-48, dated September 16, 1977, eliminated the overlapping U.S. 80 route designation along the highway from the California State Line to Benson, Arizona.

August 18, 2023

RES. NO. 2023-08-A-025  
PROJECT: I-10-5(14)281  
HIGHWAY: TUCSON - BENSON  
SECTION: Mountain View - Pantano (East Benson Highway)  
ROUTE NO.: Interstate Route 10  
DISTRICT: Southcentral  
COUNTY: Pima  
DISPOSAL: D - SC - 024-A

The right of way to be abandoned is no longer needed for the State Highway System. The County of Pima has agreed to accept jurisdiction, ownership, and maintenance responsibilities for the right of way, in accordance with County Resolution 2022-77 and Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated December 20, 2022, recorded December 23, 2022, in Document No. 2022-3570161, records of Pima County, Arizona, which was executed and recorded 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 Map of TUCSON-BENSON INTERSTATE HIGHWAY 80, Mountain View Interchange - Pantano Interchange, Project I-10-5(14)281", 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 for the right of way depicted in Appendix "A".

The abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213.

This resolution is considered the conveying document for the right of way to be abandoned; and no further conveyance is legally required.

August 18, 2023

RES. NO. 2023-08-A-025  
PROJECT: I-10-5(14)281  
HIGHWAY: TUCSON - BENSON  
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DISTRICT: Southcentral  
COUNTY: Pima  
DISPOSAL: D - SC - 024-A

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the County of Pima, in accordance with County Resolution 2022-77 and Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated December 20, 2022, recorded December 23, 2022, in Document No. 2022-3570161, records of Pima County, Arizona; and as provided in Arizona Revised Statutes §§ 28-7207, 28-7209, and 28-7210; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

Pursuant to Arizona Revised Statutes § 28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

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



ARIZONA DEPARTMENT OF TRANSPORTATION  
205 South 17th Avenue  
R/W Titles Section, MD 612E  
Phoenix, Arizona 85007-3212

August 18, 2023

RES. NO. 2023-08-A-025  
PROJECT: I-10-5(14)281  
HIGHWAY: TUCSON - BENSON  
SECTION: Mountain View - Pantano (East Benson Highway)  
ROUTE NO.: Interstate Route 10  
DISTRICT: Southcentral  
COUNTY: Pima  
DISPOSAL: D - SC - 024-A

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on August 18, 2023, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of certain right of way to the County of Pima within the above referenced project.

The right of way to be abandoned is no longer needed for the State Highway System. The County of Pima has agreed to accept jurisdiction, ownership, and maintenance responsibilities for the right of way, in accordance with County Resolution 2022-77 and Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated December 20, 2022, recorded December 23, 2022, in Document No. 2022-3570161, records of Pima County, Arizona, which was executed and recorded 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, 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 Map of TUCSON - BENSON INTERSTATE HIGHWAY 80, Mountain View Interchange - Pantano Interchange, Project I-10-5(14)281", and is shown in Appendix "A" attached hereto.

August 18, 2023

RES. NO. 2023-08-A-025  
PROJECT: I-10-5(14)281  
HIGHWAY: TUCSON - BENSON  
SECTION: Mountain View - Pantano (East Benson Highway)  
ROUTE NO.: Interstate Route 10  
DISTRICT: Southcentral  
COUNTY: Pima  
DISPOSAL: D - SC - 024-A

WHEREAS said right of way is no longer needed for state transportation purposes; and

WHEREAS the County of Pima has agreed to accept jurisdiction, ownership, and maintenance responsibilities for the right of way in accordance with County Resolution 2022-77 and Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated December 20, 2022, recorded December 23, 2022, in Document No. 2022-3570161, records of Pima County, Arizona, executed and recorded pursuant to the provisions of Arizona Revised Statutes § 28-7209; and

WHEREAS for the convenience and safety of the traveling public, it is necessary that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, shall retain existing access control and all other currently existing facilities and structures of the State Highway System, if any; and shall reserve a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on said maps and plans; and

WHEREAS this resolution is considered the conveying document for such right of way; and no further conveyance is legally required; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Deputy Director's report; therefore, be it

August 18, 2023

RES. NO. 2023-08-A-025  
PROJECT: I-10-5(14)281  
HIGHWAY: TUCSON - BENSON  
SECTION: Mountain View - Pantano (East Benson Highway)  
ROUTE NO.: Interstate Route 10  
DISTRICT: Southcentral  
COUNTY: Pima  
DISPOSAL: D - SC - 024-A

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

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the County of Pima, in accordance with County Resolution 2022-77 and Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated December 20, 2022, recorded December 23, 2022, in Document No. 2022-3570161, records of Pima County, Arizona, executed and recorded pursuant to the provisions of Arizona Revised Statutes § 28-7209; and as provided in Arizona Revised Statutes §§ 28-7207, 28-7209, and 28-7210; be it further

RESOLVED that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, hereby retains existing access control and all other currently existing facilities and structures of the State Highway System, if any; and reserves a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project; be it further

RESOLVED that this abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the conveying document for the right of way abandoned herein; and no further conveyance is legally required; be it further

August 18, 2023

RES. NO. 2023-08-A-025  
PROJECT: I-10-5(14)281  
HIGHWAY: TUCSON - BENSON  
SECTION: Mountain View - Pantano (East Benson Highway)  
ROUTE NO.: Interstate Route 10  
DISTRICT: Southcentral  
COUNTY: Pima  
DISPOSAL: D - SC - 024-A

RESOLVED that the Deputy Director provide written notice to the County of Pima, evidencing the abandonment of the State's interest.

August 18, 2023

RES. NO. 2023-08-A-025  
PROJECT: I-10-5(14)281  
HIGHWAY: TUCSON - BENSON  
SECTION: Mountain View - Pantano (East Benson Highway)  
ROUTE NO.: Interstate Route 10  
DISTRICT: Southcentral  
COUNTY: Pima  
DISPOSAL: D - SC - 024-A

CERTIFICATION

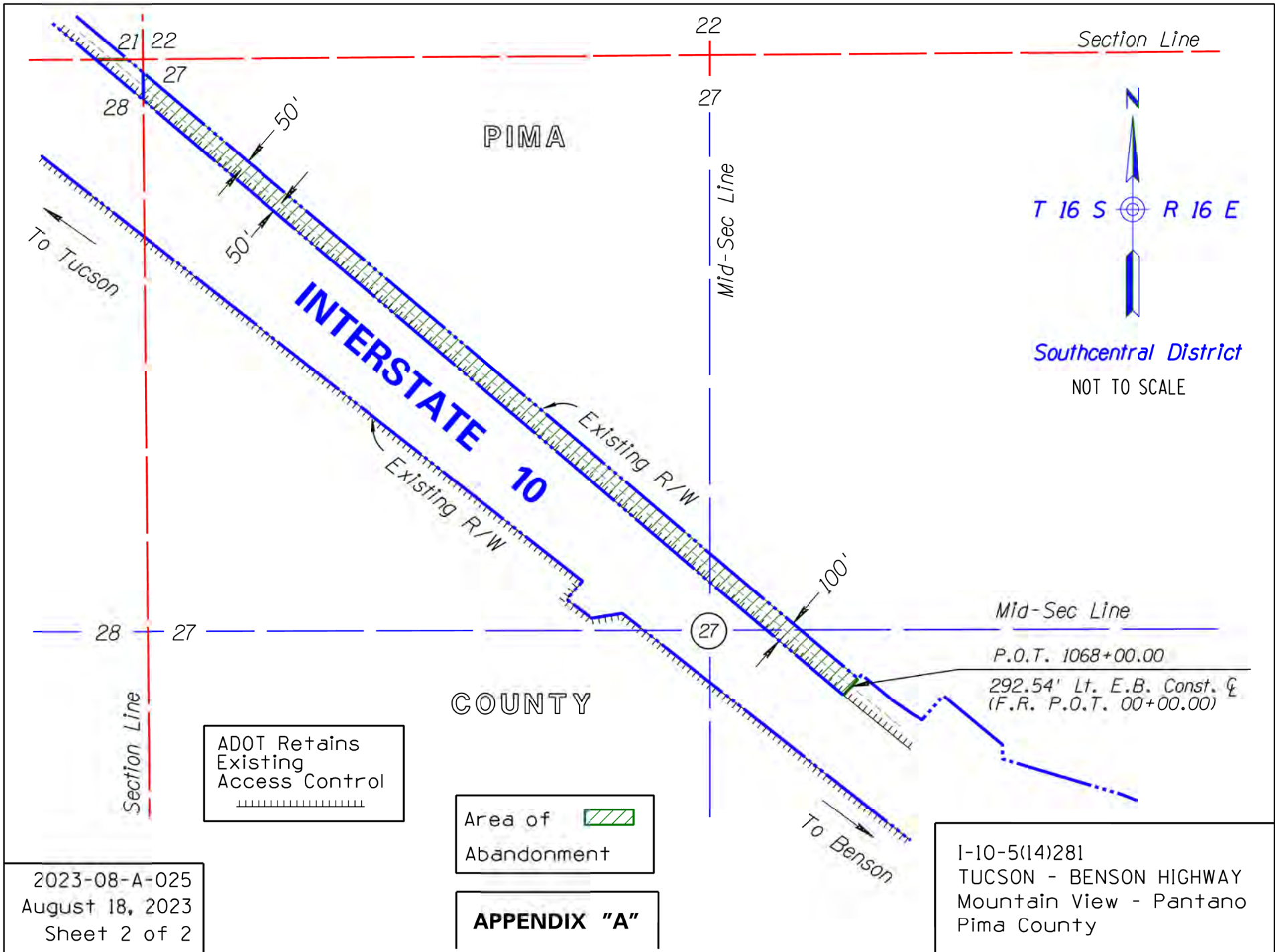
I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on August 18, 2023.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on August 18, 2023.

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

**Seal**





August 18, 2023

RES. NO. 2023-08-A-026  
PROJECT: 030 MA 000 H6876  
HIGHWAY: TRES RIOS FREEWAY  
SECTION: 127th Avenue - S.R. 202L South Mountain  
ROUTE NO.: State Route 30  
DISTRICT: Central  
COUNTY: Maricopa  
PARCEL: 7-12696

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment, approval and adoption of portions of the State Route Plan for the Tres Rios Freeway, State Route 30, and the early and advance acquisition of parcels within the above referenced project.

Improvements are planned and this project is included in the Department's Five Year Construction Program.

An investigation has determined that the land does lie within the area of the proposed corridor limits of the project.

The area of establishment, the location of the State Route Plan and the land to be acquired by early or advance acquisition is shown in Appendix "A", and delineated on that certain Advance Acquisition Detail Sheet, dated May 18, 2023, depicting Parcel 7-12696, in accordance with that certain Location / Design Concept Report, dated April 2020, on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

The Department has determined that early and advance acquisition of corridor rights of way should commence in order to alleviate hardship situations, and provide for an orderly acquisition and relocation program; and



August 18, 2023

RES. NO. 2023-08-A-026  
PROJECT: 030 MA 000 H6876  
HIGHWAY: TRES RIOS FREEWAY  
SECTION: 127th Avenue - S.R. 202L South Mountain  
ROUTE NO.: State Route 30  
DISTRICT: Central  
COUNTY: Maricopa  
PARCEL: 7-12696

Pursuant to Arizona Revised Statutes § 28-7094, it has also been determined that a reasonable need exists for the land depicted in Appendix "A", and that early and advance acquisition will forestall development, resulting in a substantial savings to the State, and will ensure critical construction bid dates are met.

Accordingly, I recommend that the parcel of land referenced above and depicted in Appendix "A" be established as a state route, designated the Tres Rios Freeway, State Route 30.

I further recommend that the parcel of land be approved and adopted as a portion of the State Route Plan for the Tres Rios Freeway and that early or advance acquisition of Parcel 7-12696 be authorized.

Therefore, in the interest of public safety, necessity, and convenience, and pursuant to Arizona Revised Statutes § 28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

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

ARIZONA DEPARTMENT OF TRANSPORTATION  
205 South 17th Avenue  
R/W Group Titles Section, MD 612E  
Phoenix, Arizona 85007-3212

August 18, 2023

RES. NO. 2023-08-A-026  
PROJECT: 030 MA 000 H6876  
HIGHWAY: TRES RIOS FREEWAY  
SECTION: 127th Avenue - S.R. 202L South Mountain  
ROUTE NO.: State Route 30  
DISTRICT: Central  
COUNTY: Maricopa  
PARCEL: 7-12696

RESOLUTION OF ESTABLISHMENT AND EARLY AND ADVANCE ACQUISITION

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on August 18, 2023, presented and filed with the Arizona State Transportation Board his written report recommending the establishment and the approval and adoption of a portion of the State Route Plan for the Tres Rios Freeway, State Route 30, and the early and advance acquisition of parcels within the above referenced project.

Improvements are planned and this project is included in the Department's Five Year Construction Program.

The area of establishment, the location of the State Route Plan, and the portion of land to be acquired by early or advance acquisition is shown in Appendix "A", and delineated on that certain Advance Acquisition Detail Sheet, dated May 18, 2023, depicting Parcel 7-12696, in accordance with that certain Location/Design Concept Report, dated April 2020, on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

The Department has determined that early and advance acquisition of corridor rights of way should commence in order to alleviate hardship situations, and provide for an orderly acquisition and relocation program; and

Pursuant to Arizona Revised Statutes § 28-7094, it has also been determined that a reasonable need exists for the land depicted in Appendix "A", and that early and advance acquisition will forestall development, resulting in a substantial savings to the State, and will ensure critical construction bid dates are met.

August 18, 2023

RES. NO. 2023-08-A-026  
PROJECT: 030 MA 000 H6876  
HIGHWAY: TRES RIOS FREEWAY  
SECTION: 127th Avenue - S.R. 202L South Mountain  
ROUTE NO.: State Route 30  
DISTRICT: Central  
COUNTY: Maricopa  
PARCEL: 7-12696

Accordingly, it is recommended that the parcel of land referenced above and depicted in Appendix "A" be established as a state route, and approved and adopted as the State Route Plan for the Tres Rios Freeway, and that early and advance acquisition of the property be authorized.

WHEREAS design and construction are planned for the alignment, and the above referenced project is included in the Five Year Construction Program; and

WHEREAS early or advance acquisitions will alleviate hardship situations, and provide for an orderly acquisition and relocation program; and

WHEREAS pursuant to Arizona Revised Statutes § 28-7094, the Deputy Director has determined that a reasonable need exists for the above referenced parcel of land, and that early and advance acquisition would forestall development, resulting in a substantial savings to the State, and would ensure critical construction bid dates are met; and

WHEREAS the area depicted in Appendix "A" should be established as a state route and adopted and approved as a portion of the State Route Plan for the Tres Rios Freeway, State Route 30; and

WHEREAS because of these premises, this Board finds public safety, necessity, and convenience require the recommended establishment and the approval and adoption of this portion of the State Route Plan, and early or advance acquisition of the parcel as recommended by the Deputy Director; therefore, be it

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

August 18, 2023

RES. NO. 2023-08-A-026  
PROJECT: 030 MA 000 H6876  
HIGHWAY: TRES RIOS FREEWAY  
SECTION: 127th Avenue - S.R. 202L South Mountain  
ROUTE NO.: State Route 30  
DISTRICT: Central  
COUNTY: Maricopa  
PARCEL: 7-12696

RESOLVED that the portion of land as shown in Appendix "A", and delineated on that certain Advance Acquisition Detail Sheet, dated May 18, 2023, depicting Parcel 7-12696, in accordance with that certain Location/Design Concept Report, dated April 2020, is hereby established as a state route and designated the Tres Rios Freeway, State Route 30; be it further

RESOLVED that the State Route Plan for the location of that portion of Parcel 7-12696, as depicted in Appendix "A", is hereby approved and adopted; be it further

RESOLVED that the Deputy Director is authorized to proceed with early and advance acquisitions, including exchanges, to acquire an estate in fee and/or easement and the appropriate rights of access needed for the corridor depicted in Appendix "A", including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans, in accordance with Arizona Revised Statutes § 28-7094; be it further

RESOLVED that the Deputy Director secure an appraisal of the property to be acquired, and that necessary parties be compensated. Upon failure to acquire said land by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

August 18, 2023

RES. NO. 2023-08-A-026  
PROJECT: 030 MA 000 H6876  
HIGHWAY: TRES RIOS FREEWAY  
SECTION: 127th Avenue - S.R. 202L South Mountain  
ROUTE NO.: State Route 30  
DISTRICT: Central  
COUNTY: Maricopa  
PARCEL: 7-12696

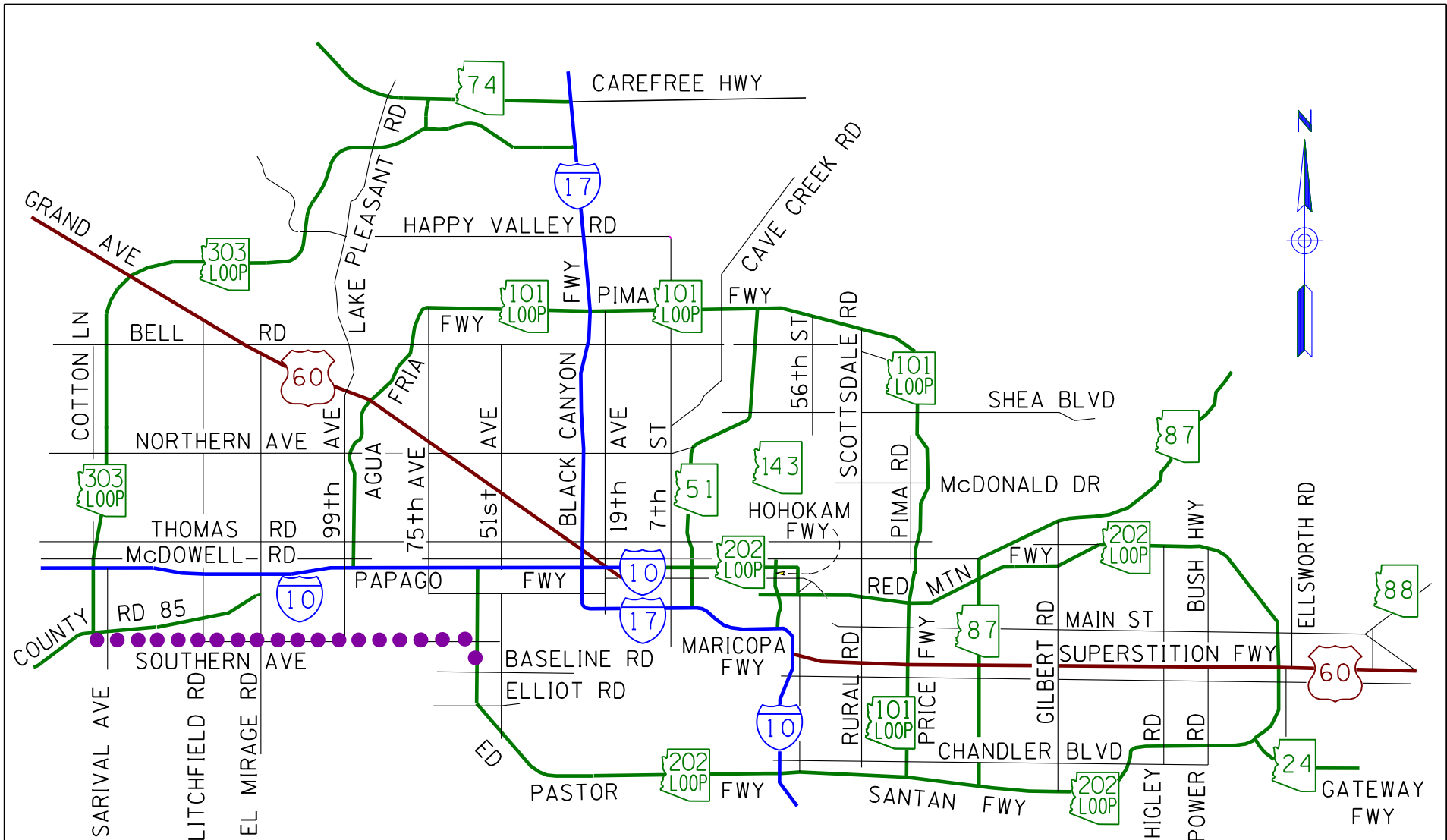
CERTIFICATION

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 August 18, 2023.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on August 18, 2023.

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

**Seal**



Areas of Establishment  
 ●●●●●●●●  
 See Sheet 2 of 2  
 for Details

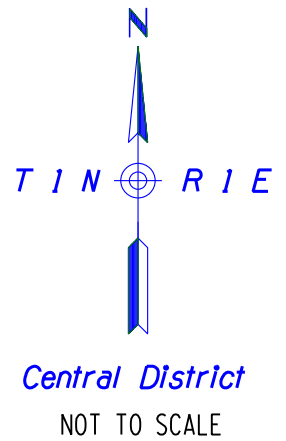
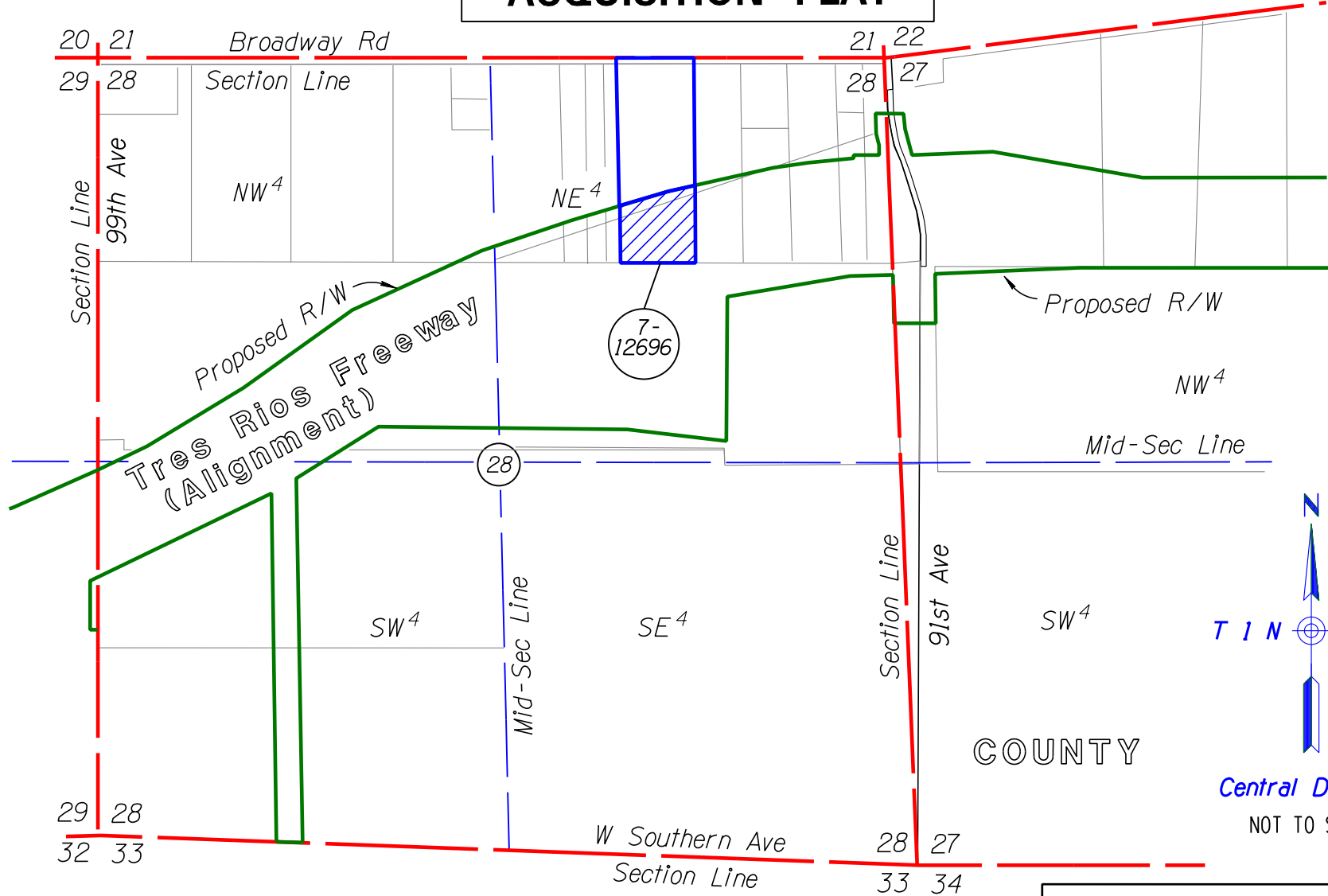
2023-08-A-026  
 August 18, 2023  
 Sheet 1 of 2

**APPENDIX "A"**


030 MA 000 H6876  
 TRES RIOS FREEWAY  
 127th Avenue - S.R. 202L  
 South Mountain  
 Maricopa County

# EARLY / ADVANCE ACQUISITION PLAT

MARICOPA



2023-08-A-026  
August 18, 2023  
Sheet 2 of 2

Area of Establishment to Include Access Control 

**APPENDIX "A"**

030 MA 000 H6876  
TRES RIOS FREEWAY  
127th Avenue - S.R. 202L  
South Mountain  
Maricopa County

August 18, 2023

RES. NO. 2023-08-A-027  
PROJECT: 202L MA 042 F0124 / 202-C(208)T  
HIGHWAY: SANTAN FREEWAY  
SECTION: Val Vista Drive - S. R. 101L  
ROUTE NO.: State Route 202 Loop  
DISTRICT: Central  
COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of the Santan Freeway, State Route 202 Loop, within the above referenced project.

Being the Preliminary Transportation Corridor recommended by the Regional Council of the Maricopa Association of Governments, the right of way was previously adopted and approved as the State Route Plan for the Southeast Loop Freeway by Arizona State Transportation Board Resolution 85-04-A-34 of April 26, 1985, and was therein designated as State Route 220. Resolution 87-11-A-105 of December 18, 1987, renumbered and redesignated the Southeast Outer Loop, consisting of State Routes 216, 217, and part of 220, as the State Route 202 Loop. Subsequently, refined segments of the State Route Plan for the Santan Corridor were established as a state route and a future controlled access state highway by Resolution 87-12-A-115 of December 18, 1987; and Resolution 89-01-A-06 of January 16, 1989, which also provided for advance acquisition of right of way. To accommodate construction, sections of the Santan Corridor were established as a state highway by Resolution 2001-03-A-017 of March 16, 2001; Resolution 2002-09-A-046 of September 20, 2002; Resolution 2002-10-A-050 of October 18, 2002; and Resolution 2003-12-A-077 of December 19, 2003. On December 20, 2019, Resolution 2019-12-A-047 established new right of way for the Lindsay Road T.I. as a state route; Resolution 2020-09-A-047 established it as a state highway on September 18, 2020. Under the above referenced project, Resolution 2022-11-A-044, dated November 18, 2022, established new right of way as a state route.



August 18, 2023

RES. NO. 2023-08-A-027  
PROJECT: 202L MA 042 F0124 / 202-C(208)T  
HIGHWAY: SANTAN FREEWAY  
SECTION: Val Vista Drive - S. R. 101L  
ROUTE NO.: State Route 202 Loop  
DISTRICT: Central  
COUNTY: Maricopa

New right of way is now needed to accommodate design change and facilitate the imminent construction phase of the above referenced improvement project to provide increased traffic capacity and enhanced convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: Right of Way Plans of the SANTAN FREEWAY, Val Vista Drive - S.R. 101L, Project 202L MA 042 F0124 / 202-C(208)T".

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established as a state route and state highway, and that access is controlled.

I recommend the acquisition of the new right of way, pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, as an estate in fee, or such other interest as is required, including advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans.

August 18, 2023

RES. NO. 2023-08-A-027  
PROJECT: 202L MA 042 F0124 / 202-C(208)T  
HIGHWAY: SANTAN FREEWAY  
SECTION: Val Vista Drive - S. R. 101L  
ROUTE NO.: State Route 202 Loop  
DISTRICT: Central  
COUNTY: Maricopa

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a controlled access state route and state highway, which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation. This resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required.

Pursuant to Arizona Revised Statutes §28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

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

ARIZONA DEPARTMENT OF TRANSPORTATION  
205 South 17th Avenue  
R/W Titles Section, MD 612E  
Phoenix, Arizona 85007-3212

August 18, 2023

RES. NO. 2023-08-A-027  
PROJECT: 202L MA 042 F0124 / 202-C(208)T  
HIGHWAY: SANTAN FREEWAY  
SECTION: Val Vista Drive - S.R. 101L  
ROUTE NO.: State Route 202 Loop  
DISTRICT: Central  
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on August 18, 2023, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §28-7046, recommending the acquisition and establishment of new right of way as a state route and state highway for the improvement of the Santan Freeway, State Route 202 Loop, as set forth in the above referenced project.

New right of way is now needed to accommodate design change and facilitate the imminent construction phase of the above referenced improvement project to provide increased traffic capacity and enhanced convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the SANTAN FREEWAY, Val Vista Drive - S.R. 101L, Project 202L MA 042 F0124 / 202-C(208)T".

August 18, 2023

RES. NO. 2023-08-A-027  
PROJECT: 202L MA 042 F0124 / 202-C(208)T  
HIGHWAY: SANTAN FREEWAY  
SECTION: Val Vista Drive - S. R. 101L  
ROUTE NO.: State Route 202 Loop  
DISTRICT: Central  
COUNTY: Maricopa

WHEREAS establishment as a state route and state highway, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094 to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended acquisition and establishment of the new right of way as a state route and state highway needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; and

WHEREAS the existing county, town or city roadways, as delineated on said maps and plans, are hereby established as a state route and state highway by this resolution action; and this resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; 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 designated a state route and state highway, to include any existing county, town or city roadways, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as delineated on said maps and plans. Where no access is shown, none will be allowed to exist; be it further

August 18, 2023

RES. NO. 2023-08-A-027  
PROJECT: 202L MA 042 F0124 / 202-C(208)T  
HIGHWAY: SANTAN FREEWAY  
SECTION: Val Vista Drive - S. R. 101L  
ROUTE NO.: State Route 202 Loop  
DISTRICT: Central  
COUNTY: Maricopa

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means, pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as is required, to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; be it further

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statutes § 28-7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state route and state highway herein; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

RESOLVED that the Deputy Director secure an appraisal of the property to be acquired, including access rights, and that necessary parties be compensated - with the exception of any existing county, town or city roadways being immediately established herein as a state route and state highway. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

August 18, 2023

RES. NO. 2023-08-A-027  
PROJECT: 202L MA 042 F0124 / 202-C(208)T  
HIGHWAY: SANTAN FREEWAY  
SECTION: Val Vista Drive - S. R. 101L  
ROUTE NO.: State Route 202 Loop  
DISTRICT: Central  
COUNTY: Maricopa

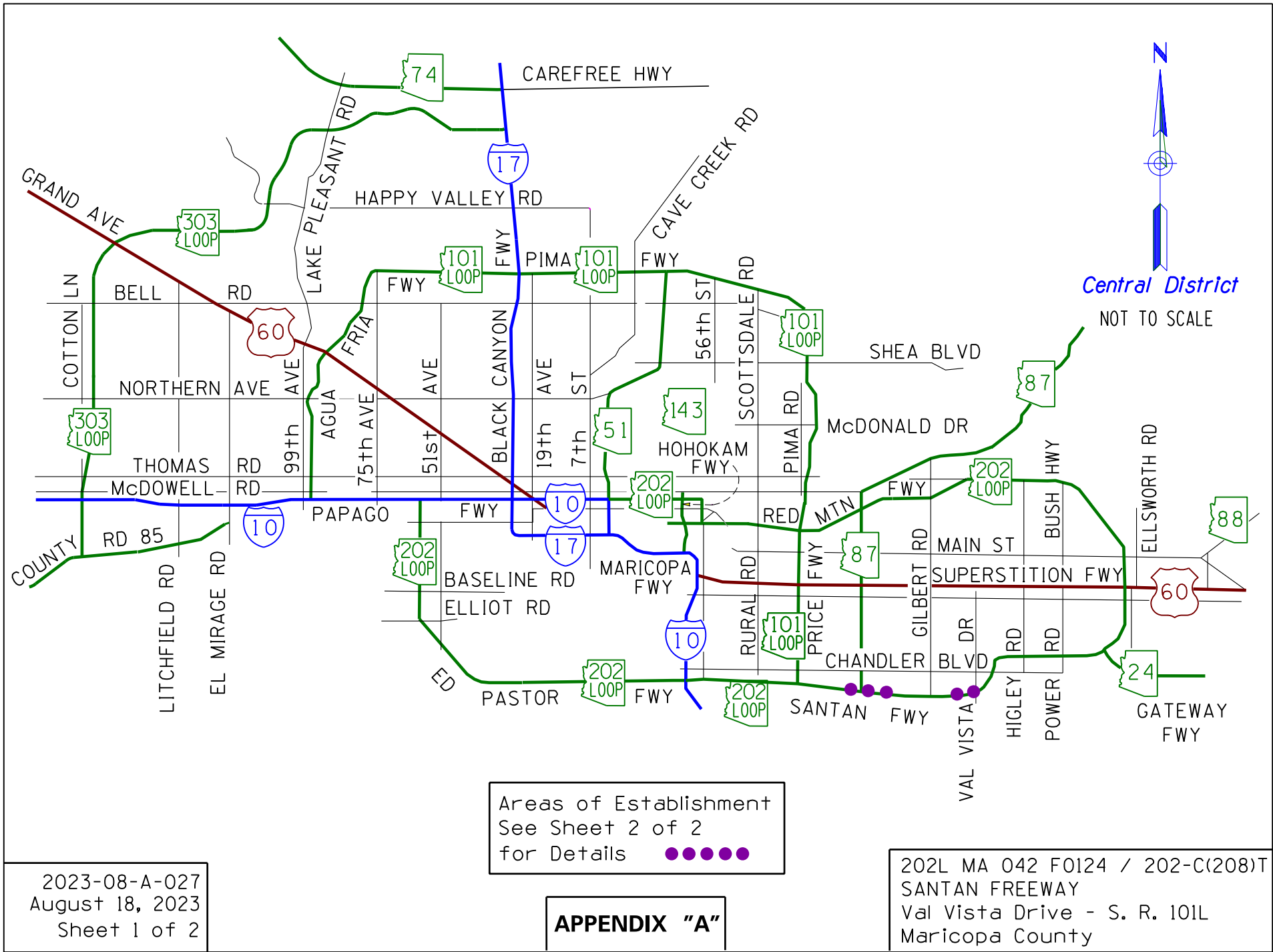
CERTIFICATION

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 August 18, 2023.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on August 18, 2023.

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

**Seal**

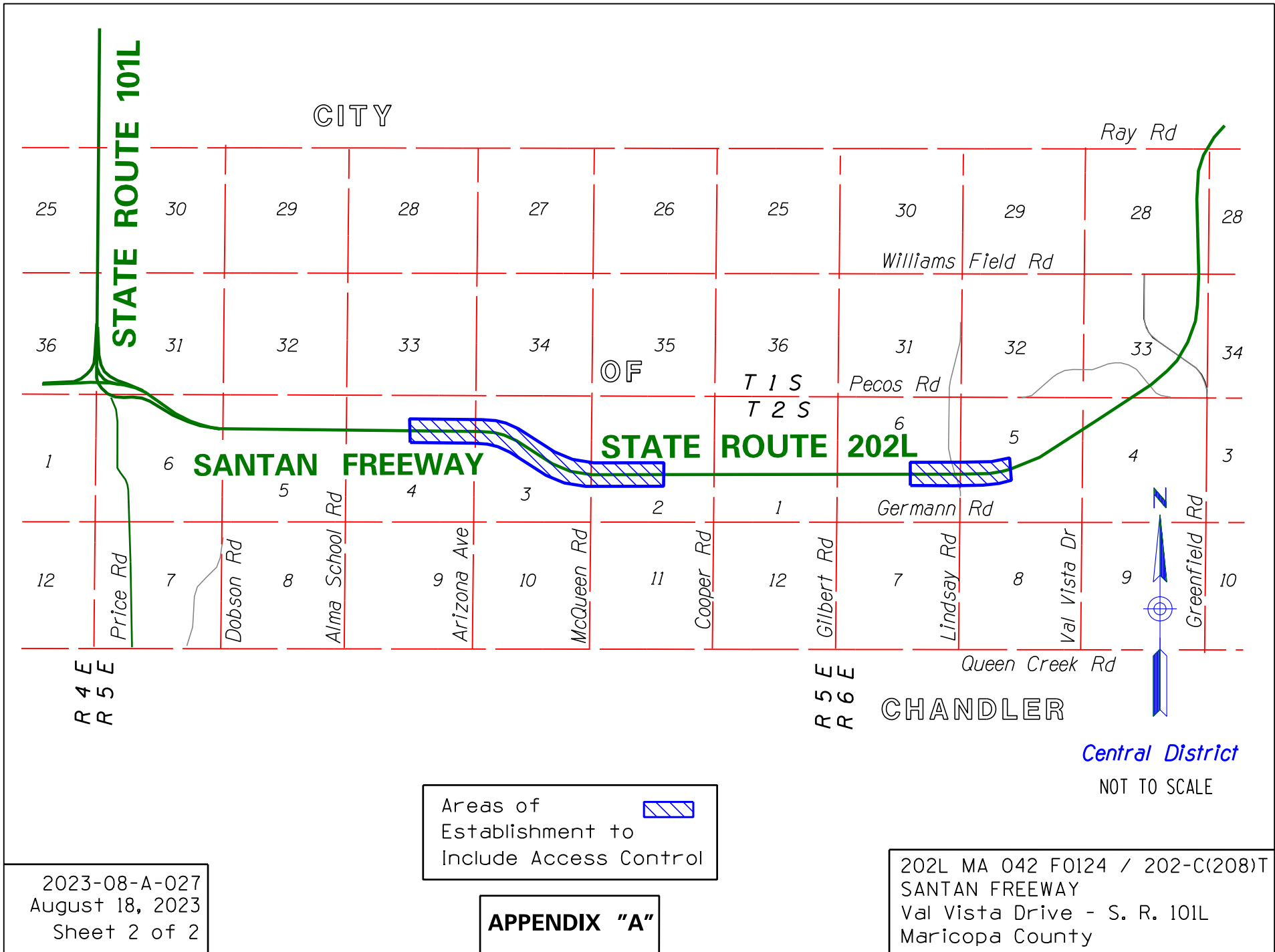


2023-08-A-027  
 August 18, 2023  
 Sheet 1 of 2

Areas of Establishment  
 See Sheet 2 of 2  
 for Details ●●●●●

**APPENDIX "A"**

202L MA 042 F0124 / 202-C(208)T  
 SANTAN FREEWAY  
 Val Vista Drive - S. R. 101L  
 Maricopa County



2023-08-A-027  
 August 18, 2023  
 Sheet 2 of 2

**APPENDIX "A"**

202L MA 042 F0124 / 202-C(208)T  
 SANTAN FREEWAY  
 Val Vista Drive - S. R. 101L  
 Maricopa County



August 18, 2023

RES. NO. 2023-08-A-028  
PROJECT: 101L MA 000 H0829 01R / 600-1-702  
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)  
SECTION: Doubletree Ranch Road - South Reservation Boundary  
ROUTE NO.: State Route 101 Loop  
DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 094-B

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain right of way acquired for the State Route 101 Loop within the above referenced project.

Lying within the Preliminary Transportation Corridor recommended by the Regional Council of the Maricopa Association of Governments, the existing alignment was previously approved and adopted as the preliminary transportation corridor and the State Route Plan for the Northeast Outer Loop, and designated State Route 117 by Arizona State Transportation Board Resolution 86-09-A-60, dated August 15, 1986. Thereafter, Resolution 87-11-A-105, dated November 20, and December 18, 1987, redesignated and renumbered State Routes 117, 218, 417, and part of State Route 220, as the State Route 101 Loop. Resolution 87-12-A-110, also dated December 18, 1987, partially rescinded and amended the previous Resolution 86-09-A-60 in order to establish a portion of Pima Road as an integral part of the corridor. Resolution 89-05-A-34, dated May 19, 1989, established a refined corridor location for the State Route Plan and provided for advance acquisition. Resolution 89-06-A-53 of June 16, 1989, approved and adopted a further refined State Route Plan corridor for the location of a future controlled access state highway. When construction of this segment of the corridor drew near, it was established as a state highway by Resolution 90-07-A-55, dated July 20, 1990. Originally dedicated as the Northeast Outer Loop, and later as the Pima Road Freeway, it is now known as the Pima Freeway, State Route 101 Loop.

August 18, 2023

RES. NO. 2023-08-A-028  
PROJECT: 101L MA 000 H0829 01R / 600-1-702  
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)  
SECTION: Doubletree Ranch Road - South Reservation Boundary  
ROUTE NO.: State Route 101 Loop  
DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 094-B

The right of way to be abandoned is no longer needed for state transportation purposes. The County of Maricopa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Salt River Pima-Maricopa Indian Community Resolution Number SR-4046-2023, dated March 08, 2023; with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated July 10, 2023, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209; and with United States Department of the Interior Bureau of Indian Affairs Partial Assignment and Assumption of Grant of Easement, dated July 13, 2023.

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 NORTHEAST OUTER LOOP, Doubletree Ranch Road-South Reservation Boundary, Project 101L MA 000 H0829 01R / 600-1-702", 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".

August 18, 2023

RES. NO. 2023-08-A-028  
PROJECT: 101L MA 000 H0829 01R / 600-1-702  
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)  
SECTION: Doubletree Ranch Road - South Reservation Boundary  
ROUTE NO.: State Route 101 Loop  
DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 094-B

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the County of Maricopa, in accordance with Salt River Pima-Maricopa Indian Community Resolution Number SR-4046-2023, dated March 08, 2023; with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated July 10, 2023, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209; and with United States Department of the Interior Bureau of Indian Affairs Partial Assignment and Assumption of Grant of Easement, dated July 13, 2023; and as provided in Arizona Revised Statutes §§ 28-7207, 28-7209, and 28-7210; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

The abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213.

This resolution is considered the conveying document for the right of way to be abandoned; and no further conveyance is legally required.

August 18, 2023

RES. NO. 2023-08-A-028  
PROJECT: 101L MA 000 H0829 01R / 600-1-702  
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)  
SECTION: Doubletree Ranch Road - South Reservation Boundary  
ROUTE NO.: State Route 101 Loop  
DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 094-B

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

August 18, 2023

RES. NO. 2023-08-A-028  
PROJECT: 101L MA 000 H0829 01R / 600-1-702  
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)  
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DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 094-B

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on August 18, 2023, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of certain right of way to the County of Maricopa within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The County of Maricopa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Salt River Pima-Maricopa Indian Community Resolution Number SR-4046-2023, dated March 08, 2023; with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated July 10, 2023, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209; and with United States Department of the Interior Bureau of Indian Affairs Partial Assignment and Assumption of Grant of Easement, dated July 13, 2023.

Accordingly, it is recommended 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 NORTHEAST OUTER LOOP, Doubletree Ranch Road-South Reservation Boundary, Project 101L MA 000 H0829 01R / 600-1-702", and is shown in Appendix "A" attached hereto.

August 18, 2023

RES. NO. 2023-08-A-028  
PROJECT: 101L MA 000 H0829 01R / 600-1-702  
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)  
SECTION: Doubletree Ranch Road - South Reservation Boundary  
ROUTE NO.: State Route 101 Loop  
DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 094-B

WHEREAS said right of way is no longer needed for state transportation purposes; and

WHEREAS the County of Maricopa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated July 10, 2023, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209; and

WHEREAS for the convenience and safety of the traveling public, it is necessary that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, shall retain existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and shall reserve a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on said maps and plans; and

WHEREAS this resolution is considered the conveying document for such right of way; and no further conveyance is legally required; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Deputy Director's report; therefore, be it

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

August 18, 2023

RES. NO. 2023-08-A-028  
PROJECT: 101L MA 000 H0829 01R / 600-1-702  
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)  
SECTION: Doubletree Ranch Road - South Reservation Boundary  
ROUTE NO.: State Route 101 Loop  
DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 094-B

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the County of Maricopa, in accordance with Salt River Pima-Maricopa Indian Community Resolution Number SR-4046-2023, dated March 08, 2023; with that certain Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated July 10, 2023, executed pursuant to the provisions of Arizona Revised Statutes §28-7209; and with United States Department of the Interior Bureau of Indian Affairs Partial Assignment and Assumption of Grant of Easement, dated July 13, 2023; and as provided in Arizona Revised Statutes §§28-7207, 28-7209, and 28-7210; be it further

RESOLVED that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, hereby retains existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and reserves a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project; be it further

RESOLVED that this abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes §28-7213; and that this resolution is the conveying document for the right of way abandoned herein; and no further conveyance is legally required; be it further

August 18, 2023

RES. NO. 2023-08-A-028  
PROJECT: 101L MA 000 H0829 01R / 600-1-702  
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)  
SECTION: Doubletree Ranch Road - South Reservation Boundary  
ROUTE NO.: State Route 101 Loop  
DISTRICT: Central  
COUNTY: Maricopa  
DISPOSAL: D - C - 094-B

RESOLVED that the Deputy Director provide written notice to the County of Maricopa, evidencing the abandonment of the State's interest.



August 18, 2023

RES. NO. 2023-08-A-028  
PROJECT: 101L MA 000 H0829 01R / 600-1-702  
HIGHWAY: NORTHEAST OUTER LOOP (PIMA FREEWAY)  
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DISPOSAL: D - C - 094-B

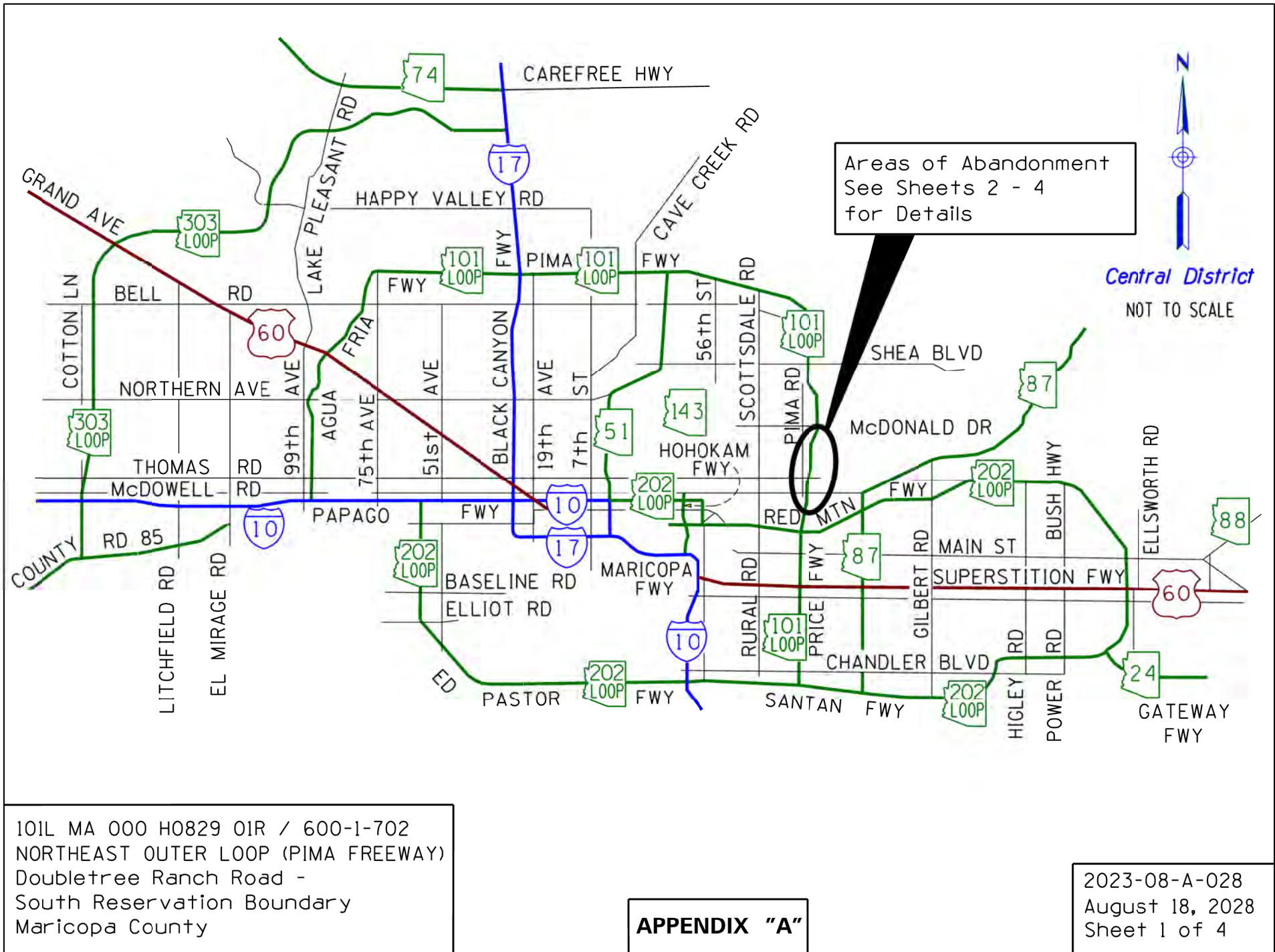
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on August 18, 2023.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on August 18, 2023.

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

**Seal**

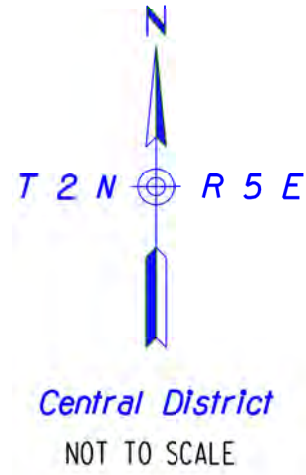
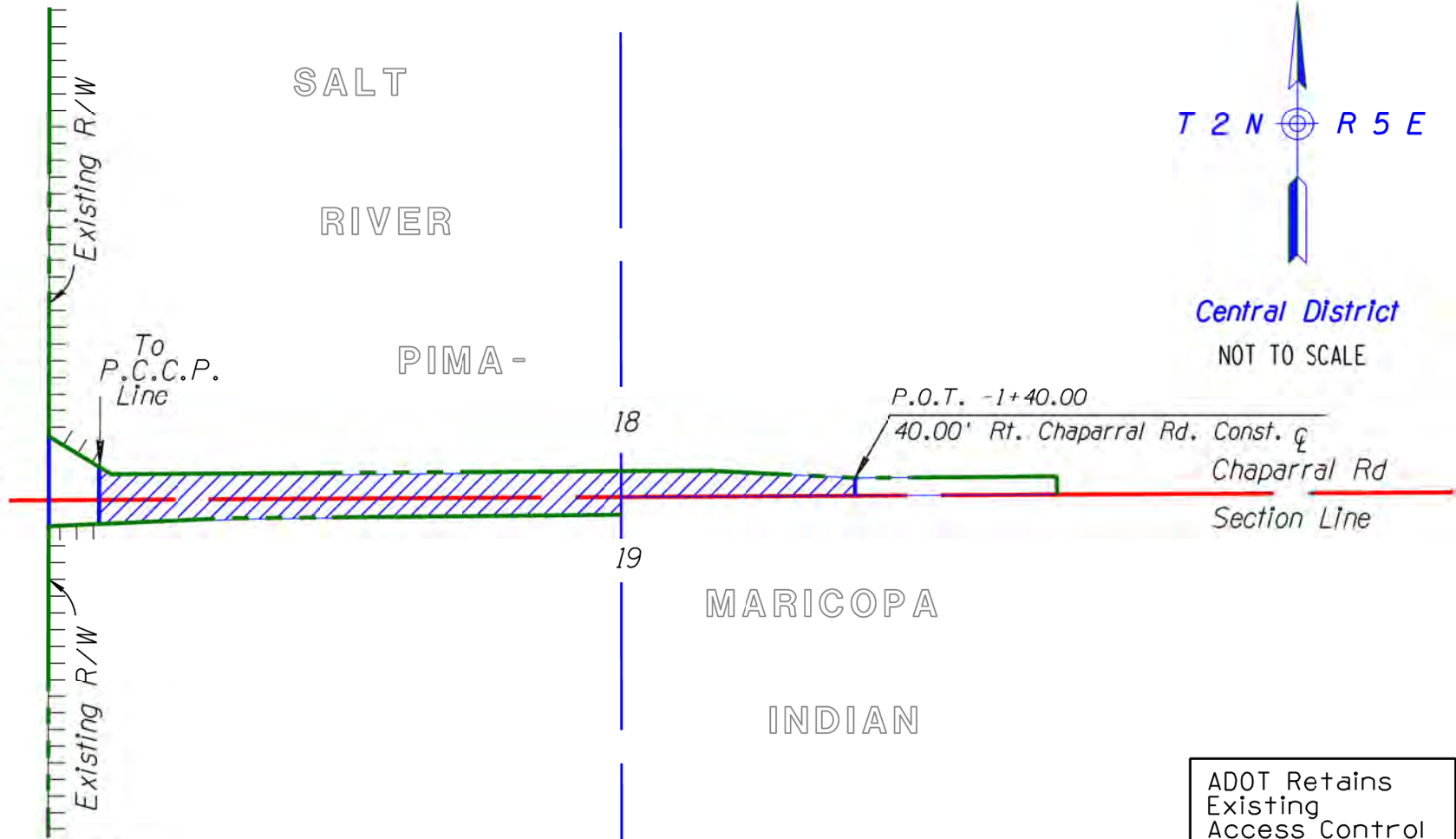


101L MA 000 H0829 01R / 600-1-702  
 NORTHEAST OUTER LOOP (PIMA FREEWAY)  
 Doubletree Ranch Road -  
 South Reservation Boundary  
 Maricopa County

**APPENDIX "A"**

2023-08-A-028  
 August 18, 2028  
 Sheet 1 of 4

**S. R. 101L  
PIMA  
FREEWAY**



Chaparral Rd west of S.R. 101L previously relinquished to SRP-MIC per ADOT Resolution 2023-04-A-015

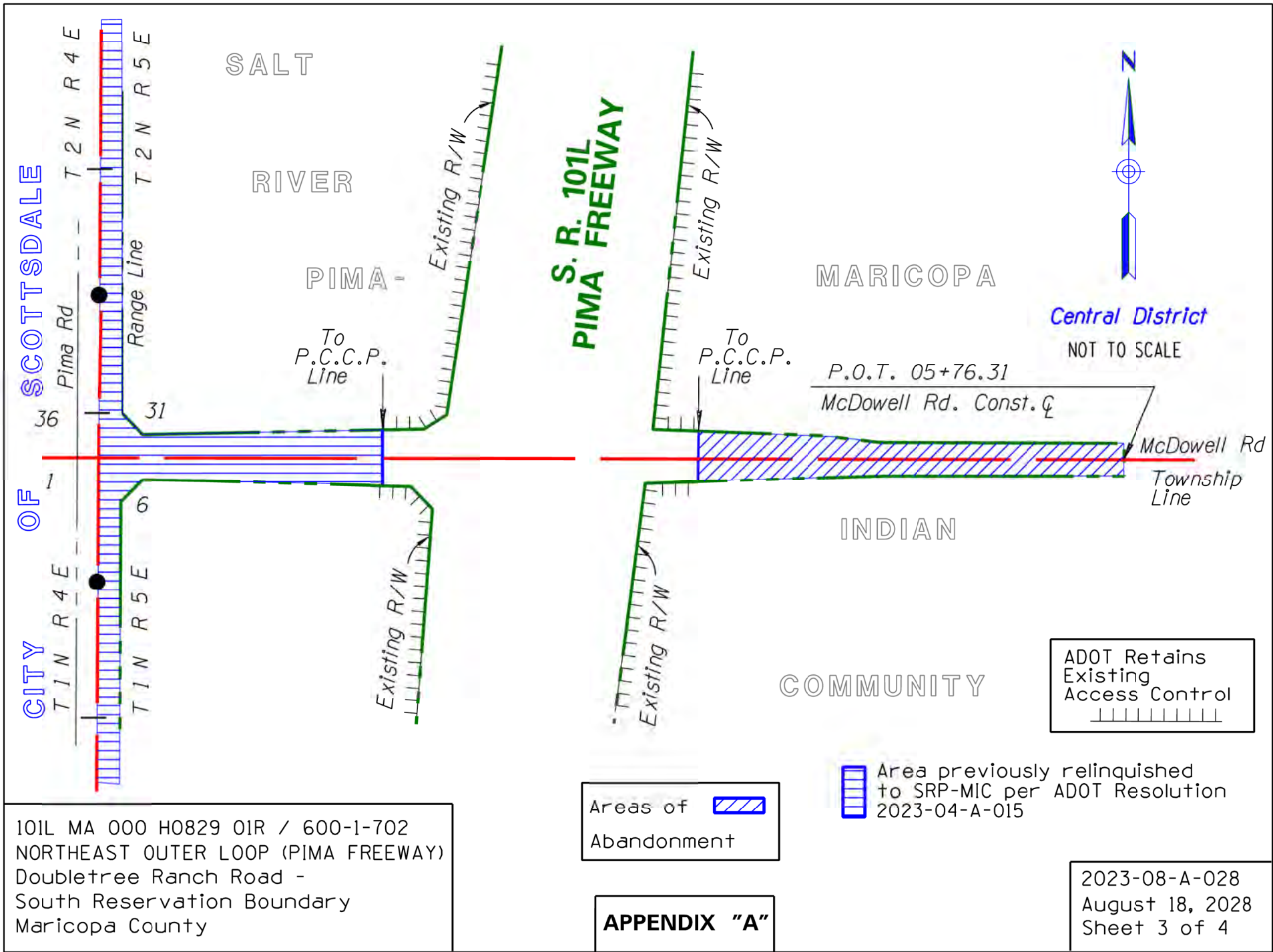
ADOT Retains Existing Access Control  
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101L MA 000 H0829 01R / 600-1-702  
NORTHEAST OUTER LOOP (PIMA FREEWAY)  
Doubletree Ranch Road -  
South Reservation Boundary  
Maricopa County

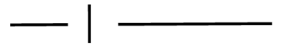
Area of   
Abandonment

**APPENDIX "A"**

2023-08-A-028  
August 18, 2028  
Sheet 2 of 4

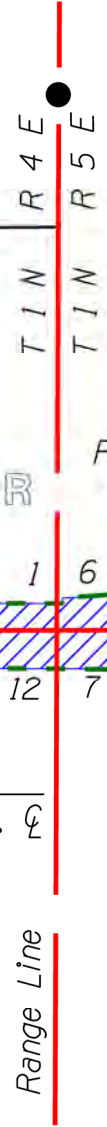


CITY OF SCOTTSDALE



SALT

RIVER



S. R. 101L  
PIMA FREEWAY



Central District  
NOT TO SCALE

To  
P.C.C.P.  
Line

To  
P.C.C.P.  
Line

McKellips Rd

Section Line

PIMA -

P.O.T. 09+50.00  
McKellips Rd. Const.  $\zeta$

P.O.T. 28+48.00  
McKellips Rd. Const.  $\zeta$

MARICOPA

INDIAN

ADOT Retains  
Existing  
Access Control

COMMUNITY

Areas of   
Abandonment

**APPENDIX "A"**

101L MA 000 H0829 01R / 600-1-702  
NORTHEAST OUTER LOOP (PIMA FREEWAY)  
Doubletree Ranch Road -  
South Reservation Boundary  
Maricopa County

2023-08-A-028  
August 18, 2028  
Sheet 4 of 4

**STATE TRANSPORTATION BOARD MEETING  
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE  
9:00am, April 21, 2023  
City of Winslow  
533 West 2<sup>nd</sup> Street  
Winslow, Arizona 86047**

**Call to Order**

Chairman Gary Knight called the State Transportation Board Meeting to order at 9:02 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, Board Member Ted Maxwell, Board Member Jesse Thompson. **(Via WebEx)** Board Member Jenn Daniels, Board Member Jenny Howard, Board Member Jackie Meck. **Absent:** Vice Chairman Richard Searle. There were approximately 63 members of the public in the audience on-line and approximately 40 members of the public in the audience in person.

**Opening Remarks**

Chairman 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  
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

WebEx and In-Person Meeting

City of Winslow  
523 West 2nd Street  
Winslow, Arizona 86047

April 21, 2023  
9:02 a.m.

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

Perfecta Reporting  
(602) 421-3602

PREPARED FOR:  
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

1                   REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC  
2 PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD, was reported  
3 from electronic media by TERESA A. WATSON, Registered Merit  
4 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 (Absent)  
11                  Ted Maxwell, Board Member  
12                  Jesse Thompson, Board Member  
13                  Jenn Daniels, Board Member (via WebEx)  
14                  Jenny Howard, Board Member (via WebEx)  
15                  Jackie Meck, Board Member (via WebEx)

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CALL TO THE AUDIENCE

SPEAKER: PAGE:

In-Person Speakers

Roberta "Birdie" Cano, Mayor, City of Winslow.....	5
Steve D'Amico, Mayor, Bullhead City.....	6
Ivan Sidney, First Mesa Village.....	8
Wallace Youvella, Jr., Hopi Tribal Council Rep/Hopi Tribe Transportation Task Team.....	11
Jim McCarthy, MetroPlan Chair, MetroPlan.....	13
Kate Morley, Interim Executive Director, MetroPlan.....	15
Jonah Begay, Navajo DOT.....	17
Dawnfe Whitesinger, Navajo County Supervisor District V....	19
Vincent Gallegos, Executive Director, CYMPO.....	21
Freida Thompson, Winslow Dinah Residents.....	23
Alvin Thompson, Winslow Dinah Residents.....	25
Bob Hall, CEO, Winslow Chamber of Commerce.....	26

Virtual/Telephonic Speakers

Nancy Smith, Mayor, City of Maricopa.....	28
Jennifer Thompson, Controller, Freeport McMoRan Bagdad, Inc.....	30
Ron Angerame, City of Maricopa Resident.....	33
Sandra Paulow, Resident of White Mountains.....	XX
John Moffatt, Director Infrastructure Policy, Southern AZ Leadership Council.....	35
Christie Cameron, Project Manager, City of Flagstaff.....	37

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AGENDA ITEMS

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 Director of Transportation/State Engineer..... 103

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1 (Beginning of excerpt.)

2 CHAIRMAN KNIGHT: We're moving on to call to the  
3 audience. I will -- would like to remind everyone that  
4 telephonically and WebEx, everyone will be muted when they call  
5 in to the meeting. When your name is called, please provide  
6 your comments. You will indicate your presence by virtually  
7 raising your hand with your phone keypad or through the WebEx  
8 application. I think with your phone it's star three. The  
9 WebEx host will guide you through the unmuting and muting  
10 process following the instructions included with the agenda.

11 In person, this is an opportunity for members of  
12 the public to discuss items of interest with the Board. Please  
13 fill out the Request For Public Input Form and give it to the  
14 board secretary if you wish to address the Board, but in the  
15 interest of time, a three-minute time limit will be imposed for  
16 each speaker, both virtually and in person.

17 So Floyd, if you will call the first speaker,  
18 please.

19 MR. ROEHRICH: Yes, Mr. Chairman. We are very  
20 pleased to have Mayor Cano here to welcome us in the City of  
21 Winslow. So Mayor Cano.

22 MAYOR CANO: Good morning. (Speaking Native  
23 language) Roberta Wilcox Cano. Hello. I am Roberta Wilcox  
24 Cano. I'm the mayor of Winslow and I'm also the first Navajo  
25 woman to ever be elected to this capacity.

1                   Welcome guests. I'm so happy we have so many  
2 people engaged. Thank you for being here today. So I'm just  
3 tremendously pleased to see the Board come, distinguished  
4 guests. We are just so excited that you have come to our city.  
5 We welcome you with open arms, and we are hoping to be more  
6 engaged and have a great relationship in the future with the  
7 State Board of Transportation. We definitely have a lot of  
8 projects in the -- in the works and on our minds and things that  
9 will actually really assist Winslow and this region to be a huge  
10 opportunity zone for Arizona.

11                   So again, thank you so much for coming to our  
12 fine city, and we hope that you find all of our amenities  
13 pleasing and fun and engaging, and I hope that you could come on  
14 another time where you can spend some true quality time with our  
15 people and the things we have to offer here in Winslow.

16                   So again, we're completely promoting our bypass,  
17 and I think we might be discussing that in a bit, but welcome.  
18 Thank you. (Speaking Native language.)

19                   MR. THOMPSON: Thank you, Mayor.

20                   CHAIRMAN KNIGHT: Thank you, Mayor.

21                   MR. ROEHRICH: Our next speaker is Mayor Steve  
22 D'Amico.

23                   MAYOR D'AMICO: Thank you, Chair and Board, for  
24 the opportunity to come up here and give a small presentation.  
25 I'll be speaking on Item Number 9B, Highway 95 resurfacing --

1 excuse me -- resurfacing in Bullhead City. I did give you a  
2 handout there, and I'm just going to give you a very brief  
3 presentation here.

4 Highway 95 runs straight through the center of  
5 Bullhead City. It's the most heavily trafficked road in town.  
6 It also by far is the most business activity, as there are  
7 several critical businesses and large retailers located along  
8 the roadside. From the connectivity and economic standpoint,  
9 it's the most important roadway in the city.

10 It also is the most worn and damaged road in the  
11 city. After several decades of wear and tear, there are now  
12 countless potholes in areas where the roadway is also worn away  
13 and there is a major safety hazard for the drivers. As people  
14 drive the road, they have to swerve to miss holes and -- or they  
15 hit potholes with so much force, it makes it difficult to  
16 control the vehicle. Either way, it's a really dangerous  
17 situation for the drivers.

18 Over years the city has continuously supported  
19 ADOT in maintaining the road by having city road crews work at  
20 night to fill potholes and patch damaged areas. However, due to  
21 the age of the road, these normal quick fixes and patchwork  
22 repairs no longer work.

23 The last major upgrade for Highway 95 was done in  
24 1996 when the highway was widened to two lanes each way. That  
25 was 27 years ago. In the interest of public safety, the road

1 has to be resurfaced this year.

2 In 2022, ADOT officials recognized the critical  
3 need for the resurfacing of Highway 95. They approved a project  
4 to remove existing asphalt concrete compiling milling and  
5 replace the old surface with new asphalt concrete. This plan  
6 would give the drivers a safe and structurally sound roadway  
7 that could be properly maintained in the future.

8 I come before you today to garner the support and  
9 ensuring the project continues forward, regardless of the  
10 differences in the project estimate and the price bid. ADOT  
11 planners were correct when they originally recognized the  
12 critical need to resurface Highway 95. It is vital to this  
13 project to continue to go forward as originally planned, both in  
14 the interest of driver safety and protecting human life.

15 Again, I thank you for the opportunity to give  
16 this presentation. I would appreciate your support in moving  
17 this forward.

18 CHAIRMAN KNIGHT: Thank you, Mayor.

19 MR. ROEHRICH: Our next speaker is Mr. Ivan  
20 Sidney. Mr. Sidney.

21 MR. SIDNEY: Good morning, Board. (Speaking  
22 Native language.) In my own language. Thank you for coming,  
23 remembering us and welcome to northern Arizona.

24 I want to state to the Board that we remain to be  
25 the only village on the Hopi reservation that has had their

1 state highway system within our community since the 1950s with  
2 no significant improvements. We are a consolidation of three  
3 villages, and thereby it's the largest community. Throughout  
4 the years, traffic increased, self-constructed residential and  
5 entrances, pedestrians, school bus stops, speeding vehicles, et  
6 cetera. This has resulted in motor vehicle collisions,  
7 pedestrian fatalities, and including a student fatality at a bus  
8 stop.

9 We regret that the Hopi Tribe never required our  
10 law enforcement to report these accidents to the state. We ask  
11 your support to include in your statewide planning for a widened  
12 road with pedestrian sidewalk, street lighting, speed-reducing  
13 signages, especially during school hours.

14 A widened road will improve for safe entrances  
15 and exiting of vehicles. The majority of our daily traffic is  
16 from Tuba City to Window Rock and vice versa, being the only  
17 route.

18 Today, there is a potential danger of a collapse  
19 of Polacca Bridge by (inaudible) waters. That's just our  
20 PowerPoint recently presented at a meeting with Navajo County  
21 and at our community meeting. This likely occurrence will  
22 result in no passageway being the only state highway system.

23 We are working on a federal proposal to provide a  
24 levy within the Polacca Wash, but to -- but our crucial need is  
25 an immediate temporary drainage to protect the bridge and nearby

1 homes. This will require construction work from the bridge that  
2 requires approval of right-of-way clearances. Our office has  
3 the responsibility to initiate these clearances prior to the  
4 approval by the Hopi Tribe and the Bureau of Indian Affairs.

5 Today we have not received any requested  
6 information of the plans for remedy by the Holbrook ADOT office.  
7 These plans are important to request approval from the  
8 landowner. We request that this -- the submittal of this letter  
9 with your statewide planning of the state highway system  
10 improvements. On request we can provide additional information,  
11 along with supporting documents.

12 Being here is very important to personally  
13 request this, and I just met the state director earlier, and she  
14 didn't know that I was a former state highway patrolman here in  
15 Arizona in the '70s. I worked here in Winslow, also in northern  
16 Arizona. So I do know the system up there, and so it would just  
17 be a great pleasure to work with the Board and our very  
18 respected representative, Mr. Thompson.

19 We look forward to moving with you. Our village  
20 is very much concerned with our issues and we look forward to  
21 working with you. And one more comment, Board, is that we are  
22 also working with Navajo Nation to (inaudible) from 13 mile road  
23 from 264 north toward Chinle, Arizona, all (inaudible) system,  
24 and that will open a gate for the Four Corners as the shortest  
25 route to Phoenix, so you know.



1                   So that's why this improvement is very critical  
2 when it runs to our village and that we -- reading some of your  
3 documents that you don't have quite the state system in our  
4 area, and we can work cooperatively together to make these  
5 improvements. I have -- I have a PowerPoint that we  
6 presented --

7                   MR. ROEHRICH: Excuses me, Mr. Sidney.

8                   MR. SIDNEY: -- photos of the bridge that I'll  
9 leave your secretary for further reference, and you're always  
10 welcome to come in particular visit the northeastern Arizona  
11 home of Hopi and the famous worldwide Hualapai Village that I'd  
12 love to personally give you a tour whenever you come up this  
13 way. And enjoy your stay, and thank you very much for the  
14 opportunity, Chairman and Board.

15                  MR. ROEHRICH: Okay.

16                  CHAIRMAN KNIGHT: Thank you, Mr. Chairman.

17                  MR. ROEHRICH: Our next speaker is Mr. Wallace  
18 Youvella.

19                  MR. YOUVELLA: (Speaking Native language.) Good  
20 morning, Board. Thank you for having me, Chair Knight. My name  
21 is Wallace Youvella, Junior. I'm -- I serve on the Hopi Tribal  
22 Council. I am also the vice chair of the Hopi Transportation  
23 Task Team. And the reason for me being here today is to  
24 advocate for various projects on the Hopi reservation.

25                         There are several issues that need to be

1 addressed on Highway 264 and (inaudible) as Chairman Ivan Sidney  
2 had alluded to, and one of them being the Polacca Wash Bridge,  
3 which is very, very concerning as it is the main conduit for  
4 most of the reservation, high school and junior high school kids  
5 to get to the educational facilities on the east side of the  
6 reservation. And if that bridge were ever to be compromised in  
7 any way, shape or form, we would have a very difficult time  
8 getting these kids to school.

9           Also, you know, I wanted to recognize Mr. Ed  
10 Wilson. In our various ADOT and Hopi DOT meetings, working with  
11 Mr. Wilson has been a great pleasure, and he's done a lot for --  
12 on the behalf of ADOT to help Hopi. And Mr. -- Chairman Sidney  
13 is also correct in that we realize the importance of crash data  
14 to improve the roads -- the state roads on Hopi, and that we are  
15 lagging behind in that area. However, because Highway 264 is  
16 noted -- on the Hopi Reservation is noted as one of the safest  
17 roads in the state, because of the lack of crash data, I would  
18 encourage ADOT to go up there and see why it is one of the  
19 safest, because you will find out it is not, and it is quite to  
20 the contrary.

21           Then -- and -- but we do thank -- the Hopi tribe,  
22 on behalf of the Hopi tribe, we do thank with the various  
23 projects that are taking place this summer, and it's -- I hope  
24 that this partnership with ADOT continues, and we would just  
25 like to get some further projects that are long outdated on this

1 stretch of Highway 264. We'd like to get them to the forefront  
2 and be of some priority.

3 Thank you very much for your time.

4 CHAIRMAN KNIGHT: Thank you for your comments.

5 MR. ROEHRICH: Our next speaker is Mr. Jim  
6 McCarthy.

7 MR. MCCARTHY: Chair and members of the Board,  
8 I'm Jim McCarthy. I serve on the Flagstaff City Council and as  
9 the chair of MetroPlan, which is the MPO for the greater  
10 Flagstaff region. We are seeking approval for the \$6 million  
11 SMART Fund request for the city of Flagstaff \$60 and a half  
12 million Downtown Mile project.

13 This project was recently awarded \$53 million  
14 through an USDOT INFRA construction grant, which makes the  
15 project eligible for the SMART funds. The project is a  
16 collection of transportation improvements. They include a  
17 railroad underpass improvement project for Milton Road, which,  
18 of course, is the state highway, two pedestrian and bicycle  
19 underpasses, a connection center for our public bus system, and  
20 Amtrak platform improvement project. We are coordinating with  
21 BNSF railroad on their three-track expansion project and with  
22 the Army Corps of Engineers on a separately funded flood control  
23 project.

24 This planned transportation corridor improvement  
25 project aligns resources from public and private partners and

1 provides a wide variety of benefits. The improvements include  
2 improvements to ADOT State Highway 89A, which is the I-40  
3 business route, otherwise known as Milton Road, to accommodate  
4 future possible widening. The improvements will provide a  
5 standard height bridge clearance, multimodal facilities, flood  
6 protection, and will also include redesign of the troublesome  
7 intersection immediately north of the rail bridge, which is the  
8 Sante Fe/Sitgreaves intersection.

9 It includes improvements to vehicular transit,  
10 bike pad safety and efficiency in the community, and connects  
11 and improves services to underserved neighborhoods. It includes  
12 improvements of the national rail safety capacity and  
13 efficiency. It includes connectivity improvements to the Amtrak  
14 station and the future connection center for the metro bus line.

15 Its benefits include integration with an already  
16 funded Army Corps of Engineers flood control project, which will  
17 protect the state highway and the rail corridor from flooding  
18 impacts. Partners are contributing \$23 and a half million in  
19 financial match and property distribution for this critical  
20 project.

21 Our ask is a \$6 million contribution from the  
22 State of Arizona, which is at 25 percent of the match required  
23 for INFRA grant funding portions of the project. We understand  
24 that the ask is significant, but in the perspective of the  
25 project to be delivered and the significant financial

1 contributions from the City of Flagstaff, from the railroad and  
2 from MetroPlan, we believe that a 25 percent match is  
3 reasonable.

4           And thank you for your time. And I'll just in  
5 closing mention that the bridge under that railroad on Milton  
6 Road, it's not adequate clearance and, you know, trucks hit that  
7 thing. And the other thing I might mention casually is this  
8 last week it was flooded. So we need the improvements to the  
9 pumping system. We had to close down one of the lanes under  
10 that bridge, and it was -- it was pretty fun to go through  
11 there. The water was about that thick.

12           Any questions? If not, I'll sit down. Thank  
13 you.

14           MR. ROEHRICH: Thank you.

15           CHAIRMAN KNIGHT: Thank you for your comments.

16           MR. ROEHRICH: Our next speaker is Ms. Kate  
17 Morley.

18           MS. MORLEY: Good morning, Mr. Chair, members of  
19 the Board. I'm Kate Morley, the interim executive director of  
20 MetroPlan, the MPO in the Flagstaff region.

21           I'm also here to request the Board (inaudible)  
22 Downtown Mile SMART Fund grant application. The benefits of the  
23 Downtown Mile can be simply expressed by the fact that it was  
24 awarded a \$53.6 million INFRA, one of the most competitive grant  
25 programs in the United States. Several partners have come

1 together to provide match for the project, including  
2 \$12.8 million from the City of Flagstaff, 11 million from BNSF,  
3 and 400,000 from Metro (inaudible).

4 The project has (inaudible) coordinated with  
5 ADOT. The core component of the project is a new railroad  
6 bridge over ADOT -- or over Milton, an ADOT right-of-way.  
7 Partners are building the new bridge and associated improvements  
8 to meet ADOT requirements. This includes lengthening the span  
9 of the bridge to accommodate the widening of Milton, if the  
10 state should choose to do so in the future. It also includes  
11 changing the road profile of Milton to lower the grade and meet  
12 bridge clearance requirements that are currently substandard.  
13 It improves a pump house currently on site, which as our Chair  
14 just mentioned, if you've driven through in the last couple  
15 weeks, (inaudible). And finally, it includes the redesign of an  
16 intersection just north of the underpass to make safety  
17 improvements there.

18 ADOT's been a great partner in planning this  
19 project, but unfortunately has not had resources to contribute  
20 to it. These improvements -- with many improvements that do  
21 benefit the state highway system. Awarding the application will  
22 bring the state in as a financial partner on the project and  
23 recognize the significant benefits being made to the state  
24 highway of behalf of the partners.

25 As a reminder, those partners are contributing

1 23.5 million in match to the overall project. Our ask is  
2 6 million from the State of Arizona, 25 percent of the match  
3 requirements. Again, we understand this is a significant ask of  
4 the SMART Fund, but when you consider what is being delivered  
5 and that the partners will still be contributing \$17 million,  
6 even if awarded. We believe that's reasonable.

7 So thank you for your time.

8 CHAIRMAN KNIGHT: Thank you for your comments.

9 MR. ROEHRICH: Our next speaker is Mr. Jonah  
10 Begay. Mr. Begay.

11 MR. BEGAY: Good morning, everybody. Good  
12 morning, Board. Again, my name is Jonah Begay. I'm with the  
13 Navajo Nation. I just want to thank you, everybody, for here,  
14 and I have a few things that I -- first I want to thank ADOT  
15 Northeast Central for being up there this winter, doing all the  
16 snow removal during emergency situations and continuing to do  
17 so.

18 Several projects on Navajo that's happening, I  
19 also want to express my appreciation to ADOT. It's the  
20 (inaudible) bridge rehabilitation that's going on on US-191 and  
21 the shoulder widening between Chinle and Many Farms up in the  
22 Chinle area. And also the pavement preservation that's  
23 happening from Window Rock on 264.

24 As well, heard that 264 (inaudible) Navajo Nation  
25 (inaudible) so that -- that that is a very important arterial

1 for Navajo, including Navajos, as mentioned earlier, that 264 is  
2 also important to the Hopis. So it is important to continue to  
3 do the pavement preservations and expansions on 264.

4           So -- and then, I'd also like to kindly request  
5 that -- to take consideration for the US-163. 163 is from  
6 Kayenta going towards Utah. That's the major gateway to  
7 Monument Valley, Utah, which is a major tourist attraction on  
8 Navajo. So kindly request a shoulder widening on that, because  
9 right now we're getting an influx of tourists, and lot of  
10 tourists are just pulling off the highway. The highway has no  
11 shoulder, so people are pulling off over to the dirt roads, and  
12 it's very -- a safety concern. So I really appreciate if that  
13 can be considered -- consideration in the near future.

14           So thank you. I appreciate it, and we're also  
15 looking forward to working with ADOT. We just had a couple  
16 meetings on the -- this week with ADOT, northeast, the --  
17 regarding planning. So looking forward to working with ADOT  
18 again and the Board. Thank you. Appreciate it.

19           CHAIRMAN KNIGHT: Thank you for your comments.

20           MR. ROEHRICH: Mr. Chair, Chris is going to swap  
21 out that microphone. We weren't sure if it was cutting out or  
22 something. We just want to make sure that we have...

23           Thank you, Chris.

24           Our next speaker is Dawnfe Whitesinger. I  
25 apologize for...



1 MS. WHITESINGER: (Inaudible.)

2 MR. ROEHRICH: Ms. Whitesinger. Did I get the  
3 Whitesinger, right?

4 MS. WHITESINGER: Yes, you did.

5 MR. ROEHRICH: Oh, okay. Well, I got half of it.

6 MS. WHITESINGER: Good morning, everyone. Thank  
7 you, Chair Knight, and I always love seeing my fellow colleague,  
8 Jesse Thompson. We served on the Board of Supervisors together.  
9 I'm Dawnfe Whitesinger, serving Navajo County, the most -- most  
10 southern part of the county, which includes Pinetop-Lakeside.

11 And I know that you are not a stranger to some of  
12 the weatherization that has impacted our state, and that's why  
13 I'm here today. And I'm speaking on Addendum No. 1, which  
14 includes Item 29 and 30, and consideration for a long-term  
15 mitigation.

16 Certainly, Navajo County and -- is appreciative  
17 of the work that you do and ADOT does to be able to help in  
18 mitigating our roadways and ensuring that we have safe,  
19 driveable roadways. We certainly acknowledge that there are  
20 numerous challenges, and I do not envy the position that you sit  
21 in in being able to determine how the funding is most needed in  
22 creating those prioritizations. But when we think about a  
23 particular roadway within our county, an 11-mile stretch that  
24 encompasses Pinetop-Lakeside and goes to Hon-Dah is of most  
25 concern. This area was deeply impacted by the roads, and I

1 don't know if any of you have had recent opportunity to drive,  
2 but some have called it worse than a dirt road, and that itself  
3 is a major interstate thoroughfare, or SR-260.

4 So the current condition is going to get  
5 extremely worse as spring and summer season approaches.

6 According to ADOT traffic data, the traffic has been increasing  
7 over the years in the region, and if you've been through  
8 Pinetop, you certainly know during the summertime that we have  
9 hundreds if not thousands of people who are driving that  
10 roadway. And this will cause or increase the damage to the  
11 current road conditions.

12 The conditions this -- this stretch of highway is  
13 of regional significance in terms of the impact on economic  
14 growth, and therefore providing a safe infrastructure is very  
15 important. Due to the worsening conditions of the pavement over  
16 the years, this project was ranked as number one, and you'll see  
17 that in the addendum for the last three years for pavement  
18 rehabilitation for ADOT's Northeast District. However, this  
19 project was not selected for inclusion in the five-year program  
20 during ADOT's transportation planning and programming process  
21 due to fiscal constraints.

22 A cost effective approach will improve the  
23 conditions of the existing pavement in the short-term so that it  
24 is safe for local road users and visitors. We ask that you  
25 consider the support of that addendum. It is certainly

1 appreciated. That road continues to deteriorate and will have  
2 thousands of people throughout the summer traveling along that  
3 roadway. So your support in being able to support that addendum  
4 is very much appreciated.

5 Thank you very much.

6 CHAIRMAN KNIGHT: Thank you very much for your  
7 comments.

8 MR. THOMPSON: Thank you, Supervisor Whitesinger.

9 MR. ROEHRICH: Our next speaker is Mr. Vinny  
10 Gallegos.

11 MR. GALLEGOS: Good morning, Mr. Chairman,  
12 members of the Board, Director Toth. Good to see you all this  
13 morning.

14 I just wanted to share some good news with you.  
15 The project that you approved, the pavement preservation in the  
16 town of Prescott Valley is starting this week. State Route 69  
17 in the town of Prescott Valley. If you remember, we have shared  
18 with you previously that this is a great example of, again,  
19 partnership with ADOT, with CYMPO, with the local  
20 municipalities, and most especially our state legislature.

21 So representative Quang Nguyen, who is in our  
22 area, was instrumental in getting funds for this pavement  
23 preservation project, went ahead and pursued around \$6 million  
24 for this project about a year ago, along with President -- or  
25 Senator Fann at the time. They were champions of this project.

1 So a year ago, they were able to obtain the funding and provide  
2 that to ADOT. The state board last month approved the project,  
3 and the project is beginning. So we do thank you very much for  
4 that.

5 We'd like to also acknowledge the other project  
6 of -- part of last year's legislative funding is just to the  
7 east -- just to the east of Prescott Valley and this pavement  
8 preservation project. It's the intersection of State Route  
9 69/169. As you're coming into Prescott Valley, it's the border  
10 of Dewey-Humboldt, Prescott Valley. There's Mortimer Farms next  
11 to that.

12 At that intersection, we've been working with  
13 ADOT, the region, the municipalities to improve that  
14 intersection to a roundabout. With ADOT's initial support, they  
15 were able -- you were able to identify minor funds. I believe a  
16 little over \$3 million for the project. Early concerns were  
17 expressed, inadequate funding for that particular project. So  
18 CYMPO did again work with the State Legislature to add another  
19 \$1.5 million to that project.

20 So with that said, we're sitting on -- the  
21 region's sitting around \$5 million for that. We look forward to  
22 that project moving forward. We want to acknowledge previous  
23 staff. Most especially, district engineer Alvin Stump, who's  
24 not with the district anymore but was really a champion for that  
25 project, and we appreciate his effort, staff and everyone on

1 that. So stay tuned and look forward to that.

2 So again, thank you very much.

3 CHAIRMAN KNIGHT: Thank you, Vinny.

4 MR. ROEHRICH: Our next speaker is Ms. Freida  
5 Thompson.

6 MS. FREIDA THOMPSON: (Speaking Native language.)  
7 Hello. My -- I live here -- just to say a little bit about  
8 myself. I live here for a long time, went to school here for  
9 ten years. I -- like I said, I live here 37 years of my life.  
10 And I won't tell you my age either.

11 So I -- just in looking around, we've had several  
12 meetings here in this building. I'm looking around and look at  
13 all the pictures, and we often said that when I was a little  
14 girl, maybe about three years old, we used to come here. My  
15 dad, he used to bring us, my mother, with the wool, the lamb,  
16 and they used to weigh them somewhere over here. And there was  
17 kind of like a little store where we used to get our candies and  
18 sometimes buy our moccasins and our blankets. So this brings  
19 back a lot of memories for me.

20 And so -- but I do live here, and we have a group  
21 here. It's called Winslow Dinah Residents, and also Little  
22 Colorado Community Development Corporation. But the one we want  
23 to -- group that we want to speak for is the Winslow Dinah  
24 Residents. We have that group. We often bring in people from  
25 Window Rock because -- for our people living here, they have a

1 hard time -- there's some of them that have just moved here to  
2 the -- the reservation's just right out here. As we all know,  
3 the Hopi, the Navajos, and then some from way deep, like Pinon.  
4 So we kind of have a group here that we help with their --  
5 whatever their -- resources they need from Window Rock. Window  
6 Rock's kind of far. So we're kind of like a go-between, Window  
7 Rock and here. The county and also Winslow city. So that's who  
8 we are.

9           The reason why I want to -- I came here is  
10 because we -- I also serve on the Winslow Community liaison  
11 committee with the PD. We have several issues that we've  
12 addressed, crime here in Winslow, mainly due to the people who  
13 are people coming off the reservation. They have -- some of  
14 them have substance abuse problems. We've had to deal with a  
15 lot of that here in the city, and our mayor is here, and so she  
16 knows a lot about what's going on and what happened in the past.  
17 And sometimes we made the *Arizona Republic* news and -- about 15  
18 years ago. So that's -- that's who we try to address.

19           And also, the one that I really want to address  
20 is I would like for all of us to know, especially the people  
21 here, the ADOT members, thank you for coming and hearing us out.  
22 There's a bridge under -- right across from Wal-Mart. Really  
23 quick. That's the one that always people congregate under,  
24 people hide, the water goes through. We've had several crimes  
25 happen there, murder, stabbing. Also other stuff. So too many

1 to mention. So if you could do something with that bridge for  
2 us right across from Wal-Mart on the I-40. So that's my main  
3 concern there.

4 There's my brother. I don't know how many  
5 minutes he's got. I took all the three minutes.

6 MR. ROEHRICH: Yeah. Mr. Alvin Thompson is next.  
7 So you have your time next, unless you want to defer it to  
8 Freida. Looks like she's ready to keep going.

9 MR. ALVIN THOMPSON: Okay. Thanks for that  
10 suggestion. I do concur with pretty much everything she said,  
11 and I do have -- I do have to have the same concern about our  
12 people here in town, that they seem to be out of their luck or  
13 in a phase where they do need some help in their re-arranging  
14 their lives in hopes of doing things better with their families  
15 and such.

16 But there is that problem she mentioned with the  
17 tunnel under the I-40 bridge where there has been some instances  
18 of crime. She mentioned murder and some stabbings and deaths,  
19 and so we'd like to have the Board consider that or rectify that  
20 as soon as possible, because summer's coming along, and there  
21 will be people tending to congregate under there. There's  
22 supposed safe places where there may be shade and things like  
23 that.

24 So I am a member of the organization called  
25 Winslow Dinah Residents here in town also, and we do get

1 together a lot and talk about things that may be of interest to  
2 our people here in town, not only Native Americans as a whole,  
3 but it -- everything is affecting everybody here in town, you  
4 know, where perhaps about a third of the population, as Native  
5 American populations concerned. So we do like to express as  
6 much as we can our concerns to the community of Winslow and as  
7 far as our transportations around here, and we like to have them  
8 as safe as we can. And there are some areas where there needs  
9 to be -- maybe the city's prerogative, but where there are  
10 markings on the road that have disintegrated, and you can hardly  
11 see the markings on the road where there's some unsafe passages  
12 there.

13                   So other than that, thank you for your concern  
14 and having us express these things. Thank you.

15                   CHAIRMAN KNIGHT: Thank you for your comments.  
16 Floyd?

17                   MR. ROEHRICH: Our next speaker is Mr. Bob Hall.  
18 Mr. Hall.

19                   MR. HALL: Good morning. My name is Bob Hall,  
20 CEO of the Winslow Chamber of Commerce. I wanted to talk a  
21 little bit about something.

22                   I've been the CEO of the Chamber here for the  
23 past 18 years, and every once in a while throughout these 18  
24 years, I hear that ADOT is talking about -- I don't know if this  
25 is actually true, but I've heard it a number of times, so I



1 suspect it may be -- that they are talking about building some  
2 type of highway or freeway from the Valley going up into --  
3 through Kingman. I just want to express that we're really  
4 opposed to this. One of the things that we enjoy up here is  
5 in-state tourism, and a highway going up through Kingman is just  
6 creating an expressway to Las Vegas, which is going to be a big  
7 loss and tax revenues (indiscernible) state of Arizona. It's  
8 northeast Arizona's turn to benefit from something like that  
9 especially.

10                   87, I watched 87 widened up into Payson from the  
11 Valley and watched Payson explode. It was a tremendous impact,  
12 positive impact on that community. It would have a  
13 tremendous -- more of a tremendous impact on northeast Arizona  
14 if 87 was widened from Payson to Winslow. It would also benefit  
15 the Navajo Nation. Their tourism would increase. Ours would  
16 benefit from that, of course.

17                   I think there would be -- I just would like for  
18 you to consider that as an option to building a new expressway  
19 to Las Vegas. The western part of the state is doing great.  
20 Kingman's doing fabulous. I'm very happy for them. That's why  
21 I say it's our turn for here. So just something to think about  
22 there. It would save a lot of money too. The road's already  
23 there. You just are widening it.

24                   Thank you.

25                   CHAIRMAN KNIGHT: Thank you for your comments.

1 MR. ROEHRICH: Mr. Chairman, that's all the  
2 in-person requests I have to speak. We can now go to the online  
3 requests.

4 Our first online request is Mayor Nancy Smith.  
5 Mayor Smith, please raise your hand.

6 WEBEX HOST: Mayor Smith, you are now unmuted.  
7 You may speak.

8 MAYOR SMITH: Thank you very much. Are you able  
9 to hear me?

10 MR. ROEHRICH: Yes, ma'am. We are. Please make  
11 your comments.

12 MAYOR SMITH: Perfect. Thank you.

13 I want to thank Mr. Chair and the board members  
14 for the opportunity to speak and definitely thank you to  
15 Director Toth. I believe over the last three months I have  
16 spent a significant amount of time at the ADOT facility, and  
17 getting to know many of the members very well, and I just so  
18 appreciate all that they do for our entire state, and I  
19 reiterate what one previous speaker indicated. I don't envy  
20 ADOT or this board for having to make all of the decisions that  
21 are necessary, just as I have heard this morning from many of  
22 the needs.

23 As you know, I'm here to speak on behalf of the  
24 City of Maricopa and the needs for State Route 347. I wanted to  
25 let the Board know that recently, just this week, we had the

1 results of our road safety analysis given and presented to us  
2 from the ADOT members, and they just did a terrific job. I  
3 really appreciate all of the dialogue that we had during this  
4 meeting. This meeting was with representative Teresa Martinez  
5 as well.

6 I wanted to give you just a few highlights out of  
7 the data. There's so much to share, but just to show you what  
8 I've been sharing with you over the months since August when I  
9 became mayor, and the importance of State Route 347 and the  
10 challenges, so based on the road safety analysis, there were  
11 1,000 total crashes between July 1, 2017, and June 30th of 2022.  
12 68 percent of those are rear-end crashes typically dealing in  
13 the intersection areas, and they -- ADOT shared with us that  
14 when we see rear-end crashes, we're talking about a road that is  
15 challenged with capacity. In fact, I love their quote. They  
16 basically said 347 is trying to fit what's in a 10-inch pipe  
17 through a 5-inch pipe, and that's exactly what we're seeing and  
18 experiencing.

19 Within that time period, we had 15 fatal  
20 accidents and 21 serious injury collisions. And Riggs Road  
21 being the intersection that is most significant is ranked number  
22 four in regards to signalized intersections that create a  
23 problem. The other three are all in the city of Phoenix or in  
24 the Phoenix region, and so it helps to identify what the problem  
25 is on 347. And as I indicated, that ADOT has concluded that

1 it's basically capacity constraint, and the need for additional  
2 lanes and grade separation in various intersections is very,  
3 very needed.

4 And lastly, I'll close with there -- one of their  
5 recommendations, and they had many, and we talked through a lot  
6 of them, was a project review process with ADOT, MAG, City of  
7 Maricopa, and GRIC, and so you know I'll be working hard to make  
8 sure that that evaluation of that project is held and held as  
9 often as necessary.

10 But I just really appreciate all that ADOT has  
11 done, and I didn't get to personally thank you in your last  
12 meeting. I had a conflict, but -- and it was funny. During  
13 this ADOT review, I first thanked them for filling the potholes  
14 on 347 within the city and on 238. They were very dangerous  
15 potholes, and one of the board members said, Mayor, we've never  
16 been thanked for filling potholes. And I'm like, well, now you  
17 are, because it was a huge challenge for our drivers to avoid  
18 those potholes, and now it's like butter. So we really  
19 appreciate all of the support, and thank you very much.

20 CHAIRMAN KNIGHT: Thank you, Mayor Smith.

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

23 WEBEX HOST: Ms. Thompson, you are now unmuted.  
24 We can hear you.

25 MS. JENNIFER THOMPSON: Okay. Great. Thank you.

1                   Good morning, everybody. Happy Friday. A  
2 special good morning to Chairman Knight and all the members of  
3 the Board. I'm Jennifer Thompson, and I'm the controller and  
4 site utilities manager for Freeport-McMoRan in Bagdad. It's  
5 located in Yavapai County, about an hour northwest of  
6 Wickenburg.

7                   I want to start off by thanking you for the  
8 progress in widening the US-93 near Wickenburg, and I know more  
9 is in the budget to progress that work. This is a great start  
10 in widening a very dangerous road that continues to experience  
11 fatalities and serious injuries on a much too regular basis.  
12 And as a result of all this, of course, our extensive business  
13 and personal travel interruptions in these days often result in  
14 rerouting traffic through narrow rural roads, which makes those  
15 conditions dangerous as well. So thank you for starting that  
16 work.

17                   We anxiously await the award announcement for the  
18 RAISE grant for the SR-97 reconstruction, which is the cutoff  
19 road from US-93 into Bagdad. This will provide safer access to  
20 and from our mine site for the hundreds of commercial and  
21 private vehicles that use it every day, and it also facilitates  
22 better access and readiness for first responders who also use  
23 this road to reach emergencies on US-93.

24                   For those of you that don't know, Bagdad's  
25 mine -- Bagdad mine's main product is copper, the metal of

1 electrification and a key component to the 2050 net zero  
2 emissions energy transition plan. And in an effort to provide  
3 resources necessary to meet the domestic and global  
4 decarbonization goals, we're currently conducting a feasibility  
5 study to potentially expand our operations starting in the next  
6 two years.

7                   We expect the go/no go decisions the first part  
8 of next year, but this could potentially double our -- the  
9 potential expansion could double the current production,  
10 bringing us to, of course, double all of the commercial and  
11 private vehicle usage on that road. So an important aspect of  
12 them being able to get to and from Bagdad and wherever their  
13 destination is safely is very important.

14                   So in conclusion, I'd like to thank Mr. Chairman  
15 and members of the Board for the opportunity to speak, and many  
16 thanks to Director Toth and the ADOT team, and we continue to  
17 work closely with the Northwest District staff, especially  
18 District Administrator Brozich and just thank them for the  
19 partnership and the efforts on this project.

20                   I hope you all have a great rest of the day today  
21 and a great weekend. Thank you.

22                   CHAIRMAN KNIGHT: Thank you very much for your  
23 comments.

24                   MR. ROEHRICH: Our next speaker is Mr. Ron  
25 Angerame. Mr. Angerame, please raise your hand.

1 MR. ANGERAME: Can everyone hear me?

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

4 MR. ANGERAME: Thank you.

5 Yes. So I just wanted to -- I want to thank the  
6 Board for giving us this opportunity to chat. I do want to  
7 thank the Board for all their efforts. I want to echo Mayor  
8 Smith's regard that you guys have a tough job and a lot of tough  
9 decisions to make, but I did want to share some social media  
10 comments regarding 347.

11 I know I've reported in the past some of the --  
12 some of the specific social media comments from 347 boards, but  
13 I came across one that I wanted to share, which was actually on  
14 the Maricopa Arizona community information, which isn't really  
15 targeted towards 347. And a person, a Ms. Lori Swanson, on  
16 March 24th wrote: Thinking of moving there soon from Seattle.  
17 Exciting. Which are the best subdivisions to live in? Be nice.

18 So there were, like, eight comments I just wanted  
19 to share that I think are highly relevant. So the first one  
20 was -- the person responded: 90 percent of the community is  
21 amazing until you drive on the 347 highway. Then it's like the  
22 Twilight Zone and all bets are freaking off. Get home and the  
23 same people who tried to run you off the road are offering a  
24 helping hand and give support to you when you're faced with a  
25 hard time in life. Other than that, this town is beautiful.

1           Next comment is: I think people are trying not  
2 to have any more people move here due to the fact that it takes  
3 three hours some days to complete what used to be a 20-minute  
4 drive just to get home from work every day.

5           Next comment: We absolutely love Maricopa, but  
6 please be aware there's only one in -- one way in or out -- one  
7 way out. Unless you work in Maricopa, not likely, you plan --  
8 you have to plan on having a long backdoor commute out of town.

9           The next comment is: I wish we lived further  
10 north in town, because we commute out of town and the traffic  
11 sucks. The only drag is 347 is if you must commute to work.

12           Next comment is: The best thing to do is to come  
13 back in the area in person. Make sure you drive the 347 in rush  
14 hour traffic if you are planning to work in Phoenix.

15           The next comment is: I work in Maricopa, so I  
16 don't deal with 347, thankfully.

17           And I think the last comment, which sort of sort  
18 of infuses, I think, all the previous comments, and I think it's  
19 the most succinct is that: We love Maricopa. It just doesn't  
20 feel like it will be a long-term home because of the commute my  
21 guy has to work every day.

22           So, you know, my request to the Board is I know  
23 there's a lot of activity and things going on to try and help  
24 347, and anything that could be done to accelerate those plans  
25 or move them up as quickly as possible. I think the 70,000



1 people of Maricopa would immensely appreciate it.

2 Thank you.

3 CHAIRMAN KNIGHT: Our next speaker is Ms. Sandra  
4 Paulow. Ms. Paulow, please raise your hand.

5 WEBEX HOST: Ms. Paulow, a reminder. Please  
6 press star three to raise your hand or click the raise hand icon  
7 next to your name.

8 I'm not seeing a raised hand at this moment.

9 MR. ROEHRICH: Thank you, Bryce. We'll come  
10 back. Let's see if she does get on.

11 Our next speaker is Mr. John Moffatt.

12 Mr. Moffatt, please raise your hand.

13 WEBEX HOST: John, I have requested to unmute  
14 your line.

15 CHAIRMAN KNIGHT: Bryce, can you go over the  
16 unmuting process real quickly for Mr. Moffatt?

17 WEBEX HOST: Of course. So to unmute your line,  
18 please press star three, and you should have a request. I'll  
19 send you again... Request to unmute your line (inaudible)  
20 quick -- there we go. It looks like you are unmuted. Please  
21 speak.

22 MR. MOFFATT: Can you hear me?

23 WEBEX HOST: We can hear you.

24 MR. ROEHRICH: Yes, we can, Mr. Moffatt. Go  
25 ahead.

1 MR. MOFFATT: Thank you very much.

2 Good morning, Chairman Knight, Board Members and  
3 Director Toth. I'm John Moffatt, Director of Infrastructure  
4 Policy at the Southern Arizona Leadership Council.

5 I'm speaking about the -- again, the Tentative  
6 Five-Year Construction Plan under consideration on the next  
7 couple of months. In particular, the growth of cross-border  
8 traffic and potential impact of the Sonoran corridor.

9 The pandemic has generated a significant  
10 reshoring growth in Mexico, particularly in Sonora. In  
11 February, there was no vacant manufacturing space in Nogales due  
12 to rapid growth. The maquila employment in Nogales has grown by  
13 roughly one-third, or 10,000 jobs, since the beginning of the  
14 pandemic. Hermosillo is growing faster, and much of that  
15 traffic then crosses the boarder at Nogales.

16 (Inaudible) Route 15 approaching the Mariposa  
17 port of entry now from the south, and recently the coal  
18 inspection facility, thanks to some state funding and some -- as  
19 well as local funding, the state -- coal inspection facility was  
20 completed at the Mariposa port, which will attract even more  
21 cross-border traffic.

22 Historically, 50 percent of the produce consumed  
23 in the U.S. comes through Nogales. Cross-border transportation  
24 volume has exceeded prepandemic levels significantly. Truck  
25 traffic has grown as much as 10 percent here. Passenger cars,

1 roughly 3 percent, with most headed for I-19 and I-10 in Tucson.

2 Often (inaudible) trucks a day at peak times  
3 cross the border, and which in turn turns into traffic coming  
4 north. I've spoken in the past of the logistics growth of  
5 Tucson. State land is planning 8,000 acres along the Sonoran  
6 corridor route right now. So we need to be ready when that's  
7 ready, and the region has identified the right-of-way funding  
8 for the RTA Next program.

9 So there are a number of opportunities as  
10 (inaudible) Sonoran corridor designated as a high-priority  
11 international trade corridor in the FAST Act. Our request is to  
12 complete the (inaudible) -- Floyd, I set my own alarm. The  
13 request is complete the Sonoran corridor tier two study as soon  
14 as possible, but more importantly, from the Board standpoint,  
15 include the segment between U of A Tech Park and the airport  
16 (inaudible) of the tentative five-year construction plan.

17 Thank you very much for your time.

18 CHAIRMAN KNIGHT: Thank you for your comments.

19 MR. ROEHRICH: Our next speaker is Ms. Christine  
20 Cameron. Ms. Cameron, please -- oh, she's already raised her  
21 hand.

22 MS. CAMERON: Good morning, Chair Knight and  
23 Board. I'm Christine Cameron. I'm a project manager from City  
24 of Flagstaff. Thanks for the time to speak with you today on  
25 our Downtown Mile Safety and Connectivity Project, and this is

1 in reference to Item No. 7 on the agenda.

2 So this project is a cooperative project between  
3 the city, BNSF Mountain Line Transit, MetroPlan, ADOT, U.S. Army  
4 Corps, Amtrak. I think we're hitting all the big players here  
5 in northern Arizona and elsewhere. It includes roadway and rail  
6 transportation improvements and important multimodal connections  
7 across the rail corridor in our historic downtown.

8 This project has been in the planning for a long  
9 time, and we're very pleased to have received the USDOT INFRA  
10 grant last year to help move it forward. The centerpiece of  
11 this project is the ADOT B40/Milton Underpass, BNSF bridge  
12 reconstruction. This is a facility that has a list of deficient  
13 conditions that will see, you know, vast safety and connectivity  
14 improvements with the Downtown Mile.

15 The bridge is a substandard height, at 13'9".  
16 Vehicles do get caught underneath that bridge, and that  
17 clearance will be increased to BNSF and ADOT standard specs. It  
18 has a drainage pump system that will be increased in capacity.  
19 That's also problematic with flooding.

20 The multimodal facilities will be improved to  
21 make it a much safer and welcoming connection for bike and ped  
22 transportation, and we'll be rebuilding the Milton/Santa  
23 Fe/Sitgreaves intersection, which currently has a difficult  
24 configuration to navigate and is one of our highest accident  
25 rate intersections here in town.

1           The bridge itself will also be constructed wider  
2 to comply with the recommendations in ADOT's Milton corridor  
3 master plan. So we will easily accommodate future widening of  
4 ADOT corridor.

5           The INFRA grant match funds are provided by the  
6 city at \$12.8 million, BNSF at 11, and MetroPlan at 400,000.  
7 And specifically, the city match is utilizing \$10 million in  
8 Proposition 419 funding for partnering opportunities. The  
9 City's also dedicating a large portion of our front lawn at City  
10 Hall to make that new Milton/Santa Fe intersection configuration  
11 work.

12           So we've tried to leverage every dollar we have.  
13 We've procured, you know, the INFRA grant and developed funding  
14 partnerships, you know, to make this possible. And we're  
15 definitely stretching, you know, the City's funding capacity.  
16 And also, any cost overruns, which have, you know, become the  
17 norm in our industry, will be 100 percent borne by the City of  
18 Flagstaff, but we're committed to seeing this through.

19           So this is a critical community project that  
20 provides a lot of benefit to the state. The City is asking for  
21 a portion of our match to be covered by the Arizona SMART funds  
22 in the amount of \$6 million. I -- we very much appreciate your  
23 consideration for this request, and thank you again for your  
24 time today.

25           CHAIRMAN KNIGHT: Thank you for your comments.

1 MR. ROEHRICH: Mr. Chairman, I do want to go back  
2 to see if Sandra Paulow is on, on the WebEx.

3 Ms. Paulow, please raise your hand.

4 WEBEX HOST: Again, a reminder. Please press  
5 star three to raise your hand or press the raise hand icon next  
6 to your name. I'm still not seeing any....

7 MR. ROEHRICH: Mr. Chairman, I don't -- yeah,  
8 Bryce. I don't see anything either.

9 Mr. Chairman, that's all the requests to speak  
10 that we received.

11 CHAIRMAN KNIGHT: Thank you, Floyd.

12 We'll now move on to Item 1, the Director's  
13 report. This is for information and discussion only. And we're  
14 happy to have our new director present with us, Jennifer.

15 DIRECTOR TOTH: Good morning. It's great to be  
16 here in Winslow, and a big thank you to the Mayor and the  
17 Winslow City Council, along with City staff hosting us today. I  
18 want to share a few ADOT updates with you this morning.

19 Next slide, please.

20 First I'd like to give a big shout-out and  
21 congratulations to ADOT senior deputy state engineer Rob Samour,  
22 along with ADOT's Business Engagement and Compliance Office,  
23 also known as BECO. Both Rob and the BECO team were recognized  
24 earlier this month by the WTS Metropolitan Phoenix Chapter. The  
25 BECO team received the Rosa Parks Diversity Leadership Award for

1 supporting women and minority-owned businesses in the  
2 transportation industry. And as you may know, the BECO team  
3 worked very hard to make sure that ADOT and its sub-recipients,  
4 contractors and consultants, comply with the federal regulations  
5 related to the disadvantaged and small business inclusion. So  
6 we're very proud that BECO received this reward, because it  
7 recognizes all the great work that the team is doing, which also  
8 includes managing the construction academy pre-apprentice  
9 training program, which is great for our industry workforce.

10 Rob Samour was also honored by WTS. He received  
11 the honorable Ray LaHood Award for his efforts to support  
12 advancing women in the transportation industry. And just a  
13 shout-out to Rob. He was the engineer in training who was in  
14 the year before me, and he helped mentor me as well. So really  
15 appreciate that. He oversees our major projects group and  
16 manages our public-private partnerships. And we're very proud  
17 of Rob for earning this honor, and it speaks to his leadership  
18 skills as well as his commitment to ADOT's mission.

19 Next I want to let you know that ADOT is very  
20 close to launching our new website, and it's much improved. You  
21 will find that the design -- it's been in the works for over two  
22 years. We're almost there. A tentative date, don't quote me on  
23 this, is sometime next week, but you'll find that it's still at  
24 its current address, AZDOT.gov, but it's going to -- it has just  
25 a fresh, clean, modern look. We are trying to become more

1 modernized, quick links for better navigation, an updated,  
2 easier-to-use motor vehicle homepage for our customers. That's  
3 especially critical as more than half of the site's visitors are  
4 seeking that MVD-related information. And so it will also be  
5 mobile responsive, meaning that it's, you know, very easy to use  
6 on your smartphone or your tablet to have that optimized  
7 experience. So I encourage you to let your contacts know about  
8 the new website and changes. I think everybody will be really  
9 impressed with the new layout.

10           And then next I want to share that today we're  
11 wrapping up National Work Zone Awareness Week. As an agency,  
12 this is extremely important for ADOT, because it brings  
13 attention to work zone safety. This year's theme is Work With  
14 Us, which stresses the role that everyone plays when it comes to  
15 work zone safety. And to recognize the week, ADOT  
16 communications and public involvement put out a news release.  
17 We hosted a media event on Wednesday at the Broadway Curve  
18 Improvement Project, and we used our dynamic message signs to  
19 display work zone safety-related messages, including pay  
20 attention and slow down. So that's a critical message. So I  
21 thank you for that.

22           In terms of our legislative updates, the  
23 Legislature entered a mini recess on April 13th and will convene  
24 on April 25th. The mini recess allows the focus to shift to the  
25 budget as negotiations continue.



1           Anthony provided an updated bill list that  
2 includes all infrastructure project bills and information on the  
3 status of each of those bills. So please note that even if a  
4 project bill has stopped moving through the process, the budget  
5 could still include funding for that particular project. So as  
6 we get more information, we'll continue to keep the Board  
7 updated on that.

8           That concludes my report.

9           CHAIRMAN KNIGHT: Thank you. Thank you,  
10 Director.

11           Yeah. If there are any questions for the  
12 Director from board members?

13           MR. MAXWELL: Director, thanks for the update,  
14 and I just want to thank you and your staff particularly on  
15 keeping us informed on the legislative action. There's been  
16 discussion amongst this board on what our role should be when it  
17 comes to the Legislature, but the most important thing is for us  
18 to be informed. So we appreciate getting all that information.

19           And to the point -- I want to emphasize the point  
20 you just made. There's a lot of bills that have transportation  
21 funding from the rural community, from others, that may not have  
22 moved as far as -- some more than others, but it really is a  
23 budget discussion. So a lot of the speakers today were talking  
24 about specific projects, and if any of your projects are a part  
25 of that legislation, I encourage you to continue to reach out to

1 your legislators, because a lot of things are determined during  
2 the budget discussions, and then those bills get approved very  
3 quickly and effectively afterward.

4 So appreciate that update, and appreciate the  
5 staff's desire really to keep us informed legislatively, because  
6 that's a big part of the funding we get now is from the some of  
7 the surplus money that the State Legislature has.

8 CHAIRMAN KNIGHT: Any other comments from -- or  
9 questions from our board members?

10 Yes, Jesse.

11 MR. THOMPSON: Chairman (inaudible) like to have  
12 more communication with the Governor's liaison. I think there's  
13 a new appointee, and I just wanted to share that with you. If  
14 you can in a way relate to the Governor or the person that is in  
15 the position of working directly with the tribal liaison, maybe  
16 you can get the word to those individuals. So thank you again.

17 CHAIRMAN KNIGHT: Thank you, Jesse.

18 Any other members that are attending virtually  
19 have any comments or questions?

20 That takes care of Items A and B. It looks like  
21 that -- is that correct, Floyd?

22 MR. ROEHRICH: Mr. Chairman, there are no last  
23 minute items.

24 CHAIRMAN KNIGHT: No last minutes. Okay. Thank  
25 you.

1           That being said, we'll move on to Item 2 on the  
2 agenda, which is the district report. I'll turn the mic over to  
3 Brenden Foley.

4           MR. FOLEY: Good morning, Chairman Knight,  
5 members of the Board. My name is Brenden Foley. I'm the  
6 Northcentral District Administrator. I want to thank you for  
7 the opportunity to be here and tell you just a little bit about  
8 what the district's got going on this year.

9           Next slide, please.

10           So quickly, from an operations perspective, it's  
11 been a busy a year. About a year ago we had a pair of fires  
12 near Flagstaff that damaged some watersheds, resulted in  
13 flooding, particularly along 89 north of Flagstaff. You can see  
14 in those pictures in the center there our crews working to clear  
15 water off the roadway and working to unclog clogged drainages to  
16 keep the roadway functioning.

17           We also had a record-setting snow year this year.  
18 At the North Rim, we got 228 inches, which is the second highest  
19 since -- reported since 1978, when they got 305 inches. On the  
20 left-hand side there, you can see our crews working right now to  
21 open up State Route 67 to the North Rim.

22           And then after all that snow and rain and weather  
23 that we've had over the year, we've had some resultant potholes  
24 that our crews have been working diligently on for the last few  
25 months. Just in the last couple of months alone, we've placed

1 more than 375 tons of mix in potholes along many of the routes  
2 in the Northcentral District.

3 Next slide.

4 So moving on to our construction program. We've  
5 got a lot of continuing projects from previous years, as well as  
6 a few new starts this year. We've got about \$172 million worth  
7 of work that was started prior to this year. 65 percent of that  
8 was completed in prior years, about 111 million of that, and  
9 then we've got about 61 million that is going to continue this  
10 year, and hopefully largely wrap up. We've got another 29  
11 million so far this year that will be starting.

12 Next slide.

13 So some of the continuing projects that we have  
14 from '21 on, projects along I-40 through the city of Flagstaff,  
15 I-40 east of Flagstaff, I-40 east of Winslow. Mentioned work on  
16 I-17, work on I-15 and US-89, SR-260 and some of our other major  
17 routes.

18 This is our project on I-17. We started this  
19 last year in May. It's a \$35 million project that Fann  
20 Contracting has. You can see on the left-hand side there the  
21 condition of the asphalt on I-17 southbound. So we've been  
22 working diligently with our contractor to reconstruct a good  
23 portion of that. There's about ten minutes of -- ten lane  
24 miles, excuse me, of reconstruction and then resurfacing the  
25 balance of the roadway, placing friction course. So we hope to

1 have all of the major reconstruction and resurfacing done this  
2 year and (indiscernible) friction course next summer.

3 Next slide.

4 This is on I-40, east of Ash Fork to Devil Dog  
5 Road. That is a life extension project that we had started last  
6 year. We're going to come back this year and finish this one  
7 up, keep I-40 in usable, good condition for the years to come.

8 Next one, please.

9 This is another project on I-40 that we have.  
10 This is the one going through town. Again, similar to what we  
11 had on I-17. This started in April of '21. This is a  
12 \$16.4 million project. Was reconstructing portions of I-40, the  
13 worst spots, roughly 500 to 1,000 feet long, as you can see on  
14 the left there, and then repaving the entire stretch. Due to  
15 the monsoons and some of the weather we received last year, we  
16 weren't able to get the friction course down, but we will be  
17 back shortly this year to finish the friction course and any  
18 other minor paving items.

19 Next slide.

20 In Oak Creek Canyon, we have a project that  
21 started in March last year. It's an \$11 million project. It's  
22 actually a combination of three different projects. On the left  
23 there you can see Pumphouse Wash Bridge, a fairly old bridge  
24 built in the early 1900s. He replaced the deck on that last  
25 year. In the middle there, we see crews working on rock fall

1 mitigation, scaling and moving rocks, removing some overhangs.  
2 And we have some full closures coming up in -- likely around  
3 June this year to finish the rock wall portion of that project  
4 at the south end, near Sedona.

5           And then -- if you'd go back to that one just for  
6 one moment, please.

7           On the right-hand side there, we also had a third  
8 component. Did some erosion control and sediment control in the  
9 canyon there to try and control all the rock fall that we get.  
10 So you can see that has worked out really well with the rock  
11 fall that we got after the weather this season.

12           Next slide.

13           On State Route 260, we have a safety improvement  
14 project. It's widening shoulders on 20 miles on State Route  
15 260, Milepost 282 to Heber, roughly. You can see on the left  
16 there crews are doing a lot of earth work, extending pipes,  
17 regrading, and then they'll paving those shoulders this year and  
18 into next year.

19           Next one.

20           And then one of our bigger bridge replacement  
21 projects is up on I-15. This is Virgin River Bridge Number 1.  
22 This is a \$56 million project. Kiewit is completely replacing  
23 that bridge. It's one of the longest steel girder bridges in  
24 the state. Crews have so far completed all the substructure  
25 components. They've set the girders and placed the deck for one

1 of the (indiscernible). We switched traffic, and now we're  
2 working on the demolition for the other side. Again, weather  
3 has impacted this just a little bit. There's been a lot of flow  
4 in the Virgin River, but crews are making good progress, and we  
5 anticipate being completed with this project in November this  
6 year.

7 A couple upcoming projects that we have starting  
8 this year. Cornville Road. This is a local government project  
9 we'll be administering for the county, doing some shoulder  
10 widening and rumble strips. We'll be rehabilitating the  
11 McGuireville rest area on I-17. Some tree removal projects on  
12 SR-87 and SR-260 and a little bit on State Route 179 as well.  
13 It's a (indiscernible). We have some bridge rehabilitation  
14 projects on US-89 north of Cameron. State Route 89A in the  
15 Cottonwood city limits, we're rehabilitating pavements through  
16 there, doing some ADA upgrades. That project should be starting  
17 shortly. It's advertised currently. And then on US-89 north of  
18 Flagstaff, we have a pavement preservation project starting soon  
19 to, you know, fix pavements in that area, do some milling and  
20 paving. So we're looking forward to getting those kicked off.

21 Next one, please.

22 And then potential programming. We are looking  
23 to eventually program some funds for US-180. I mentioned the  
24 fire and flooding that we had that impacted US-180 a little bit  
25 as well. Working with our partners at the City of Flagstaff to

1 design some improvements there. Looking to potentially program  
2 some money to either improve or replace culverts on 180.

3 And that is all I have for you today. So thank  
4 you again for your time. I appreciate it.

5 CHAIRMAN KNIGHT: Any board member have questions  
6 for Brenden?

7 MR. THOMPSON: Brenden, I think several months  
8 ago there was an issue here in the town of Winslow. There was  
9 people gathering under -- in a tunnel under I-40 on the -- in  
10 Winslow on the west side. Have you -- I think that was brought  
11 up again today. Would you be able to respond to them now or did  
12 you do that later? When can you do that?

13 MR. FOLEY: I can't respond to that right now,  
14 but I will work with my staff and leadership to give a  
15 dignified, appropriate response to that.

16 MR. THOMPSON: Thank you, Brenden.

17 MR. FOLEY: Yes, sir.

18 CHAIRMAN KNIGHT: Ted.

19 MR. MAXWELL: Thank you, Mr. Chair, and Brenden,  
20 thank you. First off, I want to thank your team. This winter,  
21 between the fires, leading into the snow pack, and I think we're  
22 all grateful that the snow pack is as big as it is this year,  
23 both here and in the Colorado Rockies, because that's going to  
24 have a huge impact, hopefully, on the levels of Lake Mead for us  
25 in the near future.



1 I want to thank your teams, because the snow was  
2 so heavy. I know, you know, that when it's -- when it's needed,  
3 you need them all, and it's a big project, a big lift, and I  
4 know there was a lot of heavy lifting going on in your crew. So  
5 make sure you let them know the Board greatly appreciates it,  
6 because you are actually the face of ADOT to the communities.  
7 So they see when you're out there working hard, when you're  
8 responding, when you're being responsive. So thank you for all  
9 that.

10 Speaking of responsive, one of the words we got  
11 when, you know, that SR-89A -- particularly the rock mitigation  
12 was a project that took several times through the board before  
13 it got approval because of a lot of concerns from the locals.  
14 How has that feedback from the locals as you've been working  
15 through that project -- obviously that's a -- the road in and  
16 out of Sedona, connecting Sedona and Flagstaff. So can you give  
17 us any feedback on how that project's been received so far by  
18 the community?

19 MR. FOLEY: I think that the project's been well  
20 received. I haven't heard any negative comments. We don't  
21 always get a lot of feedback otherwise if things don't go well,  
22 but the project's gone well. They've worked very well with the  
23 community. Stakeholders have been engaged. They've been  
24 proactive in getting the message out, along with our  
25 communications staff. So from our perspective, the project's

1 gone very well. They've been very communicative, and I think  
2 people have been appreciative of that.

3 MR. MAXWELL: Well, I appreciate that too, and  
4 the lack of negative comments when people's lives are impacted  
5 is a good thing. So that means it's -- either the  
6 communication's been sufficient or the project's going kind of  
7 as it was designed to not have too big of an impact on the  
8 community there. So thank you.

9 MR. FOLEY: Sure. Thank you.

10 DIRECTOR TOTH: Mr. Chairman.

11 CHAIRMAN KNIGHT: Yes, Director.

12 DIRECTOR TOTH: I have something to add. I just  
13 want to also thank Brenden for that responsiveness. I was  
14 approached by the Game & Fish director, and specifically called  
15 out Brenden and his team and how caring they are in terms of  
16 making sure that the information is getting to everyone on 89A.  
17 So I really appreciate that. And echo your words in terms of  
18 making sure that we are getting out there, but also, it is  
19 coming back that they are very caring and informative. So thank  
20 you for that.

21 MR. FOLEY: Thank you.

22 CHAIRMAN KNIGHT: Thank you.

23 Do any of the board members attending virtually  
24 have any questions for Brenden?

25 Hearing none, thank you, Brenden.

1 MR. FOLEY: Thank you, Chairman.

2 CHAIRMAN KNIGHT: We will move on to the consent  
3 agenda. Item Number 3. Does any member want an item removed  
4 from the consent agenda for separate consideration?

5 Hearing none, I will entertain a motion to  
6 approve the consent agenda as presented.

7 MR. MAXWELL: So moved.

8 MR. THOMPSON: Second.

9 CHAIRMAN KNIGHT: I have a motion by Member  
10 Maxwell and a second by Member Thompson to approve the consent  
11 agenda as presented.

12 All those in favor signify by saying aye.

13 BOARD MEMBERS: Aye.

14 CHAIRMAN KNIGHT: Any opposed? Motion passes.

15 MR. ROEHRICH: Mr. Chairman, could I get the --  
16 do the check on the vote online so we get their -- their record?

17 CHAIRMAN KNIGHT: Oh, yes. I'm sorry. They've  
18 been so quiet, I almost forgot they were there. Yeah. Would  
19 you -- would you please poll the virtual members for their vote,  
20 please?

21 MR. ROEHRICH: Yes, sir, Mr. Chairman.

22 I'd like to start with Ms. Daniels.

23 MS. DANIELS: Aye.

24 MR. ROEHRICH: Mr. Meck.

25 MR. MECK: Aye.

1 MR. ROEHRICH: Ms. Howard. Mrs. Howard.

2 MRS. HOWARD: Aye.

3 MR. ROEHRICH: Thank you. The motion does carry,  
4 Chairman.

5 CHAIRMAN KNIGHT: Thank you.

6 We'll move on to Agenda Item Number 4, which is  
7 the financial report with Kristine Ward.

8 MS. WARD: Good morning, Chairman Knight and  
9 Board Members. I have a very brief report for you this morning,  
10 because we are running right on -- right on target forecast.

11 If you can give me the next slide. Go to the  
12 next slide for me.

13 We are .1 percent below forecast. We collected  
14 about \$143 million in revenues for the month of March year to  
15 date. We're -- we are pushing 400 million at about -- it's  
16 about 394, if we're -- get more specific.

17 Moving on to the Regional Area Road Fund. Oh,  
18 actually, excuse me. We have -- the next slide is the  
19 individual revenue categories.

20 Next slide for me. Very cool. Thank you.

21 So what this table provides you is a look at the  
22 individual revenue categories that flow in and support HURF, and  
23 for the individual, for the month of March, we were a little  
24 behind forecast at 1.4 percent.

25 Next slide, if you would.

1                   Now Regional Area Road Fund. (Inaudible.)  
2 Excuse me. As you can see, we're a little -- we're still within  
3 target range, but we're running a little bit ahead of forecast,  
4 but within the range, and we've collected \$477 million year to  
5 date.

6                   In terms of the individual categories, on the  
7 next slide, you can see -- so for the month of February, the  
8 Regional Area Road Fund revenues ran a little ahead of our  
9 forecast at 4.2 percent ahead.

10                  Next slide.

11                  I have no further comments and information to  
12 provide, and if you have any questions, I'd be happy to answer  
13 them.

14                  CHAIRMAN KNIGHT: Does any member have any  
15 questions for Kristine?

16                  Hearing none, we'll now move on to Agenda Item  
17 No. 5 with Paul Patane for discussion and possible action. The  
18 Multimodal Planning Division's report.

19                  MR. PATANE: Thank you, Mr. Chair, Board Members.  
20 Thank you for the opportunity to give you the Multimodal  
21 Planning Division update. Again, my name is Paul Patane.

22                  Next slide, please.

23                  So the items I'll cover today are our tribal  
24 transportation update. I've give you an update on the truck  
25 parking, give an overview of the comments received to date on

1 the tentative '24 -- 2024-2028 Five-Year Program, also then will  
2 build from our discussion last month regarding route transfers.

3 Next slide, please.

4 We have reached out to our Native American  
5 partners regarding the call for project nominations for the --  
6 our P2P process. The P2P process will prioritize our  
7 construction projects for the FY '25-'29 Five-Year Construction  
8 Program, and so the -- the tribal nations are invited to  
9 complete the nomination form, which is due May 5th, and so we  
10 can begin the next process.

11 And also, we've done some outreach with our  
12 tribal partners related to the traffic data coordination. So  
13 our traffic monitoring group has reached out to collaborate with  
14 the tribal governments in making sure this data is accessible.  
15 The traffic data is important for us, as we have the -- use that  
16 as one factor as we allocate our resources throughout the state.

17 Next slide, please.

18 And so our Intertribal Council of Arizona, the  
19 ITCA working group meeting, they met last month, and the items  
20 they covered in March were the -- the Bureau of Indian Affairs  
21 was there. They gave an overview of the traffic count data and  
22 the National Tribal Transportation Facility inventory, but also  
23 staff provided updates on the Statewide Traffic Count Program.

24 And also, just an update on the Tribal  
25 Transportation and Injury and Prevention Summit, and we have a

1 proposed date of August 9th, and we look forward to getting  
2 that -- those logistics finalized and to have that conference  
3 available for our tribal partners.

4 Any questions on the tribal update?

5 CHAIRMAN KNIGHT: Yes. We have one question from  
6 Member Thompson.

7 MR. THOMPSON: Paul, I just want to say thank  
8 you. I know you are all making every effort to reach out to  
9 those communities, including on the Native American communities.  
10 I under -- I know that a lot of those rural and remote  
11 communities, it takes them quite a while to (indiscernible) upon  
12 the new programs (inaudible) of the SMART program is one of  
13 those and then the electric car. You know, those kind of  
14 information, that takes quite a while, but you're making all  
15 that effort to reach out to them and make them aware of their  
16 resources that are available. So thank you very much.

17 MR. PATANE: That kudos goes to staff. Don  
18 Sneed, Paula Brown and Dez (phonetic) is here. They're the ones  
19 who are out there, I mean, answering the questions, you know,  
20 building those partnerships and, you know, we're -- you know,  
21 MPD is more than happy to go over these programs. If they need  
22 multiple meetings, you know, that's what we're here for to  
23 serve.

24 So a little update on the truck parking. Next  
25 slide, please.

1           Just to kind of quick recap. You know, our 2017  
2 freight plan did allocate 10 million set aside for truck  
3 parking, and so from that we built from the 2019 truck parking  
4 study, which identified and we constructed over the last couple  
5 years 100 new -- 120 new spaces within our rest areas.

6           Next slide, please.

7           And so we've continued that momentum with the  
8 2022 freight plan that recently was approved by the Board which  
9 allocated -- set aside additional 50 -- 50 million for truck  
10 parking. And also, to keep that going, we -- the ongoing '23  
11 rest area study, you know, we actually -- because I think  
12 initially a lot of our focus should be on our rest areas for  
13 additional truck parking, because we have the facilities there,  
14 and I think we get the biggest bang for our buck when we look at  
15 how to increase the amount of truck parking within the state  
16 system. So we -- within that 2023 study, we actually did a  
17 contract mod to find out or have a consultant do some truck  
18 parking efficiencies as part of the rest area study.

19           Next slide, please.

20           And so as part of that, you know, we assessed the  
21 current condition and identified deficiencies within the truck  
22 parking, and so we developed an evaluation criteria for the  
23 truck parking prioritization.

24           Next slide.

25           So what we did here is -- what I have here is



1 the -- from the rest area study and the prioritization is a list  
2 of potential -- I want to and emphasize potential projects,  
3 because we still have the truck parking plan that I'll talk  
4 about here in a little bit. But -- and so we -- you know, we  
5 identified the needs and the different rest areas as far as the  
6 truck parking deficiencies.

7           Then at the request of Board Member Daniels, we  
8 broke it down through looking at three different types of  
9 surface treatments, either to be gravel, asphalt and concrete.  
10 And so those will be evaluated case by case, depending on the  
11 location of additional parking, the rest area, and so -- but,  
12 you know, that was a good effort for us to begin to, you know,  
13 get the biggest and the best benefit with the funding available.  
14 So we have -- you know, the first list there is, you know, the  
15 top 11, you know -- many of the high priority locations, you  
16 know, are on the interstate, I-10 and I-40

17           So we go to the next slide, please.

18           You know, with this effort, we were to identify  
19 an additional 6,000 truck parking spaces that we'll be able to  
20 provide if -- you know, if -- depending on how the truck parking  
21 plan incorporates this information. So within the rest area,  
22 and I'll show you a couple examples of how we looked at  
23 expanding truck parking within the rest area.

24           Next slide, please.

25           So this one here is Texas Canyon. Okay? And

1 because of the adjacent topography, this one was difficult to  
2 really expand outwards, you know, to different areas within the  
3 rest area footprint. And so here we were able to -- to add, you  
4 know, 17 spaces, but when we do the benefit cost analysis as  
5 part of the truck parking plan, you know, look at the costs  
6 associated with, you know, the Texas Canyon -- for example, you  
7 know, per space, we're looking at close to 90,000 if they were  
8 to use concrete, and also, you know, if we were to use asphalt,  
9 your costs go down to 53,000 per space.

10 Next slide, please.

11 So, you know, as part of the looking -- out --  
12 thinking outside of the box, you know, as part of the truck  
13 parking plan, we're further going to look at areas, you know,  
14 within traffic interchanges that have the potential to safely  
15 provide additional truck parking. So this is, like, 15, 20  
16 miles east of Texas Canyon, and so this one here is -- it's on  
17 the list as the safe truck parking so we're able here to add an  
18 additional 140 spaces and so at a much lesser cost than it  
19 would to -- per space as it were to expand the Texas Canyon. So  
20 these are the analysis we'll go through when we come up with a  
21 prior -- a reprioritized list within the truck parking plan.

22 Next slide, please.

23 So this one here, this one is on I-10. It's on  
24 Bouse Wash Rest Area. It's about 50 miles east from the  
25 California state line, and so here we're looking at additional

1 truck parking and the rest area footprint, but, you know, not so  
2 much with -- you know, kind of an additional safe pull out area  
3 as well. And so here we're potentially adding using the  
4 eastbound and westbound sides, a potential, like, 226 additional  
5 spaces.

6 Next slide, please.

7 And so here there's another -- this is the  
8 opposite side, the north side of the interstate and where  
9 there's additional truck parking as well. On these two  
10 locations, there is additional right-of-way needed. So we'll  
11 have to work with those adjacent landowners to -- and I'm pretty  
12 sure it's federal here that will work with BLM or the proper  
13 jurisdiction.

14 Next slide, please.

15 So this is San Simon Rest Area here. We're  
16 looking at extending the truck parking as well. See, when  
17 things that we have to keep an eye on when we begin to increase  
18 the truck parking, how are you affecting the -- the on and off  
19 ramps to these facilities? Do they make geometric improvements?  
20 Because you need to have the proper acceleration distance as you  
21 get onto these high-speed corridors. So we don't want to  
22 compromise those, and so those will drive up the cost as well if  
23 we have to get into, you know, geometric ramp improvements.

24 Next slide, please.

25 So kind of building off -- I kind of mentioned it

1 earlier, the statewide truck parking plan, just to give you a  
2 quick update there. On the schedule, we gave -- we issued the  
3 notice to proceed in March, late March. Then we anticipated a  
4 six-month -- six-month study process, and we -- we anticipate  
5 kicking off or having our kickoff meeting next week.

6 And so, you know, some of the items in the scope,  
7 the one I really like is the benefit cost analysis, because all  
8 this information we got from the rest area study we can use to  
9 really prioritize where we're going to get the most benefit out  
10 of the truck parking areas. Then we want to look at other  
11 states. A lot of other states are being real innovative,  
12 because this is a nationwide problem, and I think we can benefit  
13 from reaching out to our partners as well.

14 Then most importantly, we want to have a sound  
15 implementation plan where we can bring to the Board where we can  
16 show where those costs and where those projects will be. But  
17 the tentative program has some projects in there, but, you know,  
18 the tentative program was built prior to this information I'm  
19 sharing today. So we'll be making adjustments to the tentative  
20 program as well.

21 Any questions?

22 MS. DANIELS: Chairman Knight, I have a couple  
23 questions.

24 CHAIRMAN KNIGHT: Have any questions from any of  
25 the board members for Paul? Just Jenn?

1 MS. DANIELS: Just me. Yeah.

2 CHAIRMAN KNIGHT: Go ahead, Jenn.

3 MS. DANIELS: Thank you, Chairman.

4 Can you go back to the Texas -- yeah.

5 UNIDENTIFIED SPEAKER: That one there. Yeah.

6 MS. DANIELS: Texas Canyon. There we are.

7 First of all, Paul and team, thank you. This is  
8 helpful, and I'm relieved to see that we're adding or looking to  
9 add so many more spaces. I just wanted to make sure I  
10 understood the math on this one. I was -- as you know, we were  
11 sort of looking comprehensively. It makes sense that some of  
12 these truck parking spaces will be more expensive than others,  
13 but when we look at this and, you know, to say we are going to  
14 add 17 spaces for 3.3 million if we choose gravel, that still  
15 ends up being about 200-and-something-thousand a spot. I'm not  
16 sure that that is the right cost benefit for this particular  
17 site, recognizing we can get a lot more spaces in other areas  
18 for much, much less.

19 How will you determine whether to move forward  
20 with Texas Canyon versus another location? I realize that we  
21 still need spots in remote locations that -- and it may cost a  
22 little bit more, but what will be the analysis or framework used  
23 as far as where to put these dollars and address the need?

24 MR. PATANE: I think the framework that will be  
25 used would be the actual benefit cost analysis, because when I

1 was kind of preparing, you know, the FHWA truck parking handbook  
2 has -- it can calculate the benefit from the additional truck  
3 parking spaces. And we have the cost here today, and I  
4 completely agree with you on this particular rest area. It is  
5 not advantageous for us to make that heavy investment as, you  
6 know, this would definitely go down to the very low priority as  
7 one of the locations to increase parking. And this is why the  
8 team looked at that additional area to the east of here where it  
9 was kind of a safe pullout area where it was at another  
10 interchange but kind of away from the rest area.

11 MS. DANIELS: So there's a formulaic way, meaning  
12 we're being totally and completely objective in this analysis  
13 rather than being sort of subjective.

14 MR. PATANE: Yes.

15 MS. DANIELS: Okay. That's helpful. And I had  
16 no idea that there was an FHWA handbook on truck parking.  
17 That's...

18 MS. CAMERON: It's brand new. September '22, I  
19 think.

20 MS. DANIELS: Oh, I'm sure that was a riveting  
21 chapter to write. (Indiscernible.)

22 MR. PATANE: We can -- we can send it to you if  
23 you would like.

24 MS. DANIELS: I feel like I've learned so much  
25 about truck parking, I'm going to let the experts stick to the

1 technical details. That is not me.

2 MR. PATANE: And those, you know, are -- the  
3 team, as we move forward with the truck parking plan, we are  
4 going to have a good -- a big stakeholder list, including the  
5 trucking agency. As you all know, they're very vocal and we  
6 want them part of the team, along with their freight advisory  
7 committee members to help us navigate through that plan.

8 MS. DANIELS: Thank you.

9 MR. PATANE: Thank you.

10 CHAIRMAN KNIGHT: Thank you, Jenn.

11 Paul, one quick question. Is there a benefit  
12 cost ratio that you're looking at when you -- when you look at  
13 each one of these, you do a benefit cost ratio on each one, is  
14 there a number that if it's above or below, you can disqualify  
15 the project?

16 MR. PATANE: Well, typically if it's one or  
17 above, it's favorable. Okay? But, you know, we'll have to, you  
18 know, look at all situations. It's because it -- you get a good  
19 benefit cost ratio, you have to use some good judgment making  
20 sure that's the best location, you know. I think their focus  
21 really should be where the I-10 and I-40, the interstates is  
22 where we have all the commerce flowing through the state. So,  
23 you know, that -- to me that's where we'd want to prioritize our  
24 locations.

25 CHAIRMAN KNIGHT: Thank you.

1 Ted.

2 MR. MAXWELL: Paul, thank you for the hard work  
3 on this. This has obviously become an issue, and I do believe  
4 that the slide following this Texas Canyon is the one that's  
5 showing the alternative to Texas Canyon; is that correct?

6 MR. PATANE: Yes, Mr. Maxwell.

7 MR. MAXWELL: Okay. And as a fresh build, I  
8 think then gravel becomes an option. You know, adding gravel to  
9 a concrete parking area already is very difficult, but my  
10 question is about that, and I appreciate Board Member Daniels  
11 adding that kind of detail to these conversations, gravel versus  
12 concrete versus asphalt.

13 But what I want to make sure that we're also  
14 considering is the long-term maintenance costs, because I'm  
15 assuming the amount of personnel and time based if it's concrete  
16 versus if it's gravel is going to be different. So I -- so in  
17 this analysis, I would ensure that you're incorporating the  
18 continuation maintenance costs. I mean, we know our budget is  
19 now predominantly on preservation. And so anything we build, we  
20 have to take care of. So I just want to make sure that you are  
21 including that in the analysis as well.

22 MR. PATANE: Yes, we will. Thank you.

23 MR. MAXWELL: Thank you.

24 CHAIRMAN KNIGHT: Any other questions for Paul?

25 MRS. HOWARD: Chair Knight, I have a question.



1 CHAIRMAN KNIGHT: Yes. That was (inaudible).

2 MRS. HOWARD: Paul, do you have --

3 CHAIRMAN KNIGHT: Board Member Howard.

4 MRS. HOWARD: Yes. Paul, do you have a milestone  
5 schedule for this study, when it will be complete and different  
6 milestones along the way?

7 MR. PATANE: You know, we have the -- the task  
8 order contract is for six months. We -- as -- you know, when we  
9 have the kickoff meeting, that will be something that's  
10 discussed as far as the project milestones, and so we'll be able  
11 to bring back updates to the Board with the -- you know, the --  
12 you know, scope, schedule, budget all the way through. I mean,  
13 this is a very high priority item for industry as well as the  
14 agency, and so you'll -- you'll be kept abreast along the way.

15 MRS. HOWARD: Perfect. Thank you.

16 MR. PATANE: Thank you.

17 CHAIRMAN KNIGHT: Any other questions?

18 MR. THOMPSON: Chairman, I'd just like to say  
19 that for the city of Winslow, for their information, you've also  
20 included on your priority rank that you've also included  
21 (indiscernible) as well. So I do appreciate that. I believe  
22 it's good for the City of Winslow to know. Thank you.

23 CHAIRMAN KNIGHT: Okay. Thank you.

24 So are there more?

25 MR. PATANE: Oh, a lot more. No, not on truck

1 parking.

2 MR. ROEHRICH: Mr. Chairman, I think we're ready  
3 to move on to Item Number -- PPAC.

4 MR. PATANE: No. We've got --

5 UNIDENTIFIED SPEAKER: Wanted to make sure Paul  
6 was --

7 MR. ROEHRICH: Oh, no. He's -- I'm sorry.

8 MR. PATANE: I barely started on my update, so...

9 MR. ROEHRICH: I looked at the time. It was  
10 almost eleven o'clock. I'm trying to get --

11 MR. PATANE: No, it will go quick. It will go  
12 quick.

13 Can you advance a few slides, please, to the  
14 public comment slide? Yeah. Right there.

15 So continuing on the division update here, I'll  
16 provide just a summary of the comments received to date on the  
17 tentative '24-2028 Five-Year Transportation Construction  
18 Facilities Program.

19 Next slide, please.

20 So kind of our delivery methods for public  
21 involvement. We used the news releases, two government delivery  
22 notices, social media posts on Facebook, Twitter and Nextdoor.  
23 ADOT websites with the update -- updated information. Then we  
24 have the media articles written from the ADOT news releases.

25 So to date we have received -- this is as of

1 April 14th -- ADOT has received 639 comments to date. 594 of  
2 those have been online. 43 people mailed -- emailed their  
3 comments, and two phone calls, and each one of these will get a  
4 response.

5 And so the model themes for the comments are we  
6 had 470 comments on -- related to state highways, 111 on local  
7 projects, 22 comments on transit, and 4 on airports and 32 on  
8 other topics.

9 And so next slide, please.

10 So some of the major themes related -- for  
11 project-related themes, we had 235 comments on pavement  
12 condition for State Route 260, 105 comments related to I-10,  
13 adding the traffic interchange at Jackrabbit Road and widening  
14 I-10 from Phoenix to Casa Grande. Also widened I-10 from Tucson  
15 to Benson, widening I-10 in the Tucson area. We had 24 comments  
16 on I-40 related to pavement conditions and the need for painting  
17 from -- particularly on I-40, Flagstaff to the California  
18 border. 14 comments on I-17 pavement conditions, and 21 again  
19 related to interchange improvements, also pavement conditions.  
20 That's along US-60.

21 Any questions on the comments received?

22 CHAIRMAN KNIGHT: Do any board members have  
23 questions for Paul on the comments that have been received?

24 Hearing none.

25 MR. PATANE: So kind of -- next side, please.

1 Next one.

2 So kind of going over the route transfer  
3 discussion. Kind of building off from last month's board  
4 meeting, just kind of wanted to take another step forward and  
5 talk about some of the criteria and evaluation effort we use,  
6 along with the 2017 Low Volume Route Study.

7 So some of the criteria, you know, on the right  
8 there is kind of the evaluation sheet that we use. We have all  
9 the listed criteria there on the left, and we go through, like,  
10 for example, right-of-way -- there's a series of questions that  
11 we evaluate when we're looking at the right-of-way needs. For  
12 example, you know, under right-of-way, the key is the ownership.  
13 Who's -- you know, who's got the ownership, and what rights  
14 does -- if it's a county facility, state facility, what are our  
15 rights when it comes to the transfer of the facility?

16 Most importantly, when we -- if we do move  
17 forward in the transfer process, it's important that those  
18 parties are at the table as well as we -- as they -- they can be  
19 part of the stakeholder team and aware of what direction this  
20 potential transfer could go.

21 And the other key item is trip character. You  
22 know, does the route, you know, provide regional -- statewide  
23 regional connectivity. You know, it is important for the state  
24 highway system to focus -- you know, to function as a regional  
25 connectivity, not as a local street. So those are things that,

1 you know, we realize that many of the communities of Arizona are  
2 built along the state highway system, and that's great. I come  
3 from rural Arizona and realize the importance of the state  
4 highway system to the communities, but some just over time and  
5 the cities have grown, and is it really -- is it really serve as  
6 a state highway? And vice versa. Does the -- does the county  
7 road really provide regional connectivity to be part of the  
8 state highway system?

9           And so next -- and so we look at again highway  
10 function, again, the regional connectivity. Another part is the  
11 land use. You know, what is the land use for the area? What  
12 does the local -- the local county, city, what are their land  
13 use plans showing? You know, is it going to decommercialize?  
14 Is it a long-term vision for the community? So that's, again,  
15 an important part as we begin to look for facilities to be part  
16 of the state highway system.

17           Then access management is critical. You know, we  
18 want to keep traffic flowing. Each new access point is a  
19 potential point of conflict, so we to make sure that we have  
20 manageable access along the system. I'm from the Yuma area, and  
21 you look at old Business 8. You know, we have driveways, like,  
22 every 50 feet, you know, and that's just how the community has  
23 grown, and that one was turned back to (inaudible), so...

24           Jurisdictional interests. Again, you know,  
25 what -- you know, what -- you know, is it tribal communities'

1 interest? You want to hear feedback from all of the folks with  
2 jurisdictional interest. Then along with the maintenance and  
3 operations component of this.

4 And so there's a series of questions that, again,  
5 this part of the evaluation, it's just a guide. It's not --  
6 makes the final decision, but it helps us to ask those  
7 questions. How does this route serve? Is it best for a local  
8 system, or is it best to consider to be part of the state  
9 highway system?

10 So next slide, please.

11 And so then there's also the financial  
12 considerations that need to be -- need to be, you know, put on  
13 the table as far as the right-of-way, the access value. Then  
14 the required capital investment, especially for roads that are  
15 coming into the system. You know, what does it take to bring  
16 that road up to, you know, the state highway standards? And so  
17 what -- you know, what does that long-term investment look like?  
18 Then again, the maintenance and operating costs. Then also the  
19 law enforcement, you know, because typically state highways are  
20 patrolled by DPS. So you bring in a new system. How does that  
21 affect their resources as well -- as well? And all this is part  
22 of the negotiation process, and -- and so...

23 Next slide, please.

24 So, you know, the -- the turnback route transfer  
25 was developed in 2012, and this study we did in 2017. It's a

1 low volume route transfer study. What it did, it evaluated  
2 sections of current state highways that have approximately 400  
3 vehicles per day or less to see if they could be eligible  
4 candidates for potential turnback.

5 So we use the route transfer evaluation matrix  
6 that you saw in the previous slide, along with we analyze some  
7 performance of our -- of the bridges and of pavement conditions,  
8 and we came up with a list of -- next slide, please -- with a  
9 list of -- it's really not a project priority list. It should  
10 be a route transfer list.

11 And so we came up with a prioritized list of  
12 potential routes that would be good candidates for route  
13 transfer. And I bring this up because typically in a  
14 negotiation process of the turnback, you know, in some cases we  
15 looked to turn back facilities to the locals as well. In the  
16 case of, you know, the Naco Highway, you know, what -- as we get  
17 into negotiation there, is there potential any routes that we  
18 can turn back as part of that process? So it's kind of an open  
19 dialogue, and again, those are all negotiation issues, but just,  
20 you know, I wanted to -- just to put everything on the table  
21 that these are things that will come up if we look to transfer  
22 routes into the state highway system.

23 Any questions? Next slide, please. Any  
24 questions on the route transfer process?

25 CHAIRMAN KNIGHT: Do we have any questions for

1 Paul on -- so far on what he's presented? I know we don't have  
2 Board Member Searle present, so any other board member like to  
3 make -- have any comments? Questions?

4 MR. MAXWELL: Chairman.

5 CHAIRMAN KNIGHT: Yes, Ted.

6 MR. MAXWELL: Paul, I appreciate the effort  
7 you've put on this. Obviously it came up at one of the previous  
8 board meetings, and it is something I think this Board's ready  
9 to look at, but I do think your last comments were what I hope  
10 everybody also heard. It's not a one-way ticket. It's -- you  
11 know, there are some highways that probably belong in our state  
12 highway system. There's probably some highways that no longer  
13 belong in our state highway system, and we can't just continue  
14 to add where our budget is already stretched by our preservation  
15 dollars that are needed to it. So it's got to go both ways.

16 And I know we've had -- you know, was it just  
17 Member Searle who brought up, you know, the Naco Highway, but  
18 we've heard on a lot of different roads that folks including  
19 some of the -- some of the nations that would like to add to the  
20 state highway system because it's a heavily -- you know, heavily  
21 used road. So I do think its usage is important, and we've got  
22 to remember that as cities do take over the roads, I can think  
23 of a couple state highway systems that really are more for local  
24 use versus connections of large regions.

25 MR. PATANE: Thank you.



1                   CHAIRMAN KNIGHT: Thank you.

2                   Any other comments?

3                   Jesse.

4                   MR. THOMPSON: Paul, I think you and I had  
5 discussion before, and I thought the individual that is  
6 recommending this to Navajo Nation will be here, but she's not.  
7 Her idea and the community's idea is transfer a road, paved road  
8 between Pinon and Black Mesa over to the state of Arizona, to  
9 give you a heads up on it.

10                  MR. PATANE: Thank you, Mr. Thompson.

11                  CHAIRMAN KNIGHT: Yeah. So my biggest concern,  
12 as always, is still as soon as a road is taken back into the --  
13 into the state system, immediately the residents in that area  
14 are going to expect some maintenance to be done on that road.  
15 And I'm -- you know, we have to make sure that we can afford to  
16 do that maintenance, whatever might need to be done, and they  
17 need to understand that, okay, if we put it back in the system,  
18 then it goes into the five-year plan, and the maintenance may  
19 not be immediate, although that's what they're going to expect,  
20 I'm afraid.

21                  Thank you.

22                  MR. THOMPSON: Chairman.

23                  CHAIRMAN KNIGHT: Yes.

24                  MR. THOMPSON: One other comment.

25                  Again, the individuals I thought that was going

1 to be here is not here, and this has to do with Homolovi Park.  
2 I don't know if you're familiar with that park, I mean, I-40, as  
3 you're going on 87, going about three, four miles, right on top  
4 is Homolovi Park there. The entrance to that park has been  
5 crumbling, and I think we did a little work little work here and  
6 there, but -- so my understanding prior to my becoming a board  
7 member, that that was on the list of ADOT projects, but somehow  
8 it got dropped. So that's the one, I think, that we need to get  
9 back on. Again, heads up. I'll have to wait until that's  
10 officially submitted.

11 MR. PATANE: Thank you.

12 CHAIRMAN KNIGHT: Thank you, Jesse.

13 Any other comments from any other board members?

14 MRS. HOWARD: Chairman Knight, this is Jenny. I  
15 do have one more comment.

16 CHAIRMAN KNIGHT: Yeah. Go ahead.

17 MRS. HOWARD: I'd like to also see us take heavy  
18 account in condition of the road that's being asked to be taken  
19 by us and the improvements that have been made so that these  
20 roads aren't being in such disrepair knowing that someday,  
21 hopefully, ADOT will take it back or take it. I hope that we  
22 develop a type of criteria for that existing roadway needs to  
23 meet in order for us to look at taking that roadway over.

24 MR. PATANE: Now, I understood, Chairman Knight,  
25 Board Member Howard, yeah, it's part of the criteria where we're

1 evaluating the performance, pavement performance, bridge  
2 condition. All those factor into, you know, the financial  
3 component of what this would cost the state of Arizona.

4 MRS. HOWARD: Thank you.

5 CHAIRMAN KNIGHT: Thank you, Board Member Howard.

6 Any other questions for Paul?

7 All right. Are we continuing Item 5 or does that  
8 wrap -- does that wrap up Item 5?

9 MR. PATANE: Chairman Knight, Item 6 is  
10 (inaudible) --

11 CHAIRMAN KNIGHT: Okay. Then we will move on to  
12 Item 6, PPAC items, and this is for discussion and possible  
13 action.

14 Paul, go ahead.

15 MR. PATANE: Thank you, Chairman Knight, Board  
16 Members. For your consideration are the recommended changes to  
17 the FY 2023-2027 Statewide Transportation Facilities  
18 Construction Program, Items 6A through 6G project modifications.

19 CHAIRMAN KNIGHT: I do have a question on  
20 Item 6C. I'm having a little problem understanding why we have  
21 to spend over \$3 million for disposing of excess property. I  
22 guess my question is are we going to sell it for enough to  
23 recoup the 3 million or what are we spending the 3 million on?  
24 Appraisals or...

25 MR. ROEHRICH: Mr. Chairman, Paul, if you'd like,

1 that is exactly what we're spending on. There are a number of  
2 excess parcels that we need to do the title searches. We need  
3 to put together the plans. We need to put together the  
4 appraisals that -- and the documents so we can put them out to  
5 bid so we can go ahead and get the value back.

6 I can't tell you if we expect to get more than  
7 the \$3 million we're going to spend. We usually do, especially  
8 when they're in the urbanized areas, since that didn't go into  
9 that level of detail, but what it is, it's to do all the prep  
10 necessary to get excess properties out so we can dispose of them  
11 to get funds back into the program.

12 CHAIRMAN KNIGHT: Okay. I kind of expected that  
13 for an explanation, but I just -- I have to wonder if it's going  
14 to cost us over 3 million to sell it and we're not going to get  
15 3 million back, maybe we should just keep it, but anyway...

16 MR. ROEHRICH: Well, sometimes keeping it is more  
17 money if it costs us in maintenance and it costs us in liability  
18 issues and --

19 CHAIRMAN KNIGHT: Sure. I understand.

20 Any other questions for Paul on items -- PPAC  
21 Items 6A through 6G?

22 Hearing none, I will entertain a motion to  
23 approve PPAC project modifications Items 6A through 6G as  
24 presented.

25 MR. THOMPSON: Chairman, I will go ahead and

1 motion, do as recommended.

2 MR. MAXWELL: Second.

3 CHAIRMAN KNIGHT: I have a motion from Member  
4 Thompson and a second from Member Maxwell to approve the PPAC  
5 project modifications, Items 6A through 6G, as presented.

6 All those in favor signify by saying aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN KNIGHT: And Floyd, would you poll our  
9 virtual members?

10 MR. ROEHRICH: Member Daniels.

11 MS. DANIELS: Aye.

12 MR. ROEHRICH: Member Meck.

13 MR. MECK: Aye.

14 MR. ROEHRICH: Member Howard.

15 MRS. HOWARD: (Inaudible.)

16 MR. ROEHRICH: And Member Searle is not present.

17 You have -- motions carries, Mr. Chairman.

18 CHAIRMAN KNIGHT: Thank you.

19 Go ahead, Paul.

20 MR. PATANE: Thank you.

21 Chairman Knight, Board Members, for your  
22 consideration are the additional recommended changes to the  
23 2023-2027 Statewide Transportation Facilities Construction  
24 Program, Items 6H through 6W. New projects. New -- yeah. New  
25 projects.

1           CHAIRMAN KNIGHT: I do have one request on 6K,  
2           which is the EV charging stations. Looks like we're having  
3           to -- we've got a match of \$50,000. This is to actually  
4           construct the stations? Is that -- or is it just...

5           MR. PATANE: I believe this is for the next phase  
6           of the EV plan that's due for the next year. An updated -- NEVI  
7           requires an updated plan every year, and so this --  
8           (indiscernible) 250,000 is for -- to update the new -- the new  
9           NEVI plan for the State of Arizona.

10          CHAIRMAN KNIGHT: Okay. And the \$50,000 that  
11          we're having to put in, is that coming from our money that we  
12          normally would spend for road projects?

13          MR. PATANE: Yeah. The NEVI is the form of the  
14          program which has a state match requirement.

15          CHAIRMAN KNIGHT: Okay. I'm watching this really  
16          close, because I'm not wanting to spend any project money on  
17          electric charging stations, which I've often said is my -- in my  
18          opinion is a private sector, but...

19          MR. ROEHRICH: So Mr. Chairman, just to be clear,  
20          this is not -- we're not putting any money into electric  
21          charging stations. As we said before and presented to the  
22          Board, what we -- we're in the process of preparing our  
23          solicitation to go out to private industry. The private  
24          industry to access those federal dollars has to provide the  
25          match for the installation and operation of maintenance of those

1 charging stations, but the state does have an obligation that we  
2 have to update that plan annually every year. That is in the  
3 NEVI law for us to do that, and that's why we do have to have  
4 the match for us to do the plan every year. But that's as far  
5 as any funds we are putting into this program, will be limited  
6 to that. Nothing with installation, operation or maintenance of  
7 charging stations.

8 CHAIRMAN KNIGHT: Okay. Thank you, Floyd.

9 MR. MAXWELL: Mr. Chair.

10 CHAIRMAN KNIGHT: So are there any other  
11 questions?

12 Yes, Ted.

13 MR. MAXWELL: So just a follow-up question on  
14 that, because as we know, a lot of times there's requirements we  
15 have to meet to get the federal funding in the long run, and  
16 since this is an annual plan in a five-year plan, with the  
17 IIJA -- I believe that's -- covers the five-year segment -- are  
18 we -- so we're looking at 50 million that we're going to have to  
19 approve to update it every five years, but once the station -- I  
20 mean, once we get past that and we've now gone to bid and the  
21 funds roll in from the federal government to actually build the  
22 stations, how would they work that? We -- is this a plan that  
23 we have to keep current for the foreseeable future, or is it  
24 just for the execution of the current NEVI funding from the  
25 IIJA?

1 MR. ROEHRICH: Mr. Chairman, Member Maxwell, it's  
2 just current for this law that was the IIJA that covers the five  
3 years. And what's important to remember is we're two years into  
4 that plan area. It covered '22 and '23. This takes us to '24,  
5 so there's really only three years left of what we will have to  
6 do as far as our NEVI plan.

7 Now, if they approve that program, extend it  
8 beyond that, we will -- it will get requirements at that point,  
9 but this is only for this five-year plan.

10 MR. MAXWELL: Okay. Thank you. Thank you,  
11 Mr. Chairman.

12 CHAIRMAN KNIGHT: Thank you, Ted.

13 Any other questions for Paul?

14 MR. THOMPSON: Paul, beyond the program that  
15 we're talking about, is there any continuation of studying what  
16 we can do for those other roads that comes off these federal  
17 highways or state highways?

18 MR. PATANE: Right now we -- I know we've  
19 identified -- we -- are we going to submit for the additional  
20 alternative fuel corridors. Okay? And I think right now  
21 (indiscernible) with the interstates, but I believe that our  
22 team is -- the MPD team is in the process of identifying and  
23 submitting those alternative fuel corridors, and we could  
24 provide you -- I don't have the list of routes, but we could  
25 provide you that information, Member Thompson.



1 MR. THOMPSON: Thank you, Paul. Appreciate it.  
2 Thank you, Chairman.

3 CHAIRMAN KNIGHT: Thank you.

4 MR. PATANE: And excuse me. Chairman Knight,  
5 Mr. Byres will be presenting Item 6X.

6 CHAIRMAN KNIGHT: Yes, but --

7 MR. ROEHRICH: We need the motion --

8 CHAIRMAN KNIGHT: Before he does that, we --

9 MR. ROEHRICH: Sorry.

10 CHAIRMAN KNIGHT: Before he does that, we need to  
11 hold the vote on the last one, which -- so I will entertain a  
12 motion if there are no further questions from any other board  
13 member.

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

15 CHAIRMAN KNIGHT: Yes.

16 MR. THOMPSON: Second.

17 CHAIRMAN KNIGHT: So I will entertain a motion to  
18 approve PPAC new projects Items 6H through 6W as presented.

19 MR. MAXWELL: So moved.

20 CHAIRMAN KNIGHT: And I have a motion from --

21 MR. THOMPSON: Second.

22 CHAIRMAN KNIGHT: -- Ted and a second from Jesse.  
23 All in favor please signify by saying aye.

24 BOARD MEMBERS: Aye.

25 CHAIRMAN KNIGHT: And would you please poll our

1 virtual members, Floyd?

2 MR. ROEHRICH: Board Member Daniels.

3 MS. DANIELS: Aye.

4 MR. ROEHRICH: Board Member Meck.

5 MR. MECK: Aye.

6 MR. ROEHRICH: Board Member Howard.

7 MRS. HOWARD: Aye.

8 MR. ROEHRICH: And with one absent, it -- the  
9 motion carries.

10 CHAIRMAN KNIGHT: Thank you, Floyd.

11 Now, Mr. Byres will present amendment Item 6X.

12 MR. BYRES: Thank you, Mr. Chairman, Board  
13 Members. This particular item is -- comes about -- let me kind  
14 of give you a little bit of history here. As everybody is  
15 aware, over the last 10 years, at least, we've documented the  
16 somewhat degradation of our system. So we've seen good pavement  
17 go to fair. We've seen some fair pavement go to poor, and  
18 that's a continuing trend.

19 So our system is somewhat stressed. This past  
20 winter, we had, as Mr. Foley had mentioned, we had a record  
21 winter, particularly in the northern part of the state, with  
22 lots of precipitation. And so consequently, our stressed  
23 pavements got stressed even further. And as such, lots and lots  
24 of potholes started developing.

25 So what we did is I specifically asked each one

1 of our districts to go through and identify a minimum of three  
2 to five projects that are the areas where we are spending the  
3 most maintenance dollars trying to go through and take care of  
4 potholes. They did just that. We were able to put together a  
5 list of 32 projects that are in desperate need of being done as  
6 soon as possible. We have had numerous complaints coming in on  
7 our potholes. Our maintenance crews have been working overtime.  
8 We've used over 900 tons of pothole mix over the last four  
9 months. So it's a big endeavor.

10 So what this particular item is is to fund  
11 \$50 million worth of projects right now. There's a total of  
12 \$90 million worth of projects that were identified. 50 million  
13 is what we're asking for in this particular item. The  
14 40 million that's remaining will come through the tentative  
15 program, will be adjusted to account for those 40 million, which  
16 we will take an endeavor to take care of as soon as possible.

17 These particular \$50 million worth of projects  
18 will get -- as soon as this board, if the Board approves this,  
19 they will get done as soon as we possibly can. This is -- this  
20 is an extremely high priority. So that's kind of what we're  
21 looking for with this, and we're looking for -- we bring this to  
22 you with a recommendation for approval.

23 CHAIRMAN KNIGHT: Thank you, Greg.

24 Do any board members have any questions for Greg  
25 on this item?

1                   Hearing none, I will entertain a motion to  
2 approve the 2023 preservation project list Item 6X as presented.

3                   MR. THOMPSON: I'll motion.

4                   MR. MAXWELL: Second.

5                   CHAIRMAN KNIGHT: I have a motion from Member  
6 Thompson and a second from Member Maxwell.

7                   All those in favor please signify by saying aye.

8                   BOARD MEMBERS: Aye.

9                   CHAIRMAN KNIGHT: Would you please poll our  
10 virtual members?

11                  MR. ROEHRICH: Board Member Daniels.

12                  MS. DANIELS: Aye.

13                  MR. ROEHRICH: Board Member Meck.

14                  MR. MECK: Aye.

15                  MR. ROEHRICH: Board Member Howard.

16                  MRS. HOWARD: Aye.

17                  MR. ROEHRICH: And with one absent, Chairman, the  
18 motion carries.

19                  MR. BYRES: Thank you.

20                  CHAIRMAN KNIGHT: I guess you could get to work,  
21 Greg.

22                  MR. BYRES: We need to.

23                  CHAIRMAN KNIGHT: We'll move on to Item 7. The  
24 AZ Match Advantage For Rural Transportation AZ SMART Fund  
25 Program, with Paul Patane, for discussion and possible action.

1 MR. PATANE: Chairman Knight, Board Members,  
2 thank you. We have some projects we want to present to you  
3 today.

4 Again, the AZ SMART Fund, the eligible uses  
5 include reimbursement up to 50 percent for grant development,  
6 and this is for counties with a population of less than 100,000  
7 and cities and towns with a population of less than 10,000.

8 The SMART eligibility also includes match for a  
9 federal grant. It also includes reimbursement for design and  
10 other engineering service that meet federal standards for  
11 projects eligible for a federal grant.

12 Next slide, please.

13 And so the two federal grants associated with the  
14 pending request that will be presented today are from the RAISE  
15 grant, which the NOFO recently closed in 2023, and also the  
16 INFRA, which the NOFO closed in May of 2022.

17 Next slide, please.

18 So the first project I present today is within  
19 Camp Verde. It is for \$896,500. It is for design and other  
20 engineers services. The project will finalize plans and specs  
21 and construction for the improvements to the Finnie Flat Road  
22 corridor and the tri-intersection. It will cover environmental.  
23 It will cover post design services. They plan to submit for the  
24 RAISE grant in 2024. Construction will improve economic  
25 development and safety. Then Camp Verde, they're intending to

1 be a direct recipient if the NOFO allows.

2 Any questions on this one?

3 CHAIRMAN KNIGHT: Any questions from the board  
4 members on the Camp Verde proposal request?

5 Hearing none, go ahead, Paul.

6 MR. PATANE: Thank you.

7 The next request is from Yuma County. Their  
8 request is for 610,000 for design and other engineering  
9 services. The request will fund 7.6 miles of new roadway from  
10 SR-95 north to County 23rd Street to County 16th Street. The  
11 project will construct a north/south corridor and improve  
12 regional competitiveness, create a shorter, more efficient route  
13 between Yuma and the airport and San Luis PO Entry 2, Port of  
14 Entry 2, improves access to Rolle Airfield.

15 The applicant submitted a RAISE grant in 2023 for  
16 all project phases, and they plan to submit 2024, if necessary.

17 This project has also been requested for a  
18 legislative appropriation, and if -- the intent is the applicant  
19 receives an award from RAISE grant, he intends to not use the  
20 \$610,000. And this one they are -- ADOT -- they are requesting  
21 ADOT to administer the project if they're successful getting a  
22 RAISE grant.

23 CHAIRMAN KNIGHT: Thank you, Paul.

24 Do any board members have questions for Paul on  
25 this item?

1 MR. MAXWELL: Chair, I've got one question.

2 CHAIRMAN KNIGHT: Yeah.

3 MR. MAXWELL: Paul, when you were speaking, you  
4 said that the funds would be used for construction of the road.  
5 I just wanted to confirm it's for the -- as it says on the  
6 slide, it's for the engineering and design services?

7 MR. PATANE: Yeah. My mistake, Board Member  
8 Maxwell. The 610 was for design and engineering services.

9 MR. MAXWELL: I just didn't want anybody in Yuma,  
10 you know, going to go Gary and saying, hey, you voted for the  
11 construction. I didn't think that 610 would get us very far.

12 MR. PATANE: And just for Director Toth's  
13 information, this corridor has received border infrastructure  
14 funds. This is the ongoing study that ADOT has administered for  
15 the county, so...

16 CHAIRMAN KNIGHT: Thank you. Thank you, Paul.  
17 Any other questions for Paul on this -- on this  
18 request?

19 We'll move on to the next one.

20 MR. PATANE: Yes. The next request is from the  
21 City of Flagstaff. We've had a few members speak on it today  
22 already. It's for -- the project is a Downtown Mile Safety and  
23 Connectivity Project. Flagstaff was successful in the 2022  
24 INFRA grant award. The project will improve pedestrian safety  
25 and connectivity, freight and passenger rail efficiency and

1 safety improvement of a substandard clearance. They have  
2 project partners whose contributions were -- include 11 million  
3 from BNSF and 490,000 from MetroPlan in Flagstaff, and their  
4 request is for 6 million for match.

5 CHAIRMAN KNIGHT: Do any members have questions  
6 for Paul on this one?

7 I do have a concern on this particular  
8 request. 6 million is 60 percent of the 10 million that's  
9 available. I think I would really prefer that we didn't award  
10 that much, maybe half that, 3 million, but I'd like to spread  
11 the 10 million as far as we can to benefit as many projects  
12 across the state as we possibly can. 6 million, in my opinion,  
13 is the lion's share of that pot, and I would prefer to award --  
14 and we can take this one as a separate vote if we need to, but I  
15 would prefer to award 3 million out of the SMART funds to -- for  
16 this project.

17 MR. MAXWELL: Mr. Chair.

18 CHAIRMAN KNIGHT: Yes, Ted.

19 MR. MAXWELL: Yeah. I had the same concern.  
20 However, the amount of other matching funds that are coming into  
21 play on this project is pretty impressive, to include from the  
22 rail partners and the other partners throughout. But I know on  
23 the last time we approved a block of these, you had a slide that  
24 showed us what percentage of the funds in each bucket, because  
25 there's five separate buckets amongst those --



1 MR. PATANE: Right.

2 MR. MAXWELL: -- that 50 million. Is that slide  
3 coming up?

4 MR. PATANE: Yes, sir.

5 MR. MAXWELL: Okay.

6 MR. PATANE: We can move on to -- go one more.

7 And so here's the -- the recap of the funding to  
8 date. As far as I'll focus on the municipalities, 10,000, 10K  
9 plus. We currently awarded 2.7 to the City of San Luis. That  
10 leaves us with the balance of the 7.3, and so the request here  
11 today, we had Camp Verde, who's 180 -- 189 -- 896,500, that's  
12 Camp Verde. Then we have the Palo Verde there for the  
13 6 million. I mean, Flagstaff for 6 million.

14 MR. MAXWELL: So Paul, I guess I've got a follow-  
15 up question then on this. One, we've got 50 million for this  
16 fiscal year. So do we have any other applications or intents of  
17 application for the money in that category for the remainder of  
18 the year?

19 MR. PATANE: I -- to my knowledge, we have not  
20 received...

21 MR. MAXWELL: And when does the funding -- I  
22 should probably know, but the fiscal year, is it -- it's -- our  
23 fiscal budget's -- these moneys, I should say, are they also  
24 aligned with the state budget? So does this --

25 MR. PATANE: No.

1 MR. MAXWELL: -- July 1st, this goes --

2 MR. PATANE: No.

3 MR. MAXWELL: -- this 50 million has --

4 MR. PATANE: These funds do not lapse, sir.

5 MR. ROEHRICH: Yeah. Exactly. Mr. Chairman,  
6 Mr. Maxwell, these are not lapsing funds. This program will  
7 stay open as long as there's money in that pot. So people who  
8 may not this year be ready, if there's money next fiscal year,  
9 can go after these funds as well and in future years. As long  
10 as money's in the pot, it's available for application.

11 MR. MAXWELL: Follow-up to that question then.  
12 Thank you for that (indiscernible). Is there any discussion at  
13 the State Legislature of increasing these funds, because at -- I  
14 thought there had been some discussion of it being a year-to-  
15 year -- I mean, obviously we know the budget gets negotiated  
16 every year, but are they looking at putting some money to up  
17 these, Director, or is --

18 DIRECTOR TOTH: So the Governor did include it in  
19 her budget proposal, but as you know, we're in the budget  
20 negotiations right now. So to be determined.

21 MR. MAXWELL: And Director, another follow-up on  
22 that. Did -- what was the amount that -- do you recall?

23 MR. PATANE: It was 25 million.

24 MR. MAXWELL: So it was another 25 million?

25 MR. PATANE: Yes.

1                   CHAIRMAN KNIGHT: However, these are one-time  
2 funds. I mean, they're not going to -- is that correct?  
3 They're not going to do this -- so what we've got --

4                   MR. ROEHRICH: Mr. Chairman, these are due to  
5 annual appropriation. It would have to be additional funds  
6 appropriated through some budget bill in order to add funds in  
7 the future.

8                   CHAIRMAN KNIGHT: Right. But right now this is  
9 one-time funding. We don't -- we -- there's nothing certain  
10 about any future --

11                  MR. ROEHRICH: That is correct. That's correct.

12                  CHAIRMAN KNIGHT: So we've got 50, and if the  
13 Governor were to get her additional 25, that would make each pot  
14 15, but that's -- we -- that's -- you know, we can't count on  
15 that. We don't know what the -- so far the Governor and the  
16 Legislature have not been too eager to agree on anything. So  
17 that being said, I -- you know, we've got 10 million in each  
18 pot. 2.7 is the most so far. I would be comfortable with 3.

19                  MR. MAXWELL: Mr. Chair, could I real quick?

20                  CHAIRMAN KNIGHT: Go ahead.

21                  MR. MAXWELL: I'd like to make a motion that we  
22 approve the Camp Verde and the Yuma batch and then continue this  
23 discussion, if I can get a second.

24                  CHAIRMAN KNIGHT: Second?

25                  MR. THOMPSON: Second.

1           CHAIRMAN KNIGHT: I have a second. I have motion  
2 from Member Maxwell, a second from Member Thompson to approve  
3 the first two. That was the Camp Verde and the Yuma awards.  
4 Any further discussion?

5           Hearing none, all in favor signify by saying aye.

6           BOARD MEMBERS: Aye.

7           CHAIRMAN KNIGHT: Any opposed? Will you poll the  
8 virtual members, please?

9           MR. ROEHRICH: We'll start with Member Daniels.

10          MS. DANIELS: Aye.

11          MR. ROEHRICH: Member Meck.

12          MR. MECK: Aye.

13          MR. ROEHRICH: And Member Howard.

14          MRS. HOWARD: Aye.

15          MR. ROEHRICH: With one absent, the motion  
16 carries.

17          CHAIRMAN KNIGHT: Thank you, Floyd.

18          Okay. So we'll continue the discussion on the  
19 Flagstaff request.

20                 My other comment would be with the approval -- if  
21 we were to approve a \$6 million award, that pot is essentially  
22 gone, and it would only be benefiting two, three -- what, three  
23 awards.

24          MR. MAXWELL: Correct. Three.

25          CHAIRMAN KNIGHT: So it would -- at 6 million,

1 it's going to make that pot -- it's not -- we're not going to be  
2 spreading that pot over the state. It's going to be used by  
3 primarily a couple of awards, and I would much rather see us  
4 limit that to a 3 million award so that we have additional  
5 moneys for other projects throughout the state.

6 MR. MAXWELL: Mr. Chair, I've got one process  
7 question, and it's actually a process of the funds. So they  
8 submit an application asking for 6. If we were to approve  
9 3 million today, could we add a tag to that line that we could  
10 reconsider the following three if there are further funds  
11 approved in this year's budget? So if the Governor is  
12 successful and it establishes at a high enough priority that  
13 it's going to be part of her budget, we get 25 million coming to  
14 the pot, then we could reconsider any additional funding to the  
15 match? Is that viable or do they get one application and we  
16 make a decision, it's over?

17 MR. ROEHRICH: Mr. Chairman, Mr. Maxwell, they  
18 can have more applications than one. I would only say if you  
19 make a motion to approve, do not add conditions to your motion,  
20 because then that becomes a bigger issue later on if you try to  
21 undo the motion or add to the motion.

22 What I would recommend, if you choose to do a  
23 lesser number, the Board adopts whatever the lesser number is.  
24 You approve that, and then as part of the description of your  
25 decision identify that additional funds could come back in

1 future years if applications of funds become available. Do not  
2 make that part of the motion, because the motion's the legal  
3 part and then that complicates it.

4 MR. MAXWELL: And Floyd, clarification on that.  
5 Would there be any requirement other than them changing the  
6 dates on their thing and resubmitting? There's costs associated  
7 with putting these grants together. So I hate to say no on  
8 something that we do know we may want to consider funding again.

9 MR. ROEHRICH: In this case, they already got the  
10 grant. So to me it's a question of the application. What they  
11 do is -- due date on the application, but I think you would have  
12 to modify it and say we received 3 million before. Now we're  
13 asking for --

14 MR. MAXWELL: Absolutely. Understood that.

15 MR. ROEHRICH: But -- no other part of the RAISE  
16 grant. It's just the application.

17 CHAIRMAN KNIGHT: That's kind of what I was  
18 getting at. They can -- they can put in if at a later date the  
19 fund is increased or we get no further applications, although I  
20 have other -- I've had other rural communities indicate that  
21 they will be applying for the SMART funds. If we allowed  
22 6 million, it would quickly take that away from them, but I  
23 think if we -- if we just do 3, and then if they want to submit  
24 a new application for consideration for an additional amount at  
25 a later date, there's nothing to keep them from doing that. And

1 it's not like -- it's not like a grant where it does cost  
2 considerably to apply for it for the SMART funds. It's a simple  
3 matter of filling out an application, so...

4 Yes. Member Thompson.

5 MR. THOMPSON: Thank you for the discussion. I  
6 think this is a good project. It's justifiable for the amount  
7 that is requested, but we all know under -- realistically, we  
8 only have on 10 million. Therefore, I know that as I stated  
9 earlier, there's other small communities are looking at this,  
10 because they're kind of late in getting the information to them.  
11 That's always the case in any new program. You know, it takes  
12 time to penetrate to the smaller communities.

13 But on the other hand, we have -- you, the board  
14 members, we can't lobby for additional dollars, but certainly we  
15 can demonstrate that we're doing good with the moneys that we  
16 get, and that way I believe that if the Flagstaff MetroPlan and  
17 the City of Flagstaff do what they say going to do and begin  
18 being successful in their plan, this is going to be a leverage  
19 to the Governor as well as to our director here, that we need to  
20 do -- we need to continue this program into the future.

21 So those are my thoughts, and I'll have the  
22 (inaudible) about 4 -- 4 million, but I think believing that  
23 there's got to be consensus, we can do 3.

24 MR. PATANE: Chairman --

25 MR. MAXWELL: And Mr. Chair -- oh.

1 MR. PATANE: Chairman Knight -- excuse me,  
2 Mr. Maxwell. Can I just throw in a couple comments before you  
3 make a motion?

4 See, the reason why Flagstaff is eligible now,  
5 because their grant was from 2022. The actual federal grant  
6 agreement has -- hasn't been executed. Once the grant agreement  
7 is executed, they're no longer eligible for additional SMART  
8 Funding for that grant.

9 MR. MAXWELL: Paul --

10 MS. DANIELS: May I present a comment as well  
11 when there's an opening?

12 CHAIRMAN KNIGHT: Go ahead.

13 MS. DANIELS: Thank you, Chairman.

14 If we wanted to put a cap on the amount of money  
15 that people can apply for, we really should delineate that.  
16 This is a lot of work and effort on behalf of the MPOs, on  
17 behalf of the city. You know, they've spoken on behalf of it.  
18 So I do feel like we're kind of changing the rules. It's, of  
19 course, within our purview to award less than, but I don't know  
20 that we should state as a -- as a caveat that they -- they  
21 qualify for the grant. So even if we wanted it to be for  
22 smaller communities or we wanted the dollar amount to be less,  
23 you know, we can make a determination or a vote based on that,  
24 but I think it's really important that we don't add new rules  
25 halfway through the grant process.



1 CHAIRMAN KNIGHT: Any other comments from the  
2 Board to -- go ahead, Ted.

3 MR. MAXWELL: Chair, I've got one follow-up,  
4 because Paul, you put a twist on some of the conversation.

5 When do they expect this grant to execute?

6 MR. PATANE: I'd have to refer that to the City  
7 of Flagstaff.

8 MR. ROEHRICH: Is there a representative from the  
9 city online who can speak to -- oh, I see -- is that Christine?  
10 Bryce, could you unmute Christine Cameron?

11 WEBEX HOST: Sorry. One second. I have  
12 requested to unmute your line.

13 MS. CAMERON: Yes. Thank you, Chair and Board.

14 We expect a grant agreement to be executed by the  
15 end of the calendar year of 2023.

16 CHAIRMAN KNIGHT: Okay.

17 MR. MAXWELL: Mr. Chair.

18 CHAIRMAN KNIGHT: Yes. Go ahead.

19 MR. MAXWELL: If I could. Thank you.

20 There's obviously a lot of discussion going  
21 around throughout the room on this one. Procedurally, are we  
22 allowed to ask further questions of Christine?

23 MR. ROEHRICH: Mr. Chairman, Mr. Maxwell, yes,  
24 the agenda does say that representatives of the application may  
25 be available for questions.

1 MR. MAXWELL: Okay. So I'm going to ask  
2 Christine. What impact if this board was to award a \$3 million  
3 grant to you today is it going to have on your ability to  
4 execute this program?

5 MS. CAMERON: Sir, I -- it would help us execute  
6 this program. We also have a lot of other concerns and  
7 community needs around Flagstaff and the region regarding, you  
8 know, forest fire and flooding and transportation facilities.  
9 And so, you know, any money that we can get allows us to kind of  
10 put a little bit more relief around the community as a whole.  
11 But yeah, it would be a great benefit. You know, the City would  
12 request the 6 million. You know, it -- anything that can get us  
13 closer to that number would be greatly appreciated.

14 MR. MAXWELL: Mr. Chair, based on that answer,  
15 I'd like to move that we award \$3 million to the City of  
16 Flagstaff as part of the RAISE grant -- or sorry -- of the SMART  
17 Fund grant at this time.

18 MR. THOMPSON: I'll second that.

19 CHAIRMAN KNIGHT: I have a motion from Member  
20 Maxwell, a second from Member Thompson to award the Flagstaff  
21 project 3 million in SMART funds.

22 MR. MAXWELL: Mr. Chair, can I make a further  
23 comment?

24 CHAIRMAN KNIGHT: Yes. Go ahead.

25 MR. MAXWELL: As we've discussed, there's no

1 restrictions or modifications on this, but I would highly  
2 encourage the City to submit a further application for the  
3 funding, but there's no limitations. This is the 3 million,  
4 correct, towards that project is what's as proposed.

5 CHAIRMAN KNIGHT: All right. Any other -- any  
6 other comments or discussion?

7 MR. THOMPSON: I guess the only thing I can add  
8 to it, I know they have a really fine, strategic plan in place,  
9 and I know they'll be timely, and they'll be able to use the  
10 funding within the period that they have scheduled. So I think  
11 that's going to be really big help as we move forward with those  
12 improvements. Thank you very much.

13 CHAIRMAN KNIGHT: Yes. Go ahead. Oh, okay.

14 MR. MAXWELL: Mr. Chair, I would ask one  
15 clarifying thing from the director and the staff is if -- today,  
16 obviously, this execution was a new wrinkle, if it's -- it's  
17 occurred. I'd like to get clarification on if the SMART funds  
18 limit and do actually restrict further -- you know, further  
19 grants coming from us in -- under that program once execution is  
20 secured.

21 MR. ROEHRICH: So Mr. Chairman, Mr. Maxwell,  
22 that's what the director and I were just talking about. She had  
23 advised me that she thinks the language in the actual agreement  
24 with the federal government would limit, once that agreement is  
25 in place, what the funding categories are. If it's not executed

1 until the end of the year, we will have the next fiscal year,  
2 you know, right after July 1st where maybe additional funds  
3 could come in or they could -- the City could come back and ask  
4 for those funds again before the execution of that agreement.  
5 But I do think we need to follow up and agree with that because,  
6 we had not heard -- I personally had not heard that agreement  
7 before, but the director felt that that might be one of the  
8 conditions.

9 MR. MAXWELL: Thank you. Director, Floyd, and  
10 thank you, Mr. Chair.

11 CHAIRMAN KNIGHT: Okay. Any further discussion?

12 All those -- we've got a motion and a second.

13 All those in favor, signify by saying aye.

14 BOARD MEMBERS: Aye.

15 CHAIRMAN KNIGHT: Would you poll the virtual  
16 members, please?

17 MR. ROEHRICH: Board Member Daniels.

18 MS. DANIELS: Aye.

19 MR. ROEHRICH: Board Member Meck.

20 MR. MECK: Aye.

21 MR. ROEHRICH: Board Member Howard.

22 MRS. HOWARD: Aye.

23 MR. ROEHRICH: And with one absent, that motion  
24 carries, Chairman.

25 CHAIRMAN KNIGHT: Thank you.

1 MR. PATANE: Thank you.

2 MR. THOMPSON: Again, thank you to the people in  
3 the audience as well. Thank you for your understanding and  
4 support, being here today.

5 CHAIRMAN KNIGHT: Now we'll move on to Agenda  
6 Item Number 8, state engineer's report with Greg Byres.

7 MR. BYRES: Thank you Mr. Chairman, Board  
8 Members.

9 As far as the state engineer's report goes today,  
10 I'll just kind of go through what we've got for projects. We  
11 have 108 projects under construction worth \$2.1 billion. Six  
12 projects were finalized in March for \$25.5 million. Fiscal year  
13 to date, we've had 54 projects that have finalized. Three  
14 projects did bid this past month, for a total of \$52.7 million.

15 And that is the state engineer's report.

16 CHAIRMAN KNIGHT: Does any member have a  
17 questions for Greg? Hearing none, thank you, Greg.

18 Now we'll move on to -- you're still up. We'll  
19 move on to Item 9.

20 MR. BYRES: Yes. We -- yes, I am. So I will go  
21 on to new constructions contracts. I would like to call to  
22 attention we did include an additional table that we haven't in  
23 the past. This is basically a running total of projects that we  
24 have for the fiscal year. This was at the request of Board  
25 Member Howard. So hopefully this is the information that she

1 was looking for. It does take and show the number of projects  
2 that we bid each month as well as the low bids, the state  
3 estimate and the differences, as well as the percent difference  
4 that we see across each of the different projects.

5 So next slide, please.

6 So I would like to go on to Item 9A. This is a  
7 pavement rehabilitation project on SR-95, Sara Park to I-40.  
8 The low bid was \$18,500,000. State's estimate was \$23,313,967.  
9 It's a difference of \$4,813,967, or 20.6 percent under the State  
10 estimate.

11 The biggest items that we saw in differences here  
12 was the trucking costs were quite a bit less than what was  
13 expected with our estimate, as well as -- this is a twist that  
14 we haven't seen in a while -- the cost of asphalt binder  
15 actually came in under, what we had seen in past months, as well  
16 as the bridge deck overlay was a little bit less than what it's  
17 estimated.

18 So with that, after analyzing the low bid, it  
19 appears that the bid is responsible and responsive, and we  
20 recommend award to Fann Contracting, Inc.

21 CHAIRMAN KNIGHT: Thank you, Greg.

22 This particular project is in my district, so I  
23 would move to award Item 9A to Fann Construction, Inc., as  
24 presented.

25 MR. THOMPSON: Second.

1                   CHAIRMAN KNIGHT: I have a motion from me and a  
2 second from Member Thompson. Any further discussion or any  
3 other discussion?

4                   All those favor signify by saying aye.

5                   BOARD MEMBERS: Aye.

6                   CHAIRMAN KNIGHT: Would you please poll our  
7 virtual members?

8                   MR. ROEHRICH: Board Member Daniels.

9                   MS. DANIELS: Aye.

10                  MR. ROEHRICH: Board Member Meck.

11                  MR. MECK: Aye.

12                  MR. ROEHRICH: Board member Howard.

13                  MRS. HOWARD: Aye.

14                  MR. ROEHRICH: With one member absent, the  
15 motions carries.

16                  CHAIRMAN KNIGHT: Thank you, Floyd.

17                  Go ahead, Greg.

18                  MR. BYRES: Thank you.

19                  Item 9B is another pavement rehab project. This  
20 is on SR-95 from Courtwright Road to Bullhead Park. With this  
21 the low bid was \$26,110,387. State's estimate was \$19,933,890.  
22 This is a difference of \$6,176,497, or 31 percent over the State  
23 estimate.

24                  The biggest items that we had on this was the  
25 cost of milling was much higher. One of the reasons for that is

1 through this stretch there's more than 200 manholes. There's  
2 also 150 turnouts in this section. So, consequently, the  
3 production rate is much slower than what we had anticipated.  
4 The other item that we had is the high cost of aggregate  
5 production from the pits nearby. It -- the aggregate pits in  
6 this area are actually very low on production, so consequently,  
7 there's a little higher cost.

8           After analyzing the low bid, it appears to be a  
9 responsible and responsive bid, and we recommend award to FNF  
10 Construction, Inc.

11           CHAIRMAN KNIGHT: Thank you, Greg. And this -- I  
12 hate to see it come in so far over, but those are very good  
13 explanations. This is also in my district, and I would move to  
14 award Item 9B to FNF Construction as presented.

15           MR. MAXWELL: Second.

16           CHAIRMAN KNIGHT: I have a motion and a second  
17 from Member Maxwell. Any discussion, further discussions from  
18 members?

19           MR. MAXWELL: Mr. Chair, real quick.

20           CHAIRMAN KNIGHT: Go ahead, Ted.

21           MR. MAXWELL: Again, I appreciate the fact that  
22 we've again had nothing come to us with only a single bidder.  
23 So you're doing a good job reaching out, and the estimates -- as  
24 you can tell by the number of issues that we've proved on --  
25 from the PRB, the estimates are -- on the consent, the estimates



1 are getting closer, and this one, yes, this one's over. The  
2 other one's under. I guess we could call it a wash.

3 CHAIRMAN KNIGHT: No further discussion? All  
4 those in -- I have a motion and a second.

5 All those in favor signify by saying aye.

6 BOARD MEMBERS: Aye.

7 CHAIRMAN KNIGHT: Would you please poll our  
8 virtual members?

9 MR. ROEHRICH: Board member Daniels.

10 MS. DANIELS: Aye.

11 MR. ROEHRICH: Board Member Meck.

12 MR. MECK: Aye.

13 MR. ROEHRICH: Board Member Howard.

14 MRS. HOWARD: Aye.

15 MR. ROEHRICH: With one member absent, the motion  
16 carries.

17 CHAIRMAN KNIGHT: Thank you.

18 MR. BYRES: Thank you.

19 CHAIRMAN KNIGHT: Moving on to Agenda Item  
20 No. 10, suggestions from -- do any board members have  
21 suggestions for future agenda items?

22 MR. ROEHRICH: Just a reminder, Mr. Chairman.  
23 Next month's meeting is Friday, May 19th, and it will be at the  
24 Town of Gilbert.

25 CHAIRMAN KNIGHT: Thank you. That being said, we

1 have finished the agenda, all the agenda items, and if there's  
2 no further business for this board, we're adjourned.

3 (Meeting adjourned at 11:52 a.m.)  
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1 STATE OF ARIZONA )  
2 COUNTY OF MARICOPA )           ss.

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BE IT KNOWN that the foregoing proceedings were reported by me, TERESA A. WATSON, Registered Merit Reporter, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and were reduced to written form under my direction; that the foregoing 108 pages constitute a true and accurate transcript of said electronic recording, all done to the best of my skill and ability.

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

DATED at Phoenix, Arizona, this 30th day of July 2023.

  /s/ Teresa A. Watson  

TERESA A. WATSON, RMR  
Certified Reporter  
Certificate No. 50876

**Adjournment**

***Chairman Gary Knight adjourned the State Transportation Board Meeting on April 21, 2023.***

**Meeting adjourned at 11:52 a.m. PST.**

Not Available for Signature

Gary Knight, Chairman  
State Transportation Board

Not Available for Signature

Jennifer Toth, Director  
Arizona Department of Transportation

**STATE TRANSPORTATION STUDY SESSION  
TELEPHONIC/WEBEX ATTENDANCE  
9:00am, June 1, 2023**

**Call to Order**

Chairman Gary Knight called the State Transportation Board Meeting to order at 9:03 a.m.

**Pledge**

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

**Roll Call by Board Secretary, Sherry Garcia**

A quorum of the State Transportation Board was present. **In attendance (via WebEx):** Chairman Gary Knight, Board Member Ted Maxwell, Board Member Jesse Thompson, Board Member Jenn Daniels, Board Member Jenny Howard, Board Member Jackie Meck. **Absent:** Vice Chairman Richard Searle. There were approximately 37 members of the public in the audience on-line and approximately 8 ADOT staff members in person at the ADOT Phoenix Office.

**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  
STATE TRANSPORTATION BOARD  
STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Telephonic and WebEx

June 1, 2023  
9:03 a.m.

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

Perfecta Reporting  
(602) 421-3602

PREPARED FOR:  
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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

6  
7 PARTICIPANTS:

8 Board Members:

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

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CALL TO THE AUDIENCE

SPEAKER:

PAGE:

In-Person Speakers

Allen Kinnison, Vice President, Southern Arizona Leadership Council.....	4
Karen Smith, Rimrock Resident.....	XX
Amber Voight, Phoenix Resident.....	XX

AGENDA ITEMS

Item 1 - FY 2024 - 2028 ADOT Tentative Five-year Transportation Facilities Construction Program - Paul Patane, Division Director, Multimodal Planning Division.....	8
Kristine Ward, Chief Financial Officer.....	7
Item 2 - Suggestions.....	32



1 (Beginning of excerpt.)

2 CHAIRMAN KNIGHT: We'll move on to call to the  
3 audience. This being a virtual meeting only, everyone will be  
4 muted when they're called to the meeting. When your name is  
5 called to provide your comments, you will indicate your presence  
6 by virtually raising your hand and then using your phone keypad.  
7 I believe it's star three in the WebEx application. The WebEx  
8 host will guide you through the unmuting and muting process.

9 Following instructions, I want to remind  
10 everybody that there will be a three minute limit imposed, so  
11 try to keep your remarks to the three minute time frame.

12 So Floyd, if you'll call the first speaker.

13 MR. ROEHRICH: Yes, sir, Mr. Chairman.

14 Mr. Chairman, we have three requests to speak, so we'll start  
15 with the first one. The first one is Mr. Allen Kinnison.

16 Mr. Kinnison, please raise your hand.

17 WEBEX HOST: You are now unmuted, Mr. Kinnison.  
18 You may speak.

19 MR. KINNISON: Chairman Knight and Board Members,  
20 thank you very much for your time. My name is Allen Kinnison.  
21 I'm the vice president of the Southern Arizona Leadership  
22 Council. We are a member-led organization, nearly 150 business  
23 CEOs in Southern Arizona.

24 As a three-year tier two study for the Sonoran  
25 Corridor is about to begin, I want to encourage ADOT and the

1 Board to consider funding the segment of independent utility  
2 between Tucson International Airport and the U of A Tech Park at  
3 Rita Road in years four and five of your upcoming five-year  
4 plan. This segment has by far the greatest near-term benefit to  
5 the Southern Arizona region.

6 The following facts support the timely  
7 development of the corridor:

8 The airport is undergoing a \$1 billion expansion,  
9 which includes a twin parallel commercial runway, which will  
10 greatly expand its capacity. The airport also has over 4,000  
11 acres of undeveloped land undergoing a comprehensive development  
12 plan for commercial and industrial use. Improved access routes  
13 to the airport and airport-based employment centers are  
14 imperative to optimizing this development. In the past two  
15 years alone, logistics and industrial development near the  
16 airport has exceeded 4 million square feet with more in the  
17 works. All of this is within three miles of the recommended  
18 Sonoran Corridor route.

19 The Sonoran Corridor creates a much more  
20 efficient route to the airport from the east and the south. The  
21 unique combination of the corridor, airport improvements and  
22 land development, and the existing Port of Tucson provide an  
23 optimal multimodal freight hub for the state of Arizona.

24 (Indiscernible) when the corridor connects to  
25 I-19, the corridor saves approximately 12 miles, 40 percent, and

1 almost 30 minutes of drive time between El Toro Road on I-19 and  
2 Rita Road on I-10 compared to the current route. Removing 12  
3 miles of travel for 40 percent of freight to and from Mexico has  
4 a measurable impact on fuel consumption, emissions, road wear  
5 and tear and driver safety.

6 Additional benefits include improved local  
7 commuter travel between the communities of Vail, Sahuarita,  
8 Tucson's east side and all of the current and future workforce  
9 around the airport.

10 Proposed commercial and residential development  
11 in the area impacted by the Sonoran Corridor has the potential  
12 to add \$32 billion per year to the gross domestic product of  
13 Pima County. As you develop the five-year plan, I encourage  
14 serious consideration of ways to incorporate funding for the  
15 Sonoran Corridor in years four and five.

16 Thank you so much for your time.

17 CHAIRMAN KNIGHT: Thank you for your comments.  
18 Floyd?

19 MR. ROEHRICH: Our next speaker is Ms. Karen  
20 Smith.

21 Ms. Smith, please raise your hand.

22 WEBEX HOST: Please press star three to raise  
23 your hand. I am not seeing a hand raised at this time.

24 MR. ROEHRICH: Thank you. We'll go on to the  
25 next speaker then, is Ms. Amber Voight.

1 Ms. Voight, please raise your hand.

2 WEBEX HOST: Again, please press star three to  
3 raise your hand and I will unmute your line.

4 MR. ROEHRICH: Hey, Bryce, I just noticed  
5 something. Board Member Jenny Howard is logged in as an  
6 attendee. Could you please move her up as a panelist?

7 WEBEX HOST: Uh-huh. Of course. She is now a  
8 panelist. And I'm not seeing any hands raised at this time.

9 MR. ROEHRICH: I don't see them logged in to the  
10 meeting either.

11 Mr. Chairman, it looks as if the other two  
12 requests have not entered the meeting yet, so that's all the  
13 requests that I have received to speak.

14 CHAIRMAN KNIGHT: Thank you, Floyd.

15 That being said, we'll move on to Item No. 1, the  
16 fiscal year 2024 to 2028 ADOT Tentative Five-Year Transportation  
17 Facilities and Constructions Program, and I believe this is --  
18 this, of course, is for information and discussion only. I see  
19 Kristine is anxious to get started. So it's -- this information  
20 will be provided by, according to the agenda, Kristine and Paul  
21 Patane.

22 Go ahead, Kristine. You've got it.

23 MS. WARD: Thank you, Chairman Knight. I am  
24 appreciative or happy to say that Paul will be doing most of  
25 this presentation, because I have very little to report. I

1 provided you an update on February 2nd about the financials that  
2 support the '24 to '28 five-year program, and those financials,  
3 subsequently I've been reporting to you each month on the status  
4 of how we progress on those forecasts. And as you'll recall,  
5 each -- at this point, we are running right according to  
6 forecast, and we see no reason to adjust those financials, those  
7 forecasts. So the forecast that you were presented in -- on  
8 February 2nd are the same, and so we can proceed from that  
9 financial base.

10 I have nothing further to report. I'd be happy  
11 to take any questions.

12 Sir, I think you're on mute or --

13 CHAIRMAN KNIGHT: I'm sorry. Any questions from  
14 board members for Kristine?

15 Hearing none. The floor is all yours, Paul.

16 MR. PATANE: Good morning, Chairman Knight, and  
17 thank you, and good morning, Board Members. Thanks for the  
18 opportunity to provide you an update on the Tentative Five-Year  
19 Program.

20 Next slide, please.

21 So before we get into the changes in the program,  
22 I wanted to just provide a little bit of background and some of  
23 the programming considerations that we take into account as we  
24 build and construct it with the new program. As Kristine  
25 mentioned earlier, you know, our -- the five-year program, it

1 is -- a fiscally constrained document is required by law, is  
2 fiscal constraint. The next -- it's fiscally constrained over  
3 the five-year program.

4           The next item is the project budgets, and one of  
5 the key factors is that the year of expenditure, because when we  
6 build the new program, the -- you know, we -- it's important  
7 that we -- our estimate does take into account, you know, the  
8 future years when the project will happen. Because typically,  
9 we're adding projects to the -- you know, the third, fourth and  
10 fifth year of the program. And so it's important that we take  
11 into account and try to address that inflation.

12           Next is the Construction Cost Index, and we've  
13 shown that and gone over it a couple times in previous meetings.  
14 So it's important that we continue to monitor, you know, the  
15 construction costs and see how that impacts projects. And you  
16 know, especially when we -- you know, changes in treatment type.  
17 One thing when we -- when we program our -- especially our  
18 rehabilitation projects, they're typically -- they get added to  
19 the fourth and fifth year of the program. And so,  
20 unfortunately, over time, you know, the pavement condition made  
21 worse, causing us to have to, you know, come up with a different  
22 type of treatment, and at the end of the day that potentially  
23 does increase project cost as well.

24           Then we have what we call, you know, project  
25 complexities. This is when we run into issues, you know,

1 unforeseen conditions that need to be mitigated as part of the  
2 project, and those can vary from (indiscernible) acquisition to  
3 environmental constraints that we will find out as we develop  
4 the project more and more. Because when we start the project,  
5 you know, when you typically start with the scoping document, as  
6 you move along, the design process, you know, our estimates get  
7 better and better, because there's less risk associated as you  
8 move further along in final design.

9           Then last we have project readiness and  
10 constructability, making sure that, you know, we get all the  
11 clearances that we're required to have, for the types of  
12 clearances before we can advertise the project. Yet typically  
13 environmental plans, the materials, clearance, along with right  
14 of way and clearance. Thank you.

15           Then, you know, all that is kind of how we -- you  
16 know, we kind of come up with how we prioritize and establish  
17 risks associated with each project. And then that's  
18 (indiscernible) build the programs.

19           Next slide, please.

20           And so this is the most current Construction Cost  
21 Index as of May 1st, 2023. As you can see, the prices continue  
22 to rise. There is a little bit less increase of 19 percent from  
23 the preceding year, but the (indiscernible) still show some  
24 positive slope, and we don't get an increase in cost.

25           Next slide.

1           Then as Kristine also alluded earlier, these are  
2 the financials and how we built the program. Those have -- as  
3 mentioned, those have not changed since February, but I thought  
4 it was important to share this slide (indiscernible) built the  
5 program with these amounts.

6           Next slide, please.

7           And so here is what the tentative program was in  
8 February for Greater Arizona, which shows the dollar amounts  
9 for -- the green is preservation. The red is modernization. We  
10 have the state -- purple, statewide project development.  
11 Statewide planning is the yellow. In blue is the expansion for  
12 Greater Arizona.

13          Next slide, please.

14          And so if you have the opportunity to compare the  
15 two slides, one previous and this one, you can see that the  
16 overall dollar amount did not change (indiscernible) moving  
17 forward. For example, in fiscal year '24, we have 804 million  
18 for Greater Arizona, but what did change is the distributions.  
19 They did change a little bit as far as the amount in  
20 preservation. Modernization also did increase by approximately  
21 (indiscernible) million, followed up with statewide project  
22 development and expansion did decrease by close to 60 million.

23          Any questions on these two, these last two  
24 slides?

25          CHAIRMAN KNIGHT: Paul, could you just remind us



1 what the -- what the level of funding is required just to  
2 maintain -- for pavement preservation, just to maintain the  
3 system at its present level?

4 MR. PATANE: I think -- I can't recall. I'm  
5 sorry, Chairman Knight. I can't recall the number, but -- yeah.  
6 The number that's probably in my mind is in excess of  
7 \$300 million to maintain the systems to current condition.

8 CHAIRMAN KNIGHT: Yeah. I think -- I think in  
9 the past it's been 350 or a little above, like, but I just -- I  
10 wonder -- that number has to be steadily climbing with inflation  
11 and the cost of -- the cost of projects have -- that have been  
12 going up. I would think that probably the cost just to maintain  
13 is -- has going up from what we've seen in the past couple of  
14 five-year project that -- that you've reported on in the past.  
15 It seems like it was around 350 million and somewhere in that  
16 neighborhood, but I would suspect it's gone up just due to  
17 inflation.

18 MR. PATANE: No. We definitely can follow up  
19 with the slide that we had from the previous board meeting that  
20 kind of depicts the dollars needed to maintain current  
21 conditions.

22 CHAIRMAN KNIGHT: Yeah, because in the past  
23 there's been a line across the graph that -- across the bars  
24 that has indicated what's needed just to maintain the present  
25 status quo, which isn't particularly good, but at least we know,

1 you know, when we're -- out of what years we're able to spend  
2 more and maybe get ahead of the curve.

3 MR. PATANE: No, I completely agree, Chairman  
4 Knight. And as you can see, our commitment to preservation,  
5 that is quite substantial in this program, and, you know, the  
6 key here is, you know, to make sure we invest in -- as much as  
7 we can in pavement rehabilitation and our life extension  
8 projects to maximize the service life (indiscernible). But --

9 CHAIRMAN KNIGHT: If you could kind of come up  
10 with the -- what the number is now just to maintain the -- so we  
11 can know whether we're above or below that number, and I would  
12 imagine it's probably a moving target from year to year, but it  
13 is nice when we're looking at these graphs to know, okay, how  
14 does this compare with what we absolutely have to have just to  
15 maintain the status quo?

16 MR. PATANE: And thank you for your comments,  
17 Chairman Knight, and we can make sure we have that for the June  
18 Board meeting.

19 MR. MAXWELL: Chairman Knight.

20 CHAIRMAN KNIGHT: Thank you.

21 MR. MAXWELL: Chairman Knight.

22 CHAIRMAN KNIGHT: Yes, Ted.

23 MR. MAXWELL: Yeah. Greg Byers has his hand up,  
24 the virtual hand, I should say, and I don't know if he wants to  
25 add to this conversation as well.

1                   CHAIRMAN KNIGHT: Oh, yeah. He's off the -- he's  
2 off my -- he's off my screen a little bit. Go ahead, Greg.

3                   MR. BYRES: Thank you, Mr. Chairman, Board  
4 Members. We have had that steady amount at 320 million for  
5 preservation. That came out of the current Long Range  
6 Transportation Plan, but yet we have failed to hit that amount  
7 over several years. So it has grown. The last time that we  
8 actually reran the numbers, we were up at \$380 million, and that  
9 was several years ago. We're now up somewhere at about  
10 420 million, and that is to just maintain the existing system as  
11 it is today. So that number is hitting right in that  
12 420 million range.

13                  CHAIRMAN KNIGHT: Thank you, Greg. That was --  
14 that's kind of what I was getting at, that it's definitely a  
15 moving target, and it's moving in the wrong -- it's moving up,  
16 and so to keep up with that, and it looks like, you know, in  
17 this five-year plan, we're doing well in 2025, 2026, up to 2028.  
18 We've got well over that, but 2025, when we get there, it may be  
19 real close to just what it takes to stay even the way the --  
20 unless the inflation slows down.

21                   Go ahead, Paul.

22                   Do any other board members have questions at this  
23 time?

24                   Okay, Paul. Thank you.

25                   MR. PATANE: Thank you, Chairman Knight.

1           So the next slide talks about the changes from  
2 the tentative to the final. These are kind of the categories of  
3 the changes. So the first one is advanced, is when we move a  
4 project phase to an earlier year based on funding availability,  
5 needs to the system, because when we develop projects, you know,  
6 we have all the different phases. We have -- we typically start  
7 with the -- with the design phase. Then we have a -- it's the  
8 (indiscernible) and construction phase, the OMC, and we have  
9 utility and right-of-way phases.

10           And so when we take these green -- the PPAC  
11 action items, if you notice on those forms, that they all fall  
12 into different phases. Some of those requested changes are  
13 either design, construction process or right-of-way  
14 (indiscernible).

15           The next is deferred, is when we -- some projects  
16 may be deferred out of the five-year program if there's  
17 insufficient funding or higher priorities. Then a lot of times  
18 in some cases, we have to move the project to a later year.  
19 Then we have where in some cases where the project's deleted.  
20 We remove the project from the five-year program until either  
21 the scope is, you know, clarified that we do have a solid  
22 scope/schedule (indiscernible). This is important when we put  
23 projects in the program that we do have a plan, scope, schedule  
24 and budget as we move forward.

25           Then increased is when cost of one or more of the

1 project phases due to the need for additional design work,  
2 construction cost increases, et cetera. That's where the  
3 funding is increased.

4 Then we have new projects. There's cases where  
5 we were adding new projects to the program. Then there's also  
6 cases where the project budget is reduced and decreasing cost  
7 (indiscernible) variety of reasons. Could be scope reductions  
8 or just depending on the market. In some cases the market may  
9 also facilitate/reduce construction costs.

10 Any questions on the categories here?

11 CHAIRMAN KNIGHT: Questions from any board  
12 member?

13 MR. PATANE: Next slide, please.

14 CHAIRMAN KNIGHT: Go ahead, Paul.

15 MR. PATANE: So what we have here is the list of  
16 new projects that have been added to the program. Well, we've  
17 added 35 new projects totaling approximately 205 million, and  
18 the majority of these projects are pavement related that we were  
19 able to move up in the program for various reasons, such as the  
20 legislative appropriations provided additional funding in order  
21 to move up some of the projects.

22 Any questions on the new projects being added?

23 CHAIRMAN KNIGHT: Any questions for Paul? I  
24 don't see any, Paul.

25 MR. PATANE: Okay. Next slide, please.

1           So here's some more additional projects being  
2 added and -- and this and the previous slide, you know, did have  
3 (indiscernible) consisted of additional 40 million we're going  
4 to use for spot improvements. As you recall, we took the board  
5 action in the '23-'27 program to add approximately 50 million of  
6 spot repair projects, and the agency committed to 90 million.  
7 So this is the other \$40 million that we're allocating toward  
8 pavements spot improvements in different areas throughout the  
9 northern region.

10           But also, we added some -- where it talks about  
11 the -- go back one, Floyd. Random OSB, random work projects.  
12 Those are local projects where they were successful in getting  
13 bridge funding, off-system bridge funding to make those repairs.

14           And when we -- when we built the tentative  
15 program, these -- some of these projects weren't awarded yet,  
16 such as these off-system bridge projects. They were not awarded  
17 to the locals as -- when we developed the tentative program. So  
18 when we did build the program, at some point you've got to stop  
19 everything that we're reviewing it and build the program, but  
20 then once you build the program, the changes continue to happen,  
21 and that's how we get to where we are today with the revised  
22 (indiscernible).

23           So the next slide shows we were able to advance  
24 projects. We're able to advance 19 projects, mostly designed  
25 for the larger pavement and rehabilitation projects programmed

1 in 2026 and 2027. As you can see, many of the pavement projects  
2 are quite large, ranging from 8 million to 50 million. In  
3 addition, we were able to -- using I believe the CRP (phonetic)  
4 funding to advance a couple of LED lighting projects as well  
5 within the program.

6 Any questions on the advanced budgets?

7 CHAIRMAN KNIGHT: Any questions for Paul?

8 Go ahead, Paul.

9 MR. PATANE: Thank you, Chairman Knight.

10 Next we have where we've deleted -- deleted,  
11 deleted projects. Excuse me. We have a total of 16 projects  
12 that were deleted totaling approximately \$76 million. This  
13 includes some of the truck parking projects.

14 What we've done there is we've replaced some of  
15 these individual projects to where we want to bundle them into  
16 one bigger project. It is -- after some internal discussions,  
17 we felt we could get a better price and a better project if we  
18 bundle them and went with what we call an alternative delivery  
19 method on these truck parking projects.

20 And if you look at page -- I believe it's page 64  
21 of the revised program that I believe you have a copy of, it  
22 shows where we're combining on the projects at I-17 and I-40  
23 into one project and to deliver those. And once we complete the  
24 truck parking plan, (indiscernible) should be completed  
25 within -- I believe sometime in late winter, early spring of

1 '24.

2 We're going to be able to kind of, like,  
3 reshuffle the priorities within the truck parking, because also  
4 as part of the program, we developed a subprogram. So we put  
5 that money -- there's a dedicated subprogram for truck parking.  
6 So that money is still there, but currently we're only going to  
7 use -- I believe it's 18 million to get the projects going on  
8 I-17 and I-40.

9 For this alternative delivery method, the key  
10 behind that is we'll be able to start construction earlier  
11 versus the traditional in design/build/bid (indiscernible)  
12 design/bid/build method.

13 Any questions on the deleted projects?

14 CHAIRMAN KNIGHT: Any questions from the Board?

15 Paul, I don't see any.

16 MR. PATANE: I've got one final comment on --

17 MR. THOMPSON: Can I --

18 CHAIRMAN KNIGHT: Yes, Jesse. Go ahead.

19 MR. THOMPSON: Paul, I know that the people that  
20 initiate these proposals, sometimes they -- they're a surprise  
21 to them. Now, in this case, were all these stakeholders  
22 properly notified?

23 MR. PATANE: Chairman Knight, Board Member  
24 Thompson, no, there was no additional outreach to the specific  
25 area if a project was deleted.



1 MR. THOMPSON: Do we still have time to do that?

2 MR. PATANE: Yes, we can.

3 MR. THOMPSON: Your response again, Paul?

4 MR. PATANE: Chairman Knight, Board Member  
5 Thompson, Yes, sir, we can do the additional outreach needed to  
6 inform the stakeholders of the region that we're deleting these  
7 projects.

8 MR. THOMPSON: Okay. Appreciate that. Thanks,  
9 Chairman and Paul.

10 MR. ROEHRICH: (Indiscernible) reiterate  
11 (indiscernible) you're moving those into lump sums -- you're  
12 still delivering these projects, right?

13 MR. PATANE: Well --

14 UNIDENTIFIED SPEAKER: Truck parking ones?

15 MR. PATANE: The truck parking ones, we are.

16 UNIDENTIFIED SPEAKER: Yeah.

17 MR. ROEHRICH: Right.

18 MR. PATANE: Then just one comment on -- there's  
19 a -- towards the bottom there, there's a port of entry, projects  
20 that are being deleted, and that was an error. Those projects  
21 will be put back in the program.

22 CHAIRMAN KNIGHT: Any other questions for Paul?

23 Okay, Paul. I don't see anybody else. Go ahead.

24 MR. PATANE: Okay. Next we have the deferred  
25 projects. (Indiscernible) additional categories, deferred,

1 increase and reduced projects. We deferred five projects  
2 totaling about 13 and a half million (indiscernible) five years  
3 covered by the program, and this is (indiscernible) to address  
4 the higher priorities such as pavement preservation and  
5 rehabilitation. Then we have the increased project cost of  
6 north of Paulden and the Climate Adaptability Study.

7 This is followed up by other reduced projects.  
8 We have five projects totaling 18 and a half million that was  
9 reduced in the program. Then as far as increased projects, as I  
10 mentioned earlier, those were totaling 550,000.

11 Any questions on these three categories, the  
12 changes?

13 CHAIRMAN KNIGHT: Any questions for Paul?

14 Paul, I don't see any. Go ahead.

15 MR. PATANE: So the next slide, just an overall  
16 summary of the changes from the tentative to the final. As you  
17 can see, the majority of the changes, we added 38 new projects  
18 totaling in excess of 205 million. This is followed up by the  
19 projects that were deleted in '16 totaling a little over  
20 76 million, with the remaining reduced, deferred, then advanced.

21 Any questions or comments on this study?

22 CHAIRMAN KNIGHT: Paul, I don't see any.

23 MR. PATANE: Thank you, Chairman.

24 Before I get into the summary of the public  
25 comments, I just want to, you know, open it up for questions on

1 any of the changes, anything we covered so far the -- about --  
2 regarding the proposed final program.

3           Okay. Moving on to the summary of the public  
4 comments received to date. The public comment period ends --  
5 actually ends today, on June 1st. So public involvement efforts  
6 by the ADOT community relations, this is a recap of the delivery  
7 methods that we use. We used two news releases, three  
8 government delivery notices, multiple social media posts,  
9 Facebook, Twitter, Nextdoor. We have our ADOT website, media  
10 articles written for ADOT news releases, along with the digital  
11 print ad in the *Arizona Republic* main news on May 12th.

12           So to dates -- the numbers have changed a little  
13 bit, but as of (indiscernible) presentation, we've had 900  
14 comments, 850 -- 849 online comments, received 50 by e-mail.  
15 Then 15 comments were presented at the May 19th public hearing.

16           Next slide, please.

17           Next we have comments by mode. You know, we had  
18 825 comments related to State Highways, 30 related to rail and  
19 transit, and we had 5 comments related to airport.

20           Some of the major themes of the comments  
21 include -- you know, three of them were pavement condition  
22 related on SR-260, I-17 and I-40. A lot of those comments were  
23 because of payment condition. Then we had 165 comments related  
24 to I-10 at Jackrabbit Road, the interchange. We had 80 comments  
25 related to SR-347 regarding the widening of 347 and congestion

1 of Riggs Road. Also, we had 48 comments on I-10 on the Pima  
2 County/Benson area for congestion and access. Then we had 31  
3 comments related to the widening of I-10 from the Loop 202 to  
4 Casa Grande, the final section.

5 So I know these next couple slides are busy, but  
6 I think it's important that we share with you and also those  
7 who -- because this is public information, those who go on the  
8 website and look at this information, the kind of reaction that  
9 we're taking to address some of these concerns expressed by the  
10 public, especially on the SR-260, the pavement, Payson through  
11 the mountain areas, though we are -- the Lion Springs widening  
12 that was part of the program, we also added the life extension  
13 program from Overgaard to Campland Road, 6.9 miles.

14 And we added Knottingham Lane to Milepost 357,  
15 Pinetop/Lakeside. It's 11 miles of rehab, rehabilitation.

16 Then we have the Penrod Lane to Buck Springs  
17 Road, mill and replace with the spot locations, 1.2 miles.  
18 Additionally, there was 4.2 million in the legislative -- use of  
19 that legislative appropriation to improve SR-260 in Navajo  
20 County.

21 So I know, you know, some of that 50 million was  
22 dedicated to do some spot repairs in this area. So those spot  
23 repairs will happen in addition to, because these projects are  
24 later in the program, and depending on the pavement condition,  
25 we intend to rehab these various (indiscernible).

1 Any questions on 260 as far as what are our plan  
2 moving forward is?

3 CHAIRMAN KNIGHT: Any questions for Paul?

4 Go ahead, Paul.

5 MR. PATANE: One second. Excuse me.

6 Next we have the I-10, the Jackrabbit Road. The  
7 Interchange is programmed for construction in FY 2024. Also in  
8 FY 2024, the State Legislature appropriating 5 million to design  
9 the interchange. So (indiscernible) look on that year of  
10 construction, because the design (indiscernible). So we'll  
11 follow up with the design and construction for Jackrabbit Road.

12 We have -- next comments was on -- related to  
13 347, and some of the items going on there we've got planned are  
14 the West Juan Street to I-10. That's 13.3 miles of pavement  
15 preservation in FY 27.

16 (Indiscernible) the I-10 to city of Maricopa  
17 widening is in the current program.

18 Riggs Road overpass is generally in the program  
19 for FY '23.

20 Programmed for construction in FY '25, SR-238 to  
21 Maricopa City limits is currently in the program for FY 2023  
22 construction.

23 And also, there was a legislative redistribution  
24 for 10 million to Maricopa to design and construct SR-238 and or  
25 347 improvements.

1 Any comments?

2 MR. MAXWELL: Mr. Chair, this is Ted. I've got a  
3 question.

4 CHAIRMAN KNIGHT: Go ahead Ted.

5 MR. MAXWELL: Yeah. Mr. Chair, Paul, thanks for  
6 the -- for the update on this one. I've got a question  
7 regarding the State Legislature's redistribution of 10 million.  
8 Obviously we've heard a lot about 347. It's an area of concern  
9 to the residents down there in the city of Maricopa. It seems  
10 pretty broad on the definition what they can do with that  
11 10 million. Is there an -- is there any requirements for the  
12 design and construct, or is it more a design and/or construct?  
13 Because I'm not sure how far 10 million is going to go on what  
14 improvements they might want to recognize, and I'm just trying  
15 to ensure that the State Transportation Board is not  
16 (indiscernible) where we're obligated to help continue that to  
17 finality in the five-year plan where we may not have the funds  
18 to do so.

19 MR. PATANE: At this time I'm uncertain how the  
20 10 million will be used. Okay? Board Member -- Chairman  
21 Knight, Board Member Maxwell. And so I know there's a lot of  
22 activity along 347 as far as what's being -- what's being put in  
23 the program. And so we'll -- I'll have to provide you an update  
24 at the June meeting on the plan moving forward on this.

25 MR. MAXWELL: Mr. Chair, one quick follow-up. Is

1 that something that the 10 million is specifically assigned to  
2 Maricopa, the town, to make the design and construction or to  
3 make the determinations? I just -- because it's an add-on, just  
4 kind of like as an (indiscernible) I just want to get a better  
5 sense. Is that in the five-year plan and that process or is it  
6 just something to be aware of going forward?

7 CHAIRMAN KNIGHT: I believe Greg may have an  
8 answer for you.

9 Go ahead. Go ahead, Greg.

10 MR. BYRES: Thank you, Mr. Chairman, Board Member  
11 Maxwell. The legislative appropriation or the redistribution  
12 doesn't necessarily take effect until July 1. So as we get to  
13 that point, we'll be bringing forward more details for this  
14 distribution to the Board. So as that -- as that kind of plays  
15 out, there's still some time in there that we need to define  
16 exactly what that is. We'll be working with the town and trying  
17 to put that together.

18 MR. MAXWELL: Thank you, Mr. -- thank you, Greg,  
19 Paul.

20 CHAIRMAN KNIGHT: Any other questions for Paul?  
21 Paul, I don't -- I don't see any.

22 MR. PATANE: Okay. Thank you, Chairman Knight.  
23 Next slide, please.

24 And so the other areas related to I-10, Pima  
25 County, Benson, congestion/access. So what we have going there

1 is the Country Club, I-10 and the Country Club to Kino general  
2 purpose lanes and interchanges are programmed for 2024-26. We  
3 have the Alvernon to Valencia widening. That's programmed for  
4 '25 and '26. And also, (indiscernible) of the climbing lane for  
5 the westbound direction between SR-80 and SR-90, will be  
6 programmed in 2024.

7 Then as far as I-17, pavement conditions, I'm  
8 glad to say that the project south of Flagstaff, that has  
9 resumed, and so they're completing -- we're shut down for the  
10 winter season, but things are -- construction has commenced.

11 And so the -- additionally, on I-17 from SR-74 to  
12 Anthem Way, that project is programmed in FY '25 construction,  
13 and we have a mill and replace at the following locations. That  
14 was approved by the Board in April. So those were some of the  
15 spot conditions in that part of the I-17 (indiscernible).

16 Then as far as the I-10, the Phoenix to Casa  
17 Grande widening, (indiscernible) that project is moving forward.  
18 You got Gila River Bridge currently programmed for FY '23  
19 construction. We have the Ridge Road to SR-387 programmed for  
20 the right-of-way in '24 and construction in FY '25. Also, there  
21 was a legislative appropriation, 89 million for FY '24 for  
22 Chandler to Casa Grande segment.

23 I don't want to put Greg on the spot, but was it  
24 89 -- because the 89 million is really not new money, is my  
25 understanding, Greg?



1 UNIDENTIFIED SPEAKER: So I can speak.

2 MR. PATANE: Okay. Thank you.

3 UNIDENTIFIED SPEAKER: All right. So right now  
4 we have -- we currently have 87 million that is in the five-year  
5 program going to I-10. The Legislature appropriated 89 million  
6 to be able to make the five-year program whole. So we will be  
7 moving some of the 87 million that's already allocated and  
8 putting them -- the new 89 million in.

9 So it's basically a swap of funding. We'll be  
10 putting the 87 million or -- it will actually be a little less  
11 than that, because we have to make up some difference of  
12 33 million for the Riggs TI, and then we -- we'll be coming back  
13 to the Board to move some of that into the pavement preservation  
14 subprogram.

15 CHAIRMAN KNIGHT: Any questions from the Board?

16 Chairman Knight, Board Members, there's still  
17 (indiscernible) shortfall where our plan is still moving forward  
18 going further in the MEGA grants.

19 Okay. Next slide, please.

20 And so we've had a lot of comments relating to  
21 I-40 payment conditions, you know, over the past year, and so  
22 I'm really glad to say there's a lot programmed in for this  
23 area, and so a couple of bigger projects are Needle Mountain to  
24 Lake Havasu pavement rehab. You've got Fort Rock to Markham  
25 Wash pavement. Then Holy Moses -- excuse me -- Holy Moses

1 Washed to Rattlesnake Wash. Those are all programmed in '24 and  
2 '25.

3 So you can see there's a list of several  
4 projects. Then also on the bulleted list (indiscernible)  
5 locations that were approved as part of the April board meeting.

6 And then also, we received considerable comments  
7 related to the regional freeway system, and what we do there is  
8 we share those comments with MAG, because they are the lead  
9 agency, and we, you know, share those with them. Then we  
10 address (indiscernible) they have any comments as well?

11 Any questions on I-40?

12 CHAIRMAN KNIGHT: Any questions from the Board?

13 Guess not, Paul.

14 MR. PATANE: That concludes my presentation,  
15 Chairman Knight.

16 CHAIRMAN KNIGHT: Thank you.

17 Are there any questions at all from the Board on  
18 the FY 2024 --

19 MR. THOMPSON: Chairman.

20 CHAIRMAN KNIGHT: -- '28 Transportation  
21 Facilities Construction Program?

22 MR. THOMPSON: Chairman Knight.

23 CHAIRMAN KNIGHT: Yes. Go ahead, Jesse.

24 MR. THOMPSON: First of all, I'd like to extend  
25 my appreciation to Paul regarding presenting the status of the

1 project on SR-260. There was some officials on that area that  
2 question -- had some questions on that, and I'm glad you were  
3 able to clarify that.

4 The other thing is that what responsibility do we  
5 have or ADOT have in -- for projects that are non-state highway?  
6 For instance, there was a dirt road that was sometimes back,  
7 (indiscernible) I believe a million or a little over that that  
8 was appropriated for that dirt road. Do we have any  
9 responsibility for that if it's related to transportation?

10 (Inaudible crosstalk.)

11 MR. PATANE: Okay. Chairman Knight, Board Member  
12 Thompson, on the local projects, the way the appropriations,  
13 they were directed -- what we do is called a pass-through where  
14 the funding does come to ADOT, but then we use an  
15 intergovernmental (indiscernible) to transfer that money  
16 directly to the public agency. And I believe Greg has  
17 (indiscernible).

18 MR. ROEHRICH: Go ahead, Greg.

19 MR. BYRES: So Mr. Chairman, Board Member  
20 Knight -- or Thompson, when it comes to as far as the -- our  
21 responsibility, our responsibility is for our system and  
22 anything within our right-of-way. So consequently, any of these  
23 appropriations that come through, as Paul just stated, those are  
24 pass-throughs. So we basically -- the money is appropriated  
25 through ADOT. ADOT then distributes those funds out to the

1 local agencies that they are intended for. That is pretty much  
2 the only responsibility that we have for that kind of funding.

3 MR. THOMPSON: Okay. Thank you for that  
4 clarification. I have a better understanding of that now.  
5 Thank you, Greg and Paul and also Chairman. Thank you.

6 CHAIRMAN KNIGHT: You bet, Jesse.

7 Are there any questions from any board members  
8 for Paul or Kristine on the presentation?

9 MR. ROEHRICH: (Indiscernible.)

10 So Mr. Chairman, this is Floyd. Just to kind of  
11 quick talking about the next steps. This study session was for  
12 staff to present the changes, the modifications of the five-year  
13 program, gather any comments or input from the Board. The next  
14 step is on the June 16th meeting, we will present the final  
15 program for the Board adoption, and then at that time it will be  
16 posted. It'll be -- the letter of adoption will be sent to the  
17 Governor, and then it will take effect July 1st. So we will  
18 bring back this item to the Board on the June 16th meeting  
19 asking for adoption of the final five-year program.

20 CHAIRMAN KNIGHT: Thank you, Floyd. And have  
21 either of the two people that called in -- or they wanted to  
22 call in for call the audience, have they -- have they joined the  
23 meeting?

24 MR. ROEHRICH: Mr. Chairman, this is Floyd.  
25 Let's go ahead and open up all of the (indiscernible) and I'll

1 call their names again and see if they raise their hand.

2 So we'll start again with Ms. Karen Smith.

3 Ms. Smith, if you're there, please raise your hand.

4 WEBEX HOST: As a reminder, please press star  
5 three to raise your hand and I will unmute your line.

6 MR. ROEHRICH: I don't see a hand.

7 So the next one would be Ms. Amber Voight.

8 Ms. Voight, please raise your hand.

9 WEBEX HOST: Again, please press star three to  
10 raise your hand. I am not getting either of them on the list  
11 right now, Floyd.

12 MR. ROEHRICH: Thank you, Bryce.

13 Mr. Chairman, it does not look as if they entered  
14 the meeting.

15 CHAIRMAN KNIGHT: Thank you, Floyd.

16 Then we'll move on to Item No. 2 on the agenda,  
17 which is suggestions. Do any board members have suggestions for  
18 future agenda items at this time?

19 Seeing none and having covered all of the agenda  
20 items --

21 MR. ROEHRICH: Mr. Chairman. Mr. Chairman.

22 CHAIRMAN KNIGHT: Yes.

23 MR. ROEHRICH: One second please. Paul, go  
24 ahead.

25 MR. PATANE: I just want to, you know, take the

1 opportunity to recognize staff, because a lot of times, you  
2 know, you only see me, but I've got some key staff here that  
3 really are the ones who are building the program and crunching  
4 the numbers.

5           And so first, I want to just recognize Clem  
6 Ligocki. He's over the planning and programming section. Then  
7 we have Lisa Danka here. She's been the programming manager,  
8 and she's the really the key and the glue that puts the program  
9 together. Then we have -- behind me, (indiscernible) Lynn  
10 Sugiyama. He's just been with -- involved with the Board and  
11 the programming for over 20 years. And so he just a boots on  
12 the ground type. Then also online is Matthew Munden. He's the  
13 senior division administrator for aeronautics, and he's the one  
14 who is key into developing the Airport Capital Improvement  
15 Program. So just wanted to take a quick minute to recognize.

16           And also, Bret Anderson was key, you know,  
17 because we had all new staff developing the program this year,  
18 and Bret -- a lot of you may be familiar with Bret Anderson, who  
19 was -- who built the program for the last 10 to 15 years, and  
20 he -- good for Bret, he got a promotion, but he left me hanging,  
21 and so -- but he was instrumental --

22           MR. ROEHRICH: At least 'til Lisa got there.  
23 Then she got you back on track.

24           MR. PATANE: Yes. Thank you, Chairman, Board  
25 Members for that opportunity.

1                   CHAIRMAN KNIGHT: Thank you, Paul.

2                   And that goes without saying that we certainly  
3 realize that there are a lot of -- there's a lot of work in each  
4 one of these five-year plans every year, and there are a lot  
5 of -- a lot of people behind the scenes that we don't get to see  
6 on the screen and like to thank them very much for all the hard  
7 work. It's got to be quite consuming with all the stats and,  
8 and of course, I know you guys don't come up with this  
9 without -- without a lot of behind the scenes people supplying  
10 you with the information and numbers and -- and we appreciate  
11 all of you.

12                   Any other comments from the Board?

13                   Hearing none and having --

14                   MR. THOMPSON: Chairman.

15                   CHAIRMAN KNIGHT: Yes.

16                   MR. THOMPSON: Chairman, I'd also like to say  
17 that I do appreciate the staff, and over the years I've seen a  
18 lot of some improvement in the way the plans are put together,  
19 and we've been -- I think the staff has been great at keeping us  
20 informed on the projects and also the program. So again, thank  
21 you to each one of them that are out there. So thank you,  
22 Chairman.

23                   CHAIRMAN KNIGHT: Thank you. Jesse.

24                   Any other comments from the Board? Hearing none  
25 and having completed this -- all the items on this agenda, we

1 are adjourned.

2 (Meeting adjourned at 10:05 a.m.)

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

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BE IT KNOWN that the foregoing proceedings were reported by me, TERESA A. WATSON, Registered Merit Reporter, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and were reduced to written form under my direction; that the foregoing 35 pages constitute a true and accurate transcript of said electronic recording, all done to the best of my skill and ability.

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

DATED at Phoenix, Arizona, this 30th day of July 2023.

          /s/ Teresa A. Watson          

TERESA A. WATSON, RMR  
 Certified Reporter  
 Certificate No. 50876

**Adjournment**

***Chairman Gary Knight adjourned the State Transportation Study Session on June 1, 2023.***

**Meeting adjourned at 10:05 a.m. PST.**

Not Available for Signature

Gary Knight, Chairman  
State Transportation Board

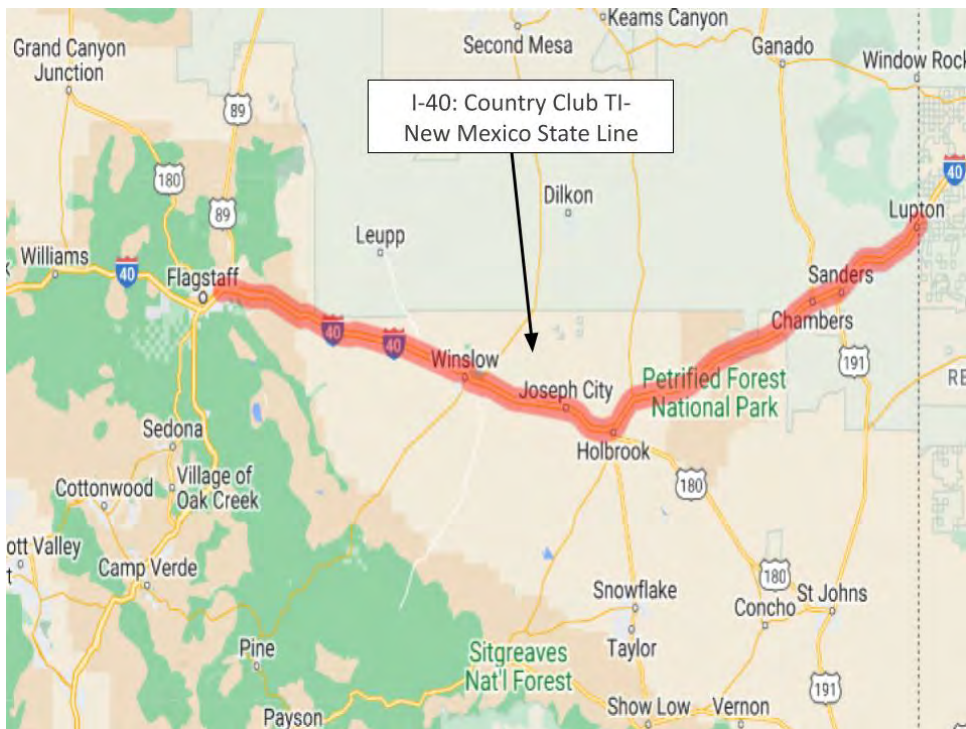
Not Available for Signature

Jennifer Toth, Director  
Arizona Department of Transportation

**PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION**

*ITEM 6a.	<b>Route &amp; N</b>	I-40 @ MP 195.0
	<b>Project Nar</b>	COUNTRY CLUB TI - NM STATE LINE
	<b>Type of Wo</b>	BROADBAND INFRASTRUCTURE
	<b>Coun</b>	Navajo
	<b>Distri</b>	Northcentral
	<b>Schedu</b>	
	<b>Proje</b>	F061701D TIP#: 104080
	<b>Project Manag</b>	Angela Galietti
	<b>Program Amou</b>	\$0
	<b>New Program Amou</b>	\$2,465,000
	<b>Requested Actic</b>	Establish new project.

---



3. Form Date / 5. Form By:

7/25/2023

Angela Galietti

4. Project Manager / Presenter:

Angela Galietti @

,, - 4983 PROJECT MANAGEMENT

6. Project Name:

COUNTRY CLUB TI - NM STATE LINE

7. Type of Work:

BROADBAND INFRASTRUCTURE

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
HK1Q Northcentral 40 Navajo 195.0 F061701D ? 164.0

16. Program Budget: \$0 17. Program Item #: 104080

18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$2,465 18b Total Program Budget After Request: \$2,465

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: OTHR24, \$2,465, State Fiscal Recovery Funds (SFRF)

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO
24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

This project will design Broadband backbone infrastructure on I-40 from I-40/Country Club TI in Flagstaff to the New Mexico State Line.

Staff = \$211k
Consultant = \$2,015k
ICAP = \$239k

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 8/2/2023

PRB APPROVED

**PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION**

\*ITEM 6b.            **Route & MP:**            SR 264 @ MP 459  
                         **Project Name:**            CROSS CANYON - SUMMIT  
                         **Type of Work:**            PAVEMENT LIFE EXTENSION  
                         **County:**                    Apache  
                         **District:**                    Northeast  
                         **Schedule:**  
                         **Project:**                    F069301D TIP#: 104076  
                         **Project Manager:**        Jeffrey Davidson  
                         **Program Amount:**        \$0  
                         **New Program Amount:**    \$154,000  
                         **Requested Action:**        Establish new project.

---



3. Form Date / 5. Form By:
7/27/2023
Jeffrey Davidson

4. Project Manager / Presenter:
Jeffrey Davidson @ (602) 712-8534
205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:
CROSS CANYON - SUMMIT

7. Type of Work:
PAVEMENT LIFE EXTENSION

8. CPSID: KA1Q 9. District: Northeast 10. Route: 264 11. County: Apache 12. Beg MP: 459 13. TRACS #: F069301D ? 14. Len (Mi.): 6 15. Fed Id #: 264-A(224)T

16. Program Budget: \$0 17. Program Item #: 104076

18. Current Approved Program Budget: \$0 18a. (+/-) Program Budget Request: \$154 18b Total Program Budget After Request: \$154

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 74824, \$154, MINOR & PREVENTATIVE PAVEMENT PRESERVATION

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

Establish new project.

26. JUSTIFICATION OF REQUEST

This Pavement Project will improve the pavement surface conditions with a Mill and Replace Friction Course & Partial Rehabilitation.

Consultant: \$74K
Staff: \$65K
ICAP: \$15K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

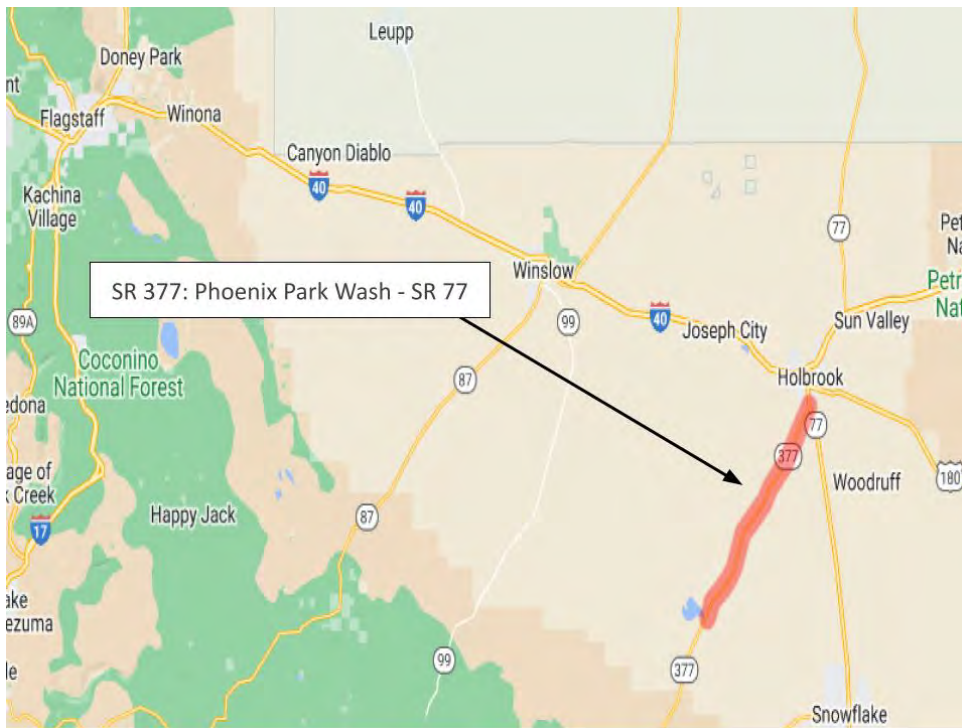
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 8/2/2023

PRB APPROVED

**PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION**

\*ITEM 6c.            **Route & MP:**            SR 377 @ MP 13  
                         **Project Name:**            PHOENIX PARK WASH - SR 77  
                         **Type of Work:**            PAVEMENT LIFE EXTENSION  
                         **County:**                    Coconino  
                         **District:**                    Northeast  
                         **Schedule:**  
                         **Project:**                    F069401D TIP#: 104077  
                         **Project Manager:**        Jeffrey Davidson  
                         **Program Amount:**        \$0  
**New Program Amount:**    \$157,000  
                         **Requested Action:**        Establish new project.

---



**3. Form Date / 5. Form By:** 7/27/2023  
Jeffrey Davidson

**4. Project Manager / Presenter:** Jeffrey Davidson @ (602) 712-8534  
205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

**6. Project Name:** PHOENIX PARK WASH - SR 77

**7. Type of Work:** PAVEMENT LIFE EXTENSION

**8. CPSID:** KB1Q    **9. District:** Northeast    **10. Route:** 377    **11. County:** Coconino    **12. Beg MP:** 13    **13. TRACS #:** F069401D ?    **14. Len (Mi.):** 20.6    **15. Fed Id #:**

**16. Program Budget:** \$0    **17. Program Item #:** 104077

**18. Current Approved Program Budget:** \$0    **18a. (+/-) Program Budget Request:** \$157    **18b Total Program Budget After Request:** \$157

**CURRENTLY APPROVED:**

**19. BUDGET ITEMS:**

**CHANGE / REQUEST:**

**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
74824	\$157	MINOR & PREVENTATIVE PAVEMENT PRESERVATION	

**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**

<b>CHANGE IN:</b>	<b>24a. PROJECT NAME:</b> NO	<b>24b. TYPE OF WORK:</b> NO	<b>24c. SCOPE:</b> NO	<b>24d. CURRENT STAGE:</b> STAGE I
	<b>24e. ENVIRONMENTAL CLEARANCE:</b> NO		<b>24f. MATERIALS MEMO COMP:</b> NO	
	<b>24g. U&amp;RR CLEARANCE:</b> NO		<b>24h. C&amp;S CLEARANCE:</b> NO	
	<b>24i. R/W CLEARANCE:</b> NO		<b>24j. CUSTOMIZED SCHEDULE:</b> NO	
	<b>24k. SCOPING DOCUMENT:</b> NO			

**25. DESCRIPTION OF REQUEST**

Establish new project.

**26. JUSTIFICATION OF REQUEST**

This Pavement Project will improve the pavement surface conditions with a Mill and Replace Friction Course & Partial Rehabilitation.

Consultant: \$77K  
Staff: \$65K  
ICAP: \$15K

**27. CONCERNS OF REQUEST**

**28. OTHER ALTERNATIVES CONSIDERED**

**REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

**APPROVED / RECOMMENDED ACTIONS:**

REQUEST APPROVED  
SUBJECT TO PPAC APPROVAL - 8/2/2023

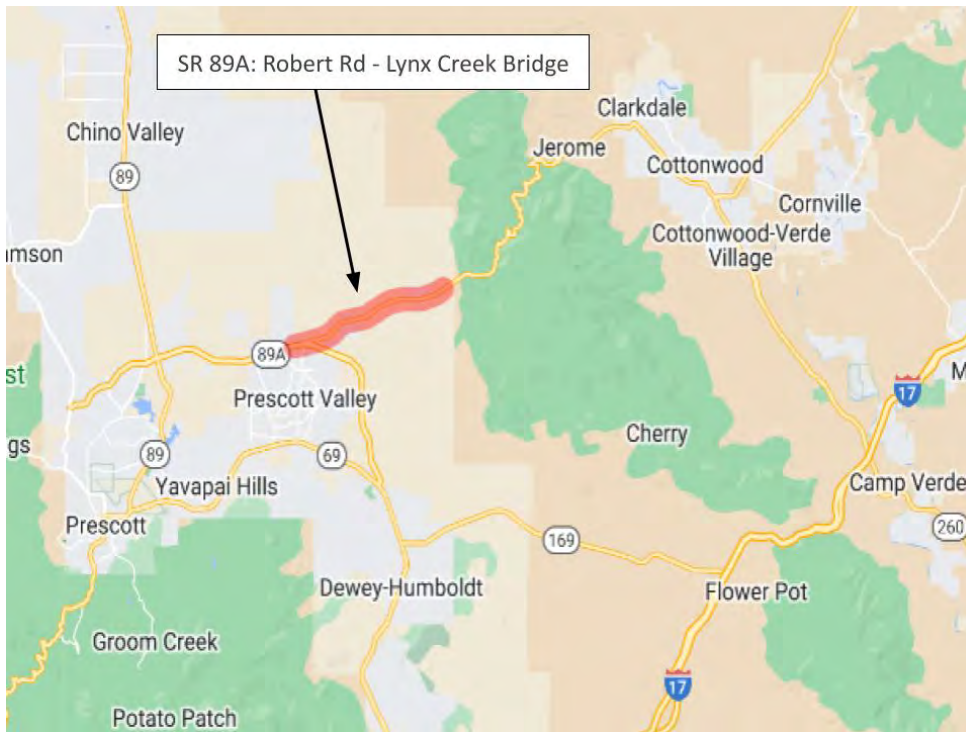
**PRB APPROVED**



**PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION**

\*ITEM 6d.            **Route & MP:**            SR 89A @ MP 324.0  
                         **Project Name:**            ROBERT RD - LYNX CREEK BRIDGE  
                         **Type of Work:**            PAVEMENT LIFE EXTENSION  
                         **County:**                    Yavapai  
                         **District:**                    Northwest  
                         **Schedule:**  
                         **Project:**                    F069501D TIP#: 104078  
                         **Project Manager:**        Jeffrey Davidson  
                         **Program Amount:**        \$0  
**New Program Amount:**    \$154,000  
                         **Requested Action:**        Establish new project.

---



3. Form Date / 5. Form By:

7/27/2023

Jeffrey Davidson

4. Project Manager / Presenter:

Jeffrey Davidson @ (602) 712-8534

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

ROBERT RD - LYNX CREEK BRIDGE

7. Type of Work:

PAVEMENT LIFE EXTENSION

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
KC1Q Northwest 89A Yavapai 324.0 F069501D ? 7.0

16. Program Budget: \$0

17. Program Item #: 104078

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$154

18b Total Program Budget After Request:

\$154

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Table with 4 columns: Item #, Amount, Description, Comments. Row 1: 74824, \$154, MINOR & PREVENTATIVE PAVEMENT PRESERVATION

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO [checked] PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NO 24f. MATERIALS MEMO COMP: NO
24g. U&RR CLEARANCE: NO 24h. C&S CLEARANCE: NO
24i. R/W CLEARANCE: NO 24j. CUSTOMIZED SCHEDULE: NO
24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

This Pavement Project will improve the pavement surface conditions with a Mill and Replace Friction Course & Partial Rehabilitation.

Consultant: \$74K
Staff: \$65K
ICAP: \$15K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 8/2/2023

PRB APPROVED

**AZ SMART Fund Applications  
August 18, 2023**

Description	City of Phoenix	Show Low	Bullhead City (2)	Yavapai County	ADOT US 95	ADOT Digital Construction Management
<b>Application Summary</b>						
AZ SMART Category	Muni 10K+	Muni 10K+	Muni 10K+	County 100K+	ADOT	ADOT
COG/MPO	MAG	Northern Arizona Council of	Western Arizona Council of	Northern Arizona Council of	NA	NA
Project Type	Bridge	Bridge	Road	Planning	Road	Construction Management
Project Name	Rio Reimagined Bike/ Ped Bridge - RAISE	Scott Ranch Road Infrastructure Expansion	Bullhead Parkway Multimodal Improvements	Verde Valley Transportation Safety Plan (VVTSP)	US Highway 95, Wellton-Mohawk Canal to Imperial Dam Road	Digital Delivery program
Project Limits	The BikePed Bridge will cross the Rio Salado to align with 3rd Street, Phoenix. Solar pedestrian-scale lighting and pathway amenities will be located between Central Ave and 40th St, Phoenix.	The total length of the project is 1.28 miles from Scott Ranch Road to the point of intersection with Penrod Road.	Bullhead Parkway "Cross Streets- From:SR-68 - To:SR-95"	Verde Valley (Northeastern Yavapai County – exact extents included in accompanying map)	US Highway 95, Milepost 38.50-44.10	Statewide
Project Description	The City of Phoenix is excited about the opportunity to build the FY 2022 RAISE Grant Rio Reimagined: 3rd St Rio Salado Bicycle/Pedestrian Bridge. The full scope of the project will consist of constructing a bicycle and pedestrian bridge across the Rio Salado River along a 3rd Street alignment and improving the southern bank trails of the Rio Salado by adding low-emitting solar pedestrian-scale lighting and pathway amenities between Central Avenue and 40th Street.	The Scott Ranch Road Project will increase the region's transportation network with construction of a bridge to connect SR-260 and Penrod Road. It will also improve traffic congestion on SR-260, reduce carbon emissions, improve accessibility to the business corridor on Penrod Road and create an alternate route for EMS personnel and resident evacuations. Work to be performed: <ul style="list-style-type: none"> <li>• Supplemental and ROW mapping</li> <li>• Environmental clearances</li> <li>• U.S. Forest Service easements and coordination</li> <li>• Geotech and drainage evaluation</li> <li>• Road and bridge plans – 60%, 95% and 100% SUBMITTAL</li> <li>• Utilities coordination</li> <li>• Preliminary and final construction specs for project bid</li> <li>• ADOT review, coordination and design fees</li> </ul>	The Bullhead City Parkway is a 4-lane ten-mile (10.2) long paved-shoulder roadway. The Bullhead Parkway Multimodal Improvements project will include complete roadway removal and resurfacing of the ten (10.2) miles of Bullhead Parkway. The project extends from US 95 at the south end to US 68 on the north end of Bullhead City. The project will mainly seek to repair and repurpose the current Bullhead Parkway by improving its function and creating transportation lanes/areas for bicyclists and pedestrians.	The VVTSP will facilitate creation of goals and policies for the area. Specific elements of the VVTSP include: <ul style="list-style-type: none"> <li>• Leadership goal setting including a timeline for eliminating roadway fatalities and serious injuries.</li> <li>• Planning structure through a body charged with oversight of the Action Plan development, implementation, and monitoring.</li> <li>• Safety analysis of the existing conditions and historical crash trends involving fatalities and serious injuries across the region.</li> <li>• Engagement and collaboration with the public and relevant stakeholders using inclusive and representative processes.</li> <li>• Policy and process changes to improve how processes prioritize transportation safety.</li> <li>• Strategy and project selections to address the safety problems described in the Action Plan.</li> <li>• Methods to measure progress over time, including outcome data.</li> <li>• Safety planning elements</li> <li>• Follow-up stakeholder engagement</li> </ul>	This planning project will complete final design and environmental clearance for approximately 5.60 miles of safety improvements on US Highway 95. The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, partnership and collaboration, and innovation. The construction of a separated four-lane highway with widened shoulders will significantly reduce the number of roadway accidents and alleviate sources of roadway back-ups, creating a safer and much more reliable corridor for transportation in the area. The project will also encourage and increase affordable transportation options like vanpooling service and allow for forms of active transportation like cycling on the roadway.	The Digital Delivery Program (DDP) will streamline construction management processes from inception through project delivery and will proactively establish guidelines to help ADOT achieve their goals and continue adapting to evolving technology. The value of digital delivery lies in its ability to improve collaboration, increase efficiency and sustainability, and enhance visualization, so that projects can be completed on time, within budget, and to the highest level of quality. Work includes developing communication and education plans, the assessment, development & updates of Bentley software, digital delivery design & modeling standards, development of training materials, initiating pilot projects and digital delivery implementation
All in Applicant ROW?	Yes	Yes	Yes	Not applicable	No	Not Applicable
Application Received	2/24/2023 11:47	7/27/2023 13:19	7/21/2023 14:49	7/13/2023 14:24	7/26/2023 11:02	7/31/2023 16:10
<b>AZ SMART Request</b>						
Federal Grant	2022 RAISE	Local and Regional Project Assistance (RAISE)	Local and Regional Project Assistance (RAISE)	Safe Streets and Roads for All Program (SS4A)	Local and Regional Project Assistance (RAISE)	Advanced Digital Construction Management Systems (ADCMS)
Federal Grant phase	Design, Right of Way Acquisition,	Construction	Design, Construction	Planning	Design	Other
GDS requested	Developed by the Applicant					
DOES requested		\$2,408,000			\$3,750,000	
Match Requested	\$3,400,000		3,000,000	62,500		1,250,000
Applicant Match	\$6,173,861		7,642,730	0		
Applicant Match %*	18.00%		14.43%	0%		
Project Partners*					N/A	N/A

**AZ SMART Fund Applications  
August 18, 2023**

Description	City of Phoenix	Show Low	Bullhead City (2)	Yavapai County	ADOT US 95	ADOT Digital Construction Management
Federal Grant Submission		Applicant or consultant will submit directly	Applicant or consultant will submit directly	Applicant or consultant will submit directly	2023 RAISE Grant Awarded	Applicant or consultant will submit directly
Federal Grant Application Year	Direct Recipient	2024 and 2025	2023	FY 2023	2023 RAISE Grant Awarded	2023
Federal Grant Project administration		Request ADOT administration	Request ADOT administration	Be a direct recipient if allowed in the NOFO	ADOT administration	ADOT administration
<b>Cost Estimate Documentation (attached with application)</b>						
Estimates in YOE	Yes	No	Yes	Yes	Yes	Yes
Source of estimates	Developed by the Applicant	Developed by an engineering consultant	Developed by an engineering consultant	Developed by the Applicant	Developed by the Applicant	Developed by the Applicant

# 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 \*

leticia.vargas@phoenix.gov

## Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County \*

City of Phoenix

2. Name of Contact Person for Applicant \*

Leticia Vargas

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 \*

Special Projects Administrator

5. Contact's Full Mailing Address \*

1034 East Madison Street, Phoenix, AZ 85034

6. Contact's Office Phone # \*

602-534-5692

7. Contact's Cell Phone # (if applicable)

480-208-1123

8. Contact's Email Address \*

leticia.vargas@phoenix.gov

9. Select the Applicant's COG/MPO. \*

Maricopa Association of Governments (MAG) ▼

### 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. \*

Rio Reimagined BikePed Bridge - RAISE


12. Enter the Project limits as applicable. If an infrastructure Project is infrastructure, provide the name of the road and "From" and "To" Mileposts or Cross Streets. If a non-infrastructure project, enter the geographic area to which the plan or study will relate. \*

The BikePed Bridge will cross the Rio Salado to align with 3rd Street, Phoenix. Solar pedestrian-scale lighting and pathway amenities will be located between Central Ave and 40th St, Phoenix.

13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". \*

In Process

14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). \*


 AZ SMART Fund ...

15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed and benefits to be realized. \*

The City of Phoenix is excited about the opportunity to build the FY 2022 RAISE Grant Rio Reimagined: 3rd St Rio Salado Bicycle/Pedestrian Bridge. The full scope of the project will consist of constructing a bicycle and pedestrian bridge across the Rio Salado River along a 3rd Street alignment and improving the southern bank trails of the Rio Salado by adding low-emitting solar pedestrian-scale lighting and pathway amenities between Central Avenue and 40th Street.



16. For infrastructure projects, please upload a map showing the Project location (PDF format only).

 Question 16 - Pro...

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 another jurisdiction's Right of Way, has the Applicant discussed the \* Project with applicable jurisdiction 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"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box \*  
 in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row.

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right of Way Acquisition	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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.

\$350,000

24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. \*

1/16/23

25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$4,248,900

26. Enter the date of the Design estimate. Enter "NA" if not applicable. \*

1/16/23

27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$138,000

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. \*

1/16/23

29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$1,868,598

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. \*

1/16/23

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$28,456,600

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. \*

1/16/23

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. \*

0

34. Enter the date of the Other estimate. Enter "NA" if not applicable. \*

NA

35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: Year of Expenditure basis means the costs have been inflated in later years. \*

Yes

No

36. Please indicate the source of the Project Cost Estimates entered above. \*


Developed by the Applicant

Developed by an engineering consultant

Other: .....

37. Please upload documentation (PDF format only) showing the Project cost estimates (scoping document, cost estimation form, etc.).

\*

 Question 37 - Sc...

### 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.

\$3,400,000

.....

40. In addition to the Match amount requested from the AZ SMART Fund in the previous question, 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.

\$6,173,861

41. Enter the percent to the second decimal place (for example, 15.05%) of Matching cash funds which will be provided by the Applicant (**beyond the amount requested from the AZ SMART Fund**) in the Federal Grant application - see Application Guidelines for directions to calculate the percentage. If not requesting Match, skip this question.

17.85%

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.

0

43. Provide the names of any other entities the Applicant will partner with to deliver the Project. Identify and quantify the contribution of each partner(s) (dollar amount of cash match, type of in-kind services, etc.). If none, enter "NA."

NA

## Federal Grant

Please answer all the questions below. NOTE: Federal grants eligible under the SMART Fund are federal discretionary grant programs administered by any federal agency for SURFACE TRANSPORTATION PURPOSES.



44. How does the Applicant intend to submit the federal grant application? **Note:** If requesting ADOT to submit, the following time frames apply: \*

A. At least thirty (30) day prior to the application deadline in the NOFO for the applicable federal discretionary grant, the Applicant is required to submit the ADOT Grant Coordination Support Request Form at <https://apps.azdot.gov/files/mvd/mvd-forms-lib/42-0103.pdf>.

B. At least seven (7) days before the NOFO/NOFA deadline, the completed application materials must be provided to the ADOT Grant office for submission.

Applicant or consultant will submit directly

Applicant requests ADOT to submit

Other: 2022 RAISE Grant Recipient

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: RAISE 2022

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. \*

NA - awarded in 2022

48. Which phase of the Project will be submitted in the Federal Grant application? \*

- Design
- Right of Way Acquisition
- Construction
- Other: \_\_\_\_\_

**For State Purposes only**

Adopted at STB meeting on \_\_\_\_\_. Action taken:

\_\_\_ Approved

\_\_\_ Denied

\_\_\_ Modified as shown in the attached document

This form was created inside of State of Arizona.

# Google Forms

February 14, 2023

Paul Patane, Assistant Director  
Arizona Department of Transportation  
206 South 17th Avenue  
Phoenix, AZ 85007

Subject: MAG Approval for City of Phoenix SMART Fund Application

Dear Mr. Patane:

The Maricopa Association of Governments (MAG) is pleased to approve the City of Phoenix's application to the Arizona State Match Advantage for Rural Transportation (SMART) Fund for their Rio Reimagined: 3rd Street Rio Salado Bicycle/Pedestrian Bridge project. The city was successful in receiving a Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant and is seeking SMART funds to offset a portion of the required local match.

The bridge will provide an important regional crossing of the Rio Salado. Additionally, the project includes important multimodal connectivity, eliminates a gap in the regional bicycle and pedestrian network, and provides active transportation connections to the South Central Light Rail Extension.

It is our hope that you will see the importance of this work that is aligned with transportation goals and objectives for the region. MAG appreciates your favorable consideration of this SMART Fund application request for the City of Phoenix.

Sincerely,



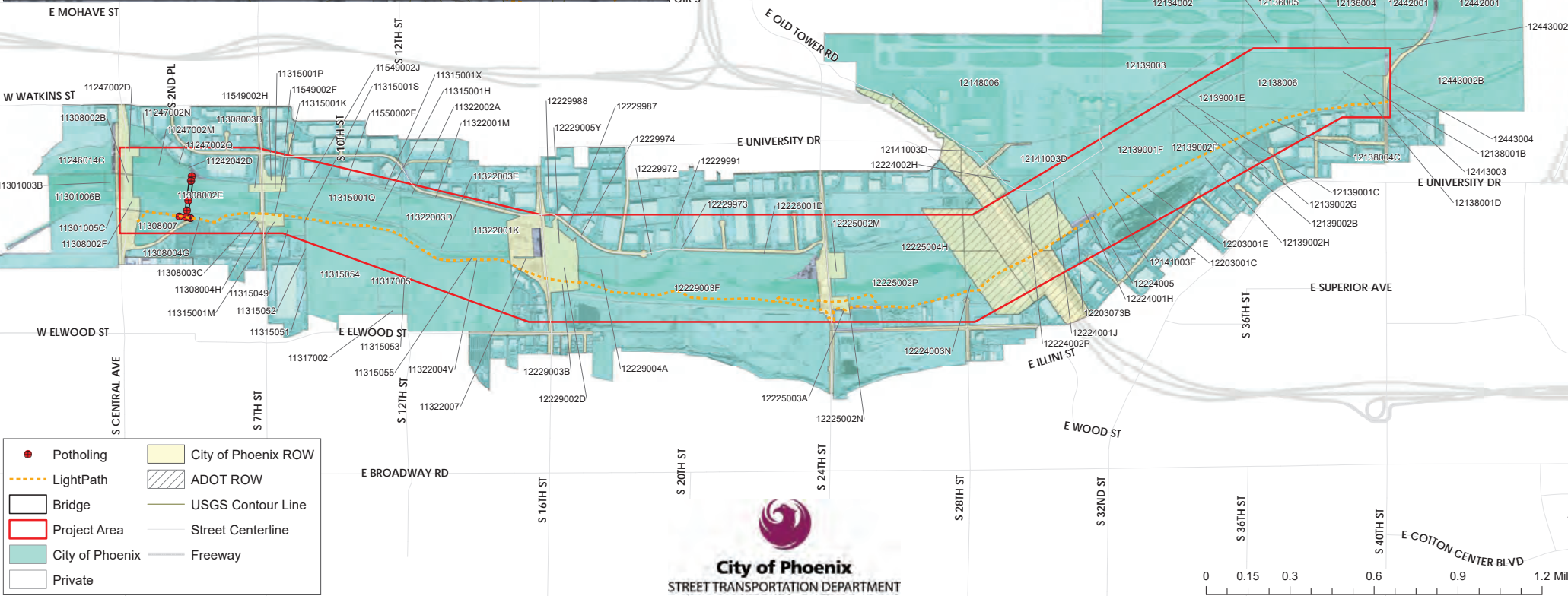
Eric J. Anderson  
Executive Director

CC: Eric Gudino, City of Phoenix  
Frank McCune, City of Phoenix  
Leticia Vargas, City of Phoenix

John Bullen, MAG  
Nathan Pryor, MAG

# City of Phoenix

## Rio Salado Bike Ped Bridge



## **RIO REIMAGINED BIKE PED BRIDGE - RAISE SCOPING DOCUMENT**

### **PROJECT SCOPE**

The City of Phoenix is excited about the opportunity to build the FY 2022 RAISE Grant Rio Reimagined: 3rd Street Rio Salado Bicycle/Pedestrian Bridge. The full scope of the project will consist of constructing a bicycle and pedestrian bridge across the Rio Salado River along a 3rd Street alignment and improving the southern bank trails of the Rio Salado by adding low-emitting solar pedestrian-scale lighting and pathway amenities between Central Ave and 40th St.

The bridge will connect the northern and southern banks of the Rio Salado trail system at a 3<sup>rd</sup> Street alignment, bringing forth a positively impacted community, as people without a motor vehicle, or who prefer not to drive on every trip, will gain a safe option to cross the Rio Salado. Also, the project will provide connectivity between South Phoenix and the Rio Salado Habitat.

The low-emitting solar pedestrian-scale lighting and pathway amenities between Central Ave and 40th St will strengthen regional active transportation connections to the South Central Light Rail (SCLR) extension.

This project, moreover, has its roots in a larger regional vision for a rehabilitated Rio Salado River. Rio Reimagined has been championed by legislators, such as the late Representative Ed Pastor (Arizona's first Hispanic member of Congress) and the late Senator John McCain. The Rio Reimagined project received Urban Waters Federal Partnership designation from the Environmental Protection Agency (EPA) in 2020, enabling investment opportunities along and across the river. The Rio Salado has historic significance to the city of Phoenix and the region. The restoration of the river will continue to spur biodiversity growth in the area as evidenced by the City's investments in the Rio Salado Habitat Restoration effort. In addition to the mobility benefits, the Project will offer residents and visitors a safe and affordable way to access the natural environment, which in turn offers physical and mental health benefits.

The project, serving historically disadvantaged communities in areas of persistent poverty was awarded federal RAISE funds to build both the bike ped bridge and the solar pedestrian-scale lighting with pathway amenities.

The City of Phoenix is seeking AZ SMART Funds to support the design, NEPA, and right of way phases of this project. The locally funded design phase is anticipated to be kicked off sometime after July 1<sup>st</sup>, 2023. Receiving approval from AZ SMART will assist the city delivery on a project that has regional benefit particularly to underserved communities.





RAISE 2022 cost breakdown			
Tasks	Local Funds (match)*	RAISE Funds	Total
Design *	\$3,589,290	\$0	\$3,589,290.00
NEPA *	\$521,155	\$0	\$521,155.00
ROW*	\$138,455	\$0	\$138,455.00
Testing & Materials	\$103,487	\$270,233	\$373,720.00
Utility Adjustments	\$517,434	\$1,351,164	\$1,868,598.00
Construction	\$4,704,040	\$23,378,603	\$28,082,643.00
<b>Total</b>	<b>\$9,573,861</b>	<b>\$25,000,000</b>	<b>\$34,573,861.00</b>
Percentage Split	27.7%	72.3%	

\* The City applied for pre-award authorization approval for Design, NEPA and ROW cost which is \$4,248,900

# 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 \*

sadams@showlowaz.gov

## Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County \*

City of Show Low

2. Name of Contact Person for Applicant \*

Shannon Adams

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 \*

Grant Coordinator

5. Contact's Full Mailing Address \*

180 North 9th Street, Show Low, AZ 85901

6. Contact's Office Phone # \*

9285324028

7. Contact's Business Cell Phone # (if applicable)

8. Contact's Business Email Address \*

sadams@showlowaz.gov

9. Select the Applicant's COG/MPO. \*

Northern Arizona Council of Governments (NACOG) ▼

## Project Information

Please answer all the questions below.

**NOTE regarding ADOT project design administration (PDA) fees:** If requesting ADOT administration of the Project, ADOT PDA fees will apply. These fees are eligible for AZ SMART Funding only when included in an Application for Design and Other

Engineering Services or for Match on a federal grant application which will include design. The PDA fees shown below are initial estimates only and may be more or less, depending on the Project. By submitting this application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

- Certification Accepted (CA) agencies - \$10,000 initial fee
- Non-CA agencies - \$30,000 initial fee

10. Select the Project Type. \*

Road

Bridge

Transit

Rail

Other: .....

11. Project Name - enter a brief, intuitive name. \*

Scott Ranch Road Infrastructure Expansion .....

12. Enter the Project limits as applicable. If an infrastructure Project is infrastructure, provide the name of the road \* and "From" and "To" Mileposts or Cross Streets. If a non-infrastructure project, enter the geographic area to which the plan or study will relate.

The total length of the project is 1.28 miles from Scott Ranch Road to the point of intersection with Penrod Road. The project's western terminus is the existing terminus of Scott Ranch Road, approximately 700 feet east of the signalized intersection of Scott Ranch Road and SR-260. The eastern terminus is the point of intersection with Penrod Road, approximately 4 miles south of US-60. ....

13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". \*

ERMK 22-003 .....

14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). \*

NACOG AZ SMA...

15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed and benefits to be realized (25,000 character maximum, including spaces and punctuation). \*

The Scott Ranch Road Infrastructure Expansion project has been in development for more than 15 years to address a geographical divide that creates transportation and economic challenges for the city and region. The City of Show Low proposes the use of AZ SMART Funds for Reimbursement of Final Design and Engineering Services so the project can compete more effectively at the national level for Federal Funds. The City will seek an estimated \$23,000,000 from the USDOT for construction.

Through the AZ SMART Fund, the following work will be performed:

- SUPPLEMENTAL MAPPING AND RIGHT-OF-WAY MAPPING
- ENVIRONMENTAL CLEARANCES AND COORDINATION
- U.S. FOREST SERVICE EASEMENT PROCESSES AND COORDINATION
- GEOTECHNICAL EVALUATION AND COORDINATION
- DRAINAGE EVALUATION AND REPORTS
- ROAD AND BRIDGE PLANS – 60% SUBMITTAL
- ROAD AND BRIDGE PLANS – 95% SUBMITTAL
- ROAD AND BRIDGE PLANS – 100% SUBMITTAL
- UTILITY COORDINATION
- PRELIMINARY CONSTRUCTION SPECIFICATIONS
- FINAL CONSTRUCTION SPECIFICATIONS FOR PROJECT BID
- ADOT REVIEW AND COORDINATION AND PROJECT DESIGN REVIEW FEES

Show Low is the fastest growing community in east-central Arizona and the bridge crossing over Show Low Creek is key to satisfying several local and regional transportation and economic needs.

1. Increase the region's transportation network with construction of a bridge to connect SR-260 and Penrod Road.
2. Improve traffic congestion on SR-260 and reduce carbon emissions.
3. Improve accessibility to the business corridor on Penrod Road.
4. Create an alternate route for EMS personnel and resident evacuations.

Complete Design and Engineering Plans for the Scott Ranch Road Infrastructure Expansion Project will make the project more competitive for Federal Department of Transportation funding. The City will pursue all applicable funding sources including RAISE, PROTECT and MPDG grants. This project will bring an estimated \$23,000,000 in Federal Funds to the East Central Arizona Region.

16. Please upload a map showing the Project location or study area (PDF format only).

MAP - Shannon ...

17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." \*

- Yes
- No
- Not applicable

18. If Project involves ADOT Right of Way, has the Applicant discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application? If no ADOT Right of Way or a non-infrastructure project, check "Not applicable." \*

- Yes
- No
- Not Applicable

19. If Project involves privately-owned or another jurisdiction's Right of Way, has the Applicant discussed the Project with owner and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable." \*

- Yes
- No
- Not applicable

20. Project Schedule - check the boxes to show the State Fiscal Years in which each phase is scheduled to begin. \*  
 Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. **NOTE:** the State Fiscal Year runs from July 1 through June 30.

	2023	2024	2025	2026	Not Applicable
Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. \*

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right of Way Acquisition	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Environmental	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stage 2, 30% design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stage 3, 60% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 4, 95% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 5, 100%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23. Cost Estimate for Scoping/Pre-design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. \*

N/A

25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

2,408,000

26. Enter the date of the Design estimate. Enter "NA" if not applicable. \*

07/26/2023



27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. \*

N/A

29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. \*

N/A

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. \*

N/A

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. \*

0

34. Enter the date of the Other estimate. Enter "NA" if not applicable. \*

N/A

35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: Year of Expenditure basis means the costs have been inflated in later years. \*

Yes

No

36. Please indicate the source of the Project Cost Estimates entered above. \*

Developed by the Applicant

Developed by an engineering consultant

Other: .....

37. Please upload documentation (PDF format only) showing the Project cost estimates (scoping document, cost estimation form, etc.). \*

## AZ SMART Fund Request

Please answer all the questions below.

**NOTE: Careful attention should be paid to developing a thorough and complete cost estimate on a year of expenditure basis.** The Applicant will be responsible for all costs which exceed the amount of an AZ SMART Fund or federal grant award. ADOT has developed a Project Cost Estimating Tool which is available on the AZ SMART Fund webpage under Application Materials. This tool is provided as a courtesy only and does not purport to cover all possible costs or scenarios. Applicants are ultimately responsible for determining the Project cost estimate.

Unless the NOFO/NOFA includes the option to be a direct recipient, both CA and non-CA agencies should include initial project development fees for road/bridge/rail projects. For transit projects, an administration fee of 10% of the total project cost will apply.

38. County Applicants with population of 100,000 or less and municipalities with population of 10,000 or less ONLY: Enter the amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified below. **The amount entered below should be no more than 50% of the total estimated costs of developing and submitting the grant** - enter in whole dollars (for example, 250,000).

0

39. Enter the amount requested from the AZ SMART Fund for Match for the Federal Grant identified in this application - enter in whole dollars (for example, 250,000). If not requesting Match, skip this question.

0

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.

0

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.

0

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.

\$2,408,000

43. Provide the names of any other entities the Applicant will partner with to deliver the Project. Identify and quantify the contribution of each partner(s) (dollar amount of cash match, type of in-kind services, etc.). If none, enter "NA."

N/A

## 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 and 2025  
.....

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



Chris Fetzer  
Executive Director

July 26, 2023

ADOT Multimodal Planning Division  
Grant Coordination Group  
and  
Arizona State Transportation Board

Subject: NACOG Approval for City of Show Low SMART Fund application

Dear ADOT MPD and Arizona State Transportation Board:

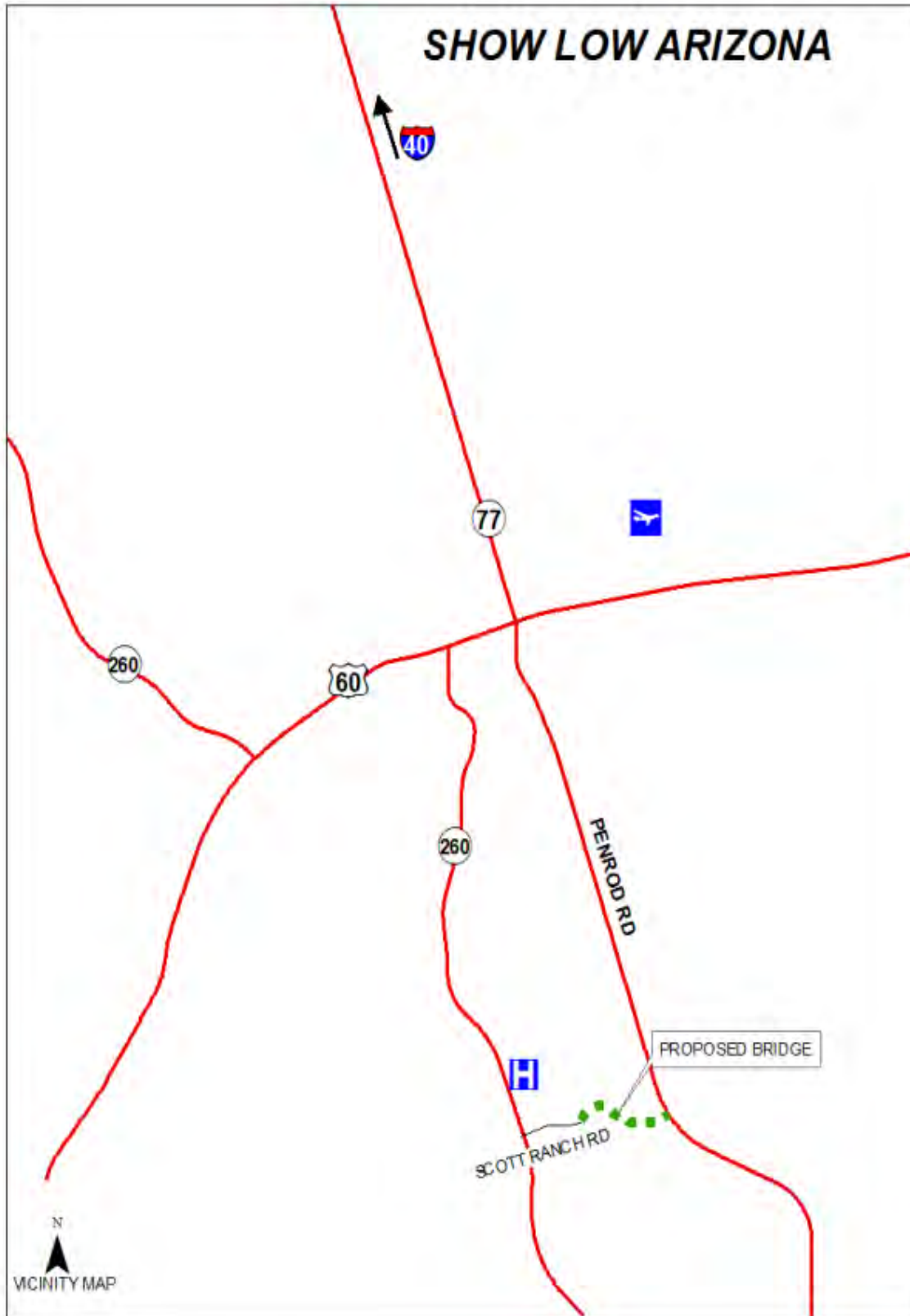
NACOG is pleased to inform you that we have approved the City of Show Low's application to the Arizona State Match Advantage for Rural Transportation (SMART) Fund for the Scott Ranch Road Infrastructure Expansion project. This project displays the initiative taken by the City of Show Low to address the need for regional connectivity, emergency mobility, and overall transportation network resilience improvements, and is an excellent candidate for the AZ SMART fund.

Currently, Show Low Creek divides the City of Show Low nearly in two; the only route that runs east-west and provides a major connection between these two parts of the City is US-60, which limits emergency access, hinders travel times for residents and travelers, and places unnecessary strain on both local roadways and US-60. The project will design and construct a new bridge and roadway segments that extends Scott Ranch Road to Penrod Road (another major regional roadway) over Show Low Creek, creating greater opportunity for smooth circulation, emergency access, and resilience in the City's roadways. Funding for 95% design and engineering through the Arizona SMART Fund will ensure that the City of Show Low is able to develop a travel-friendly environment, enabling the region to continue to overcome challenges associated with congestion, emergency response/access, and resilience.

I want to thank you in advance for your consideration of the City of Show Low's funding request. It is our hope that you will see the importance of this project in increasing the safety and circulation of residents and regional visitors who travel in the NACOG region regularly and will support this funding request for the City of Show Low.

Sincerely,

Chris Fetzer  
Executive Director





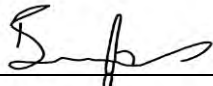
**AUTHORIZATION OF SERVICES**

**City of Show Low**  
**Scott Ranch Road Infrastructure Expansion Design Services**  
July 26, 2023

1. **Description.** The City of Show Low proposes to construct the second phase of the Scott Ranch Road Infrastructure Expansion project. This phase includes the extension of Scott Ranch Road from the intersection of Show Low Lake Road to Penrod Road and includes a crossing of Show Low Creek. A 30% Design Concept Report (DCR), prepared by Ironside Engineering & Development, Inc. has been prepared and approved for the project. This project will be designed in accordance with the DCR which requires complete improvement plans, cross sections, drainage report, plans and details, storm water control plan, special provisions, and quantities, for advertisement by Arizona Department of Transportation. It is the purpose of this contract to provide completion of these documents in accordance with ADOT requirements.
2. **Scope of Work.** The Consultant shall provide the professional consulting services described in Exhibit A of this Authorization of Services.  
  
More specifically, this Authorization of Services includes the preparation of Improvement Plans, Reports, Technical Specifications, and Special Provisions for the proposed **Scott Ranch Road Infrastructure Expansion** project.
3. **Basis of Fee.** As outlined in Exhibit B, the Consultant fee shall Not Exceed \$2,408,000
4. **Additional Services.** The fee for any additional services required by the Client will be computed either on a negotiated lump sum or upon actual hours and expenses incurred by the Consultant.
5. **Compensation.** The Consultant will complete the work outlined herein and invoice the client monthly on a percentage of completion basis, up to the fixed maximum Not to Exceed fee based on the attached Estimate of Cost Proposal Summary.
6. **General Conditions.** The Consultant agrees to perform its services hereunder in character, sequence, and timing as directed by the City of Show Low and in accordance with the Scope of Services, Exhibit A.
7. **Subconsultants.** The Consultant is authorized by the Client to subcontract specific items of work including structural design, environmental services, and materials testing, if requested by the Client, hereinafter referred to as Subconsultants. Subconsultant work will be billed on a cost plus 10% basis as a portion of the lump sum costs provided.

**FOR THE CONSULTANT:**

Ironside Engineering & Development, Inc.

By:   
\_\_\_\_\_  
Bruce J. Ironside, PE, RLS  
President

Date: 7-26-23

Attached and Incorporated by Reference:

- Exhibit A - Scope of Services
- Exhibit B - Estimate of Cost Proposal Summary

*Consulting Civil Engineers and Land Surveyors*



## EXHIBIT A – Scope of Services

City of Show Low  
Scott Ranch Road Infrastructure Expansion Design Services  
July 26, 2023

**The Consultant** will be responsible for accomplishing professional services required for the preparation of Improvement Plans and associated submittals for the Scott Ranch Road Infrastructure Expansion project.

**I. SUPPLEMENTARY MAPPING AND RIGHT-OF-WAY MAPPING**

Consultant shall provide updated topographic survey to supplement available City of Show Low mapping. Consultant shall prepare a Record of Survey or Map of Dedication for acquired Right-of-Way. Legal descriptions for proposed easements will also be prepared. Monumentation of acquired right-of-way will be provided as needed.

**II. ENVIRONMENTAL CLEARANCES AND COORDINATION**

Consultant will coordinate the preparation of environmental review data and documents for the NEPA environmental process in accordance with ADOT requirements. The consultant will submit the final environmental submittal for the proposed project limits.

**III. U.S. FOREST SERVICE AND EASEMENT PROCESSES & COORDINATION**

Consultant will coordinate and prepare required documents for the U.S. Forest Service for the acquisition of the required roadway easement for the proposed Scott Ranch Road route for the portion that crosses U.S. Forest Service property.

**IV. GEOTECHNICAL EVALUATION AND COORDINATION**

The consultant shall coordinate with and subcontract a geotechnical engineering consulting firm to provide the ADOT required Geotech report, structural design report, and materials report for the proposed roadway.

**V. DRAINAGE EVALUATION AND REPORTS**

Consultant will prepare drainage evaluation and reports to support project design.

**VI. ROAD AND BRIDGE PLANS – 60% SUBMITTAL**

Consultant to prepare Improvement Plans and coordinate structural engineering subconsultant work for the design documents needed for the 60% design submittal for the road and bridge plans. These will be prepared and submitted in accordance with ADOT requirements for the 60% submittal. The following documents will be developed:

- ADOT Standard Face Sheet, List of Drawings, Design Sheet, Index, and Summary Sheets
- Special Detail Drawings, Typical Roadway Sections
- Geometric Control Sheets
- Existing Conditions & Removals
- Removal Summary & Roadway Plan & Profile Sheets
- Detour Sheets



- Staking Plans, utilizing Arizona State Plane Coordinates
- Fencing Plans & Drainage Plans & Details
- Intersection Plans & Details
- Traffic Control Plans & Details, Sequence of Construction, & Traffic Control Duration & Quantities
- Signing & Pavement Marking Plans & Quantities
- Lighting Plans & Details
- Landscape Plans & Details
- Utility Relocation Plans & Details & Utility Specifications
- Roadway Cross Sections
- Bridge Design Plans & Details

**VII. ROAD AND BRIDGE PLANS – 95% SUBMITTAL**

Consultant will incorporate comments from the 60% submittal and prepare updated documents consistent with the deliverables listed under the 60% submittal and prepare 95% drawings and coordinate submittal to ADOT in accordance with ADOT requirements.

**VIII. ROAD AND BRIDGE PLANS – 100% SUBMITTAL**

The consultant will incorporate final comments and revisions to the 95% submittal and prepare final submittal documents for the 100% submittal to ADOT for review and approval.

**IX. UTILITY COORDINATION**

Consultant will provide dry utility coordination and provide utility relocation plans & details.

**X. PRELIMINARY CONSTRUCTION SPECIFICATIONS**

Consultant will prepare draft Special Provisions that incorporate ADOT Specifications wherever applicable. Quantities, bidding schedule, and a combined cost estimate will be prepared for the project in accordance with the local government projects manual. A proposed construction schedule will also be developed.

**XI. FINAL CONSTRUCTION SPECIFICATIONS FOR PROJECT BID**

Based on ADOT comments, the Consultant will prepare updated and finalized construction specifications and bid documents for use to bid the project.

**XII. ADOT REVIEW COORDINATION AND PROJECT DESIGN REVIEW FEES**

Consultant to coordinate submittals with ADOT and pay the design review fees to ADOT as required for this project.

**XIII. EXCLUSIONS**

1. Construction Services
2. Utility Design



**EXHIBIT B – Estimate of Cost Proposal Summary**

**City of Show Low**  
**Scott Ranch Road Infrastructure Expansion Design Services**  
 July 26, 2023

For, and in consideration of, the services to be rendered by the Consultant, the Owner shall pay the Consultant the fees based on the following Not to Exceed amounts. Ironside Engineering will not exceed the total maximum labor fee shown here on without authorization from the Client. Individual task amounts are provided for budgeting purposes only. Ironside Engineering reserves the right to relocate amounts among tasks as necessary.

**FEE SUMMARY**

<b>I.</b>	<b>SUPPLEMENTARY MAPPING AND RIGHT-OF-WAY MAPPING</b>	
	A Lump Sum Fee of .....	\$148,000
<b>II.</b>	<b>ENVIRONMENTAL CLEARANCES AND COORDINATION</b>	
	A Lump Sum Fee of .....	\$298,000
<b>III.</b>	<b>U.S. FOREST SERVICE AND EASEMENT PROCESSES &amp; COORDINATION</b>	
	A Lump Sum Fee of .....	\$65,000
<b>IV.</b>	<b>GEOTECHNICAL EVALUATION AND COORDINATION</b>	
	A Lump Sum Fee of .....	\$103,000
<b>V.</b>	<b>DRAINAGE EVALUATION AND REPORTS</b>	
	A Lump Sum Fee of .....	\$75,000
<b>VI.</b>	<b>ROAD AND BRIDGE PLANS – 60% SUBMITTAL</b>	
	A Lump Sum Fee of .....	\$688,000
<b>VII.</b>	<b>ROAD AND BRIDGE PLANS – 95% SUBMITTAL</b>	
	A Lump Sum Fee of .....	\$425,000
<b>VIII.</b>	<b>ROAD AND BRIDGE PLANS – 100% SUBMITTAL</b>	
	A Lump Sum Fee of .....	\$147,000
<b>IX.</b>	<b>UTILITY COORDINATION</b>	
	A Lump Sum Fee of .....	\$78,000
<b>X.</b>	<b>PRELIMINARY CONSTRUCTION SPECIFICATIONS</b>	
	A Lump Sum Fee of .....	\$124,000
<b>XI.</b>	<b>FINAL CONSTRUCTION SPECIFICATIONS FOR PROJECT BID</b>	
	A Lump Sum Fee of .....	\$42,000
<b>XII.</b>	<b>ADOT REVIEW COORDINATION AND PROJECT DESIGN REVIEW FEES</b>	
	A Lump Sum Fee of .....	\$215,000
<b>TOTAL MAXIMUM NOT TO EXCEED FEE:.....</b>		<b>\$2,408,000</b>

# 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 \*

ekajirwa@bullheadcityaz.gov

## Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County \*

City of Bullhead City

2. Name of Contact Person for Applicant \*

Edigar Kajirwa

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 \*

Assistant City Manager

5. Contact's Full Mailing Address \*

2355 Trane Road, Bullhead City, AZ 86442

6. Contact's Office Phone # \*

1 (928) 763-0122

7. Contact's Business Cell Phone # (if applicable)

8. Contact's Business Email Address \*

ekajirwa@bullheadcityaz.gov

9. Select the Applicant's COG/MPO. \*

Western Arizona Council of Governments (WACOG) ▼

## 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. \*

Bullhead Parkway Multimodal Improvements .....


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.

Bullhead Parkway "Cross Streets- From:SR-68 - To:SR-95" .....

13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". \*

BUL-FHWA-24-101 .....

14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). \*

 23.12 TIP Admini...


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 Bullhead City Parkway is a 4-lane ten-mile (10.2) long paved-shoulder roadway. It serves as a vital transportation corridor in Bullhead City and provides primary access to a large portion of the community. It also serves as a regional transit corridor with vital economic portals linking directly to Phoenix, Las Vegas, Los Angeles, and other important commerce points throughout the Southwest and beyond. Project will use grant funding to restore, rehabilitate, and modernize the road. Bullhead City Parkway connects the North end of town to the South and links directly to important interstate freight and regional transit routes. As a parallel corridor to the City's principal arterial roadway, Arizona State Route 95, the Parkway project entails new medians, road resurfacing, bus stops, bicycle/walking paths, upgraded signal systems. The Bullhead Parkway Multimodal Improvements project will include complete roadway removal and resurfacing of the ten (10.2) miles of Bullhead Parkway. The project extends from US 95 at the south end to US 68 on the north end of Bullhead City. The Bullhead Parkway is one of the most important roadways in the City. Not only is it a primary thoroughfare for local and regional commuters, it is also an emergency exit route, designated for use in the event of a large-scale catastrophic emergency. This critical roadway and its immediate infrastructure are over 25 years old. Originally, the primary purpose of the roadway was to support local residential traffic associated with new housing developments that were planned at the time for the Eastern section of the City. While the City's residential areas have expanded as expected, large-scale commercial operations have also developed along the Parkway, giving way to heavy freight and trucking traffic and new safety and structural concerns. While the City has continually maintained the roadway, it has surpassed its originally engineered useful life. Furthermore, due to the sheer age of the Parkway and the advanced degradation associated with heavy truck traffic, it is currently in a severe state of disrepair and in immediate need of rehabilitation and reconstruction. In addition to the aforementioned the project will entail new bicycle/walking paths, upgraded signal device warning systems, solar street lighting, upgraded guardrails, and enhanced signage. With the RAISE grant submittal, the City's application prioritizes safety, connectivity, multimodal access, and quality of life improvements. The Bullhead Parkway Multimodal Improvements project addresses four key transportation challenges: -Challenge #1. Improving Safety. -Challenge #2. Decongesting traffic on US 95: Improving the Efficiency and Reliability of Inter-City and Multi-State Travel and Multimodal Transportation. -Challenge #3. Accommodating Growth in Bullhead City. -Challenge #4. Encouraging Mode Shift. Resurfacing and other safety improvements have taken place, but it is time to reconstruct this very important component of City and regional traffic circulation infrastructure and move away from a band-aid method. The Bullhead Parkway currently lacks designated routes for non-motorized users, with narrow shoulders, obstacles, and lack of dedicated pedestrian infrastructure. Safety will be an important consideration of this project. The project will mainly seek to repair and repurpose the current Bullhead Parkway by improving its function and creating transportation lanes/areas for bicyclists and pedestrians. The City also wants to focus in on reducing the bottleneck congestion and high traffic on US 95. The Bullhead Parkway can be an effective alternative route to other City routes that are heavily traveled, and which could possibly contribute to reduce emissions in certain areas, leading to less pollution and better air quality, thus resulting to a safer environment for the community. The roadway improvements will improve long-term efficiency, reliability, public transport and affordability in the movement of works and goods. The enhancement of sidewalks, bus stop pull-outs (ADA compliant) and bike paths/lanes will increase transportation choices by allowing safer alternative methods of transportation. Furthermore, the City has a public transit system, Bullhead Area Transit System (BATS) that uses the Bullhead Parkway as route option for the public and is planning at developing a central station for the transit system and Bullhead Parkway will be a major route. This future development by (BATS) will enhance the Green Line Route. The Green Line provides service to the eastern portion of the City with major portions of the route operating on Bullhead Parkway. Large portions of this route have no bus stops. Key destinations on this route include residential areas and commercial/business centers, medical and healthcare locations such as the Western Arizona Regional Medical Center (WARMC), Senior Centers, the Dialysis Center, Laughlin/Bullhead International Airport (IFP), and access to public amenities such as Walmart. Many portions of the road are unlighted and will be replaced by LED lighting across the entire roadway. It is important to note that this road was not originally designed for heavy truck traffic. With the continued growth and use of machinery related to heavy construction and the much-increased activity of the trucking industry, the development of an improved road is necessary to properly support the community. We believe this is a much needed transportation redevelopment project that will transform the lives of our citizens and surrounding communities. Once completed we envisage the project will revitalize the surrounding area's physical environment to entice economic development, and by assisting with neighborhood revitalization efforts. Additionally, transform Bullhead Parkway to an urban, multimodal corridor with new pedestrian, bicycle, and transit infrastructure that is safer for all who use it. The City of Bullhead City submitted this project under the RAISE 2022 grant cycle and the Senior Review Team Designated the project as "Highly Rated" with a "Highly Recommended" Overall Merit Evaluation Rating. This project will generate quantifiable benefits in RAISE merit criteria. The substantial positive impacts of the project in 2021 dollars and assuming a 7% discount rate are monetized at \$87.6M in benefits, compared to a discounted project cost of \$32.9 M. As a result, the project has a benefit-cost ratio (BCR) of 2.67(at a 7% discount) and a net present value of \$54.7M which represents a favorable investment of federal funds and a significant benefit to the community. The project will



significantly offer benefits to the local and regional economy and will support the long-term growth forecasted for the City of Bullhead City, the greater Mohave County region, tri-state transportation, and multi-state and international trade. The entire project is located within a rural area per the definition in the RAISE Notice of Funding Opportunity (NOFO).

16. Please upload a map showing the Project location or study area (PDF format only).

 Project Location ...

17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." \*

- Yes
- No
- Not applicable

18. If Project involves ADOT Right of Way, has the Applicant discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application? If no ADOT Right of Way or a non-infrastructure project, check "Not applicable." \*

- Yes
- No
- Not Applicable

19. If Project involves privately-owned or another jurisdiction's Right of Way, has the Applicant discussed the Project with owner and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable." \*

- Yes
- No
- Not applicable

20. Project Schedule - check the boxes to show the State Fiscal Years in which each phase is scheduled to begin. \*  
 Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. **NOTE:** the State Fiscal Year runs from July 1 through June 30.

	2023	2024	2025	2026	Not Applicable
Design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. \*

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Right of Way Acquisition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stage 2, 30% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 3, 60% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 4, 95% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 5, 100%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23. Cost Estimate for Scoping/Pre-design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. \*

NA

25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

3,705,600.00

26. Enter the date of the Design estimate. Enter "NA" if not applicable. \*

06/19/2025 thru 01/07/2027

27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. \*

NA

29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. \*

NA

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

52,937,130.00

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. \*

05/07/2027 thru 11/01/2029

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. \*

0

34. Enter the date of the Other estimate. Enter "NA" if not applicable. \*

NA

35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: Year of Expenditure basis means the costs have been inflated in later years. \*

Yes

No


36. Please indicate the source of the Project Cost Estimates entered above. \*

Developed by the Applicant

Developed by an engineering consultant

Other: .....

37. Please upload documentation (PDF format only) showing the Project cost estimates (scoping document, cost estimation form, etc.). \*

 Prelim Const\_20...

## 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.

3,000,000.00

.....

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.

7,642,730.00

.....

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.

14.43

.....

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.

0

.....

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."

ADOT

.....

## 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.

2023 .....

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



*Strengthening Communities, Empowering People*

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The Honorable Peter P.M. Buttigieg  
Secretary  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**RE: Bullhead Parkway Multimodal Improvements in Bullhead City, Arizona MPDG Application**

Dear Secretary Buttigieg,

The Western Arizona Council of Governments (WACOG) is pleased to support the Multimodal Project Discretionary Grant program application for the Bullhead Parkway Multimodal Improvements project located in the city limits of Bullhead City, Arizona.

Beginning at the North side of Bullhead City at the intersection of State Route 95 and the bridge to Laughlin, Nevada, and running 10 miles through easterly Bullhead City to connect once again with State Route 95, the Bullhead Parkway provides a much needed alternative to the congested intercity travel. This critical roadway and its immediate infrastructure is over 25 years old. While the City has continually maintained the roadway, it has surpassed its originally engineered useful life. The Bullhead Parkway Multimodal Improvements project will include complete roadway removal and resurfacing of the entire ten miles of Bullhead Parkway. This project will also include the installation of new bicycle/walking paths, upgraded signal device warning systems, solar street lighting, upgraded guardrails, and enhanced signage to specifically prioritize safety, connectivity, multimodal access, and quality of life improvements.

The Western Arizona Council of Governments enthusiastically approves of this project as the expansion of accessible non-motorized travel choices will not only make the roads safer, it will also diversify travel choice, strengthen the local economy and improve the quality of life for many Bullhead City citizens by enhancing non-motorized forms of transportation like biking and walking.

If you have any further questions, please feel free to contact me at any time.




Sincerely,

Roland Hulse  
WACOG Transportation Planning Manager



**Legend**

-  Project Limits
-  Major Roadway
-  Minor Roadway

-  Water
-  Bullhead City Boundary
-  Laughlin, NV Boundary



City Project No. N/A  
 Federal Project No. N/A  
 ADOT Project No. N/A

Project Location : Bullhead Pkwy  
 Project Description : Concept Plans  
 Project Manager : Angie Johnson

**ENGINEER'S OPINION OF PROBABLE COST**

Item No.	Item Description	Unit	PRELIM		DATE: 2/15/2023
			Quantity	Unit Price	Amount
1	SUBGRADE PREPARATION	SY	407,420	\$ 5.00	\$ 2,037,100.00
2	AGGREGATE BASE COURSE (4") (REDUCED QTY 25% FOR RECYCLED MILLINGS)	CY	33,275	\$ 40.00	\$ 1,331,000.00
3	ASPHALTIC CONCRETE (C-3/4) (2-2" LIFTS)	TN	86,830	\$ 45.00	\$ 3,907,350.00
4	BITUMINOUS TACK COAT	TN	136	\$ 500.00	\$ 68,000.00
5	MEDIAN 2" LANDSCAPE ROCK	SY	44,150	\$ 10.00	\$ 441,500.00
6	NEW GUARDRAIL	LF	31,700	\$ 50.00	\$ 1,585,000.00
7	NEW GUARDRAIL END TREATMENT (APPROACH)	EA	54	\$ 5,000.00	\$ 270,000.00
8	NEW GUARDRAIL END TREATMENT (DEPARTURE)	EA	54	\$ 2,500.00	\$ 135,000.00
9	NEW CONCRETE CURB AND GUTTER	LF	80,000	\$ 30.00	\$ 2,400,000.00
10	NEW ASPHALT CURB	LF	23,750	\$ 4.00	\$ 95,000.00
11	NEW CURB OPENING CATCH BASIN	EA	14	\$ 10,000.00	\$ 140,000.00
12	NEW 24" STORM DRAIN	LF	750	\$ 250.00	\$ 187,500.00
13	NEW STORM DRAIN MANHOLE	EA	13	\$ 12,000.00	\$ 156,000.00
14	CLEAN EXISTING CATCH BASINS	LS	1	\$ 50,000.00	\$ 50,000.00
15	CONCRETE SIDEWALK	SF	5,000	\$ 8.00	\$ 40,000.00
16	SIDEWALK RAMP	EA	30	\$ 4,500.00	\$ 135,000.00
17	REMOVE EXISTING PAVEMENT (FULL DEPTH)	SY	434,200	\$ 6.00	\$ 2,605,200.00
18	REMOVE EXISTING GUARDRAIL	LF	31,700	\$ 7.00	\$ 221,900.00
19	REMOVE EXISTING CATCH BASIN	EA	12	\$ 3,500.00	\$ 42,000.00
20	REMOVE EXISTING SIDEWALK RAMP	EA	25	\$ 1,000.00	\$ 25,000.00
21	ADJUST VALVE TO GRADE	EA	13	\$ 600.00	\$ 7,800.00
22	ADJUST MANHOLE TO GRADE	EA	38	\$ 2,000.00	\$ 76,000.00
23	SIGNING & MARKING	LS	1	\$ 250,000.00	\$ 250,000.00
24	BUS BAY	EA	2	\$ 70,000.00	\$ 140,000.00
25	STREET LIGHTING (SOLAR)	LS	1	\$ 4,000,000.00	\$ 4,000,000.00
26	ITS (QUAD DUCT CONDUIT, 144 SMFO CABLE, SWITCH/SPLICE, TRENCH, BORE, PULL BOXES)	LS	1	\$ 4,400,000.00	\$ 4,400,000.00
27	TRAFFIC SIGNAL (CANYON RD, LAUGHLIN VIEW DR)	EA	2	\$ 600,000.00	\$ 1,200,000.00
28	IMPROVE TRAFFIC SIGNAL (LAUGHLIN RANCH RD, LANDON DR)	EA	2	\$ 200,000.00	\$ 400,000.00
29	TRAFFIC SIGNAL RELOCATION (SR95 RIGHT TURN)	LS	1	\$ 60,000.00	\$ 60,000.00
	<b>CONSTRUCTION SUBTOTAL</b>				<b>\$ 26,406,350.00</b>
	UNIDENTIFIED ITEM ALLOWANCE	LS	20.00%		\$ 5,281,270.00
	<b>SUBTOTAL</b>				<b>\$ 31,687,620.00</b>
	MAINTENANCE AND PROTECTION OF TRAFFIC	LS	8.00%		\$ 2,535,010.00
	EROSION CONTROL	LS	1.00%		\$ 316,880.00
	CONTRACTOR QUALITY CONTROL	LS	2.00%		\$ 633,760.00
	CONSTRUCTION SURVEYING AND LAYOUT	LS	2.00%		\$ 633,760.00
	<b>SUBTOTAL</b>				<b>\$ 35,807,030.00</b>
	MOBILIZATION	LS	10.00%		\$ 3,580,710.00
	<b>SUBTOTAL</b>				<b>\$ 39,387,740.00</b>
	CONSTRUCTION ENGINEERING AND CONTINGENCIES	LS	20.00%		\$ 7,877,550.00
	<b>SUBTOTAL</b>				<b>\$ 47,265,290.00</b>
	COST ESCALATION (4 YEARS AT 3%)(YEAR 2027 OBLIGATION)	LS	12.00%		\$ 5,671,840.00
	<b>CONSTRUCTION SUBTOTAL</b>				<b>\$ 52,937,130.00</b>
	DESIGN FEE (NEPA PROCESS/DESIGN/CONSTRUCTION PLANS)	LS	7.00%		\$ 3,705,600.00
	<b>PROJECT TOTAL</b>				<b>\$ 56,642,730.00</b>

# 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 \*

kathryn.rodd@yavapaiAZ.gov

## Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County \*

Yavapai County

2. Name of Contact Person for Applicant \*

Kathryn Rodd

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 \*

Road Improvement Coordinator

5. Contact's Full Mailing Address \*

Public Works, 1100 Commerce Drive, Prescott, AZ, 86305

6. Contact's Office Phone # \*

9287713183

7. Contact's Business Cell Phone # (if applicable)

8. Contact's Business Email Address \*

kathryn.rod@yavapaiAZ.gov

9. Select the Applicant's COG/MPO. \*

Northern Arizona Council of Governments (NACOG) ▼

## Project Information

Please answer all the questions below.

**NOTE regarding ADOT project design administration (PDA) fees:** If requesting ADOT administration of the Project, ADOT PDA fees will apply. These fees are eligible for AZ SMART Funding only when included in an Application for Design and Other

Engineering Services or for Match on a federal grant application which will include design. The PDA fees shown below are initial estimates only and may be more or less, depending on the Project. By submitting this application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

- Certification Accepted (CA) agencies - \$10,000 initial fee
- Non-CA agencies - \$30,000 initial fee

10. Select the Project Type. \*

Road

Bridge

Transit

Rail

Other: Planning

11. Project Name - enter a brief, intuitive name. \*

Verde Valley Transportation Safety Plan


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.

Verde Valley (Northeastern Yavapai County – exact extents included in accompanying map)

13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". \*

Will be listed in NACOG's TIP upon award

14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). \*

 NACOG AZ SMA...

15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed and benefits to be realized (25,000 character maximum, including spaces and punctuation). \*

NACOG is a Regional Planning Organization with jurisdiction in northern Arizona representing a four county area (Yavapai, Coconino, Navajo, and Apache Counties), equating to approximately 40% of the state of Arizona. NACOG's transportation planning team is currently working with MetroPlan Flagstaff, Central Yavapai MPO (CYMPO), and Greenlight Traffic Engineering to produce the Northern Arizona Regional Transportation Safety Plan (RTSP), which takes a systemic approach to screening, analyzing, and prioritizing safety improvements to roadways in northern Arizona. The RTSP isn't able to develop policies and strategies at a sub-regional or jurisdictional level as it is focused on serving the four-county region, thereby creating the need for greater analysis at the sub-regional and local levels in areas with high incidence of injurious and/or fatal crashes.

The Verde Valley is a sub-region of the study area of the RTSP which is home to 60,576 residents (2020 Census) and covers approximately 989 sq. mi in northeastern Yavapai County, including Cottonwood, Camp Verde, Sedona, Clarkdale, Jerome, and the Yavapai-Apache Nation. At this stage in the RTSP planning process, the consultants have completed a crash data analysis and network screening that has identified the Verde Valley as a priority for safety improvement within the NACOG region. Using the metrics of severely injurious or fatal vehicle crashes per capita, the data analysis finds that the rate for Yavapai County is over 700% that of the statewide average, and nearly 400% that of the full NACOG region. Likewise, injurious crash rates above the statewide average are observed in nearly all analyzed jurisdictions of the Verde Valley, highlighting the need for both spot and systemic safety improvements.

While nearly all local agencies in the Verde Valley area experience severe injury and fatal crash rates higher than statewide rates per capita, some especially concerning statistics are enumerated below (all data is drawn from the most recent 5-year period of crash data available from ADOT ACIS):

- Yavapai County experienced 4,463 crashes per 100,000 population (263% of the statewide rate), 388 severe injury crashes per 100K population (746% of the statewide rate), and 124 fatalities per 100K population (886% of the statewide rate)
- Camp Verde experienced 72 serious injury crashes per 100K population (138% of the statewide rate), and 18 fatalities per 100K population (129% of the statewide rate)
- Cottonwood experienced 2,192 crashes per 100K population (129% of the statewide rate), and 67 serious injury crashes per 100K population (130% of the statewide rate)
- Sedona experienced 2044 crashes per 100K population (120% of the statewide rate)
- The Yavapai-Apache Nation experienced 28 fatalities per 100K population (201% of the statewide rate)

At the May 24th Verde Valley Transportation Planning Organization (VVTPO) meeting, NACOG presented a proposal for a Verde Valley Transportation Safety Plan (expanding upon the RTSP and creating a more comprehensive and focused analysis of the Verde Valley region) seeking consideration and feedback, and received a unanimous vote in support of this proposal. The Verde Valley Transportation Safety Plan is eligible for SS4A funding as a 'supplemental planning effort' that enhances the Regional Transportation Safety Plan. The Verde Valley Transportation Safety Plan grant application will also include updates to many elements of the 2017 Verde Valley Master Transportation Plan (VVMTP).

The Verde Valley Transportation Safety Plan will reassess safety conditions throughout the Verde Valley and provide an updated list of prioritized safety improvements for roadway segments, intersections, bridges, and vulnerable roadway users (pedestrians/bicyclists). This new and updated list of safety improvement projects for the Verde Valley region would differ from the 2017 Verde Valley Master Transportation Plan in that the improvements would focus on increasing safety benefits rather than incorporating various other factors (e.g., economic impact, mobility, travel time, efficiency), but will still be greatly beneficial to the planning efforts of the Verde Valley for several years to come. This new planning document will situate Verde Valley public agencies, Yavapai County, and NACOG to pursue the identified safety projects in this period of increased roadway funding from the Bipartisan Infrastructure Law, including SS4A Implementation Grants.


The Verde Valley Transportation Safety Plan would enhance the planning effort conducted through the 2023 Northern Arizona Regional Transportation Safety Plan by focusing on the unique planning region of the Verde Valley within the four-county region. An SS4A Supplemental Action Plan grant would provide funding for a deeper dive into the existing data being collected and analyzed for the Northern Arizona RTSP, regional safety planning with leadership commitment by elected officials and goal setting, an expansion of scope to include vulnerable road users such as pedestrian, bicyclist and motorcyclists, and a significantly broader list of safety strategies and projects specific to each Verde Valley jurisdiction. Given the size of the four-county region and the number of local jurisdictions, NACOG is not able to develop targeted safety goals and policies for each



community as part of the RTSP; the VVTSP will allow for the creation of fine-tuned goals and policies for the Verde Valley with support and engagement from elected officials and stakeholders. Specific elements of the VVTSP are as follows (but not limited to this list):

- Leadership commitment and goal setting that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- Planning structure through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- Safety analysis of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.
- Engagement and collaboration with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- Equity considerations developed through a plan using inclusive and representative processes.
- Policy and process changes that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- Strategy and project selections that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
- Progress and transparency methods that measure progress over time after an Action Plan is developed or updated, including outcome data.
- Safety planning elements that include speed management, congestion reduction to improve evacuation and emergency resilience, increasing safety for Vulnerable Road Users, increasing investment in and inclusion of transit services, access management, investing in alternative routes for emergency preparedness.
- Follow-up stakeholder engagement for a deeper level of collaboration and local input incorporated into the plan.

16. Please upload a map showing the Project location or study area (PDF format only).

 VVTSP Boundary...

17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." \*

- Yes
- No
- Not applicable

18. If Project involves ADOT Right of Way, has the Applicant discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application? If no ADOT Right of Way or a non-infrastructure project, check "Not applicable." \*

- Yes
- No
- Not Applicable

19. If Project involves privately-owned or another jurisdiction's Right of Way, has the Applicant discussed the Project with owner and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable." \*

- Yes
- No
- Not applicable

20. Project Schedule - check the boxes to show the State Fiscal Years in which each phase is scheduled to begin. \*  
Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. **NOTE:** the State Fiscal Year runs from July 1 through June 30.

	2023	2024	2025	2026	Not Applicable
Design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box in each row. Non-<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 type="checkbox"/>	<input checked="" type="checkbox"/>
Design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Right of Way Acquisition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Utilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (for non-infrastructure projects)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

22. Design Status - for each Stage, check one box to indicate the Project's Design Status. Non-infrastructure projects - check the boxes under Not Applicable for each row.

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stage 2, 30% design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stage 3, 60% design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stage 4, 95% design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stage 5, 100%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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. \*

0

26. Enter the date of the Design estimate. Enter "NA" if not applicable. \*

NA

27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. \*

NA

29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. \*

NA

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. \*

NA

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. \*

312,500

34. Enter the date of the Other estimate. Enter "NA" if not applicable. \*

6/29/2023

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.). \*



## AZ SMART Fund Request

Please answer all the questions below.

**NOTE: Careful attention should be paid to developing a thorough and complete cost estimate on a year of expenditure basis.** The Applicant will be responsible for all costs which exceed the amount of an AZ SMART Fund or federal grant award. ADOT has developed a Project Cost Estimating Tool which is available on the AZ SMART Fund webpage under Application Materials. This tool is provided as a courtesy only and does not purport to cover all possible costs or scenarios. Applicants are ultimately responsible for determining the Project cost estimate.

Unless the NOFO/NOFA includes the option to be a direct recipient, both CA and non-CA agencies should include initial project development fees for road/bridge/rail projects. For transit projects, an administration fee of 10% of the total project cost will apply.

38. County Applicants with population of 100,000 or less and municipalities with population of 10,000 or less ONLY: Enter the amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified below. **The amount entered below should be no more than 50% of the total estimated costs of developing and submitting the grant** - enter in whole dollars (for example, 250,000).

0

39. Enter the amount requested from the AZ SMART Fund for Match for the Federal Grant identified in this application - enter in whole dollars (for example, 250,000). If not requesting Match, skip this question.

62,500

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.

0

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.

0.00

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.

0

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."

NACOG; management of award and project lead

### 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.

FY 2023 .....

48. Which phase of the Project will be submitted in the Federal Grant application? \*

- Design
- Right of Way Acquisition
- Construction
- Other: Planning (Non-Infrastructure Project) .....

**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



Chris Fetzer  
Executive Director

July 13<sup>th</sup>, 2023

ADOT Multimodal Planning Division  
Grant Coordination Group  
and  
Arizona State Transportation Board

Subject: NACOG Approval for Yavapai County Verde Valley Transportation Safety Plan AZ SMART Fund Grant Application

Dear ADOT MPD and Arizona State Transportation Board:

NACOG is pleased to inform you that we have approved Yavapai County's application to the Arizona State Match Advantage for Rural Transportation (SMART) Fund for the Verde Valley Transportation Safety Plan (VVTSP) project. This project, applied for by Yavapai County on behalf of NACOG and all Verde Valley Local Public Agencies, would extend and enhance NACOG's joint Northern Arizona Regional Transportation Safety Plan to employ deeper roadway safety analysis and priority project identification in the Verde Valley area. Yavapai County and NACOG have developed this planning effort as a priority due to the severity and frequency of roadway injuries and fatalities in the Verde Valley. NACOG supports the proposed project as the preferred method for identifying safety priorities and planning to improve the pervasive safety issues in our region. This letter also serves as NACOG's commitment to partner with Yavapai County and manage any funding awards, and to lead the Verde Valley Transportation Safety Plan effort to completion.

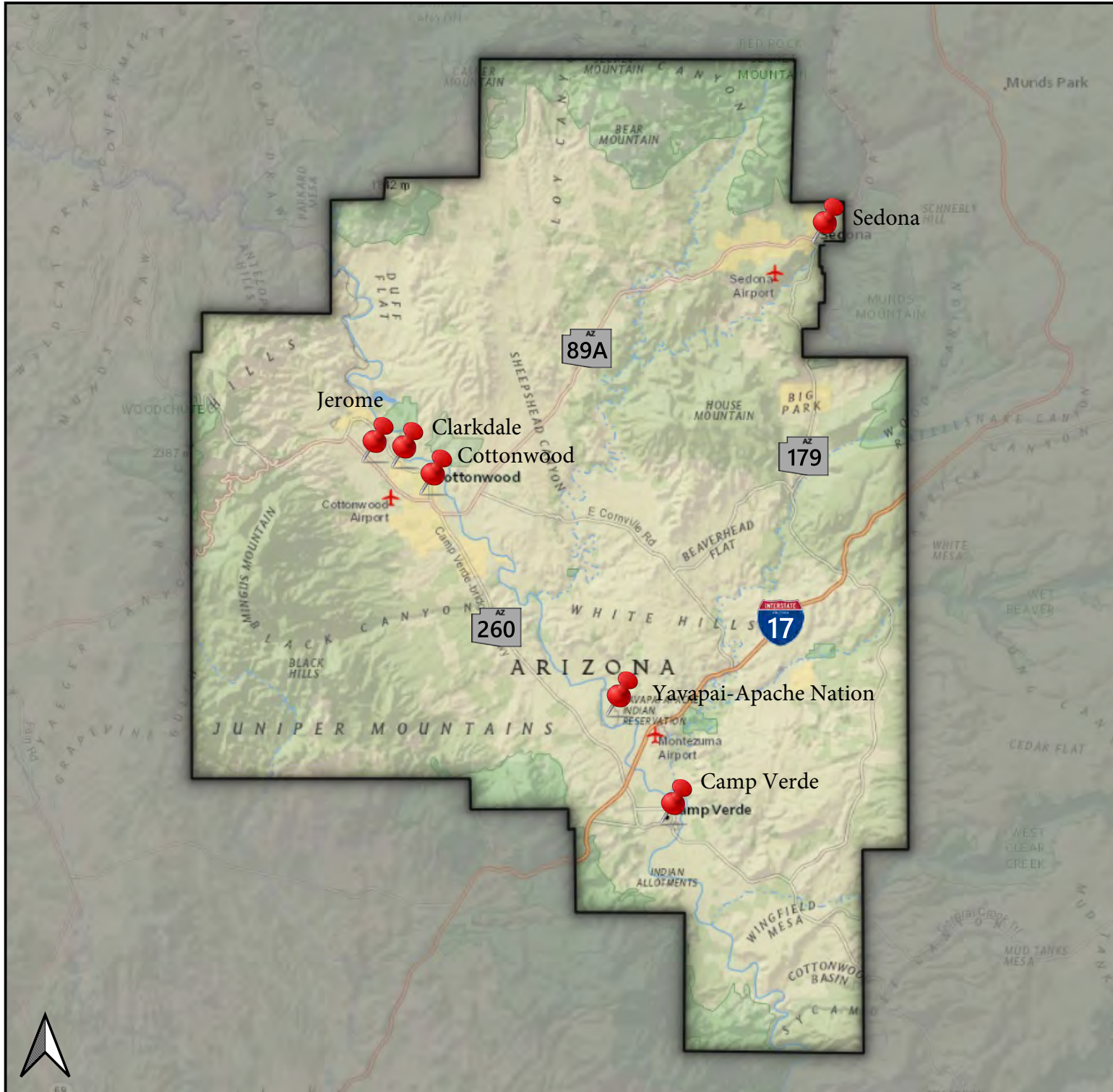
The transportation network of the Verde Valley experiences severe issues with speed management, pavement condition, and multimodal safety and access, resulting in an alarmingly high rate of injury and death; in the past five years of vehicular crash data from Arizona Department of Transportation (ADOT), the Verde Valley observed the highest rates of injurious and fatal crashes in the NACOG region as shown by the data-driven analysis of the Northern Arizona Regional Transportation Safety Plan – over 700% of the injurious crashes as the rest of the state per capita, and nearly 400% of the fatal crashes by the same metric. The intent of this planning effort is to identify roadway safety improvement projects and situate both NACOG and Local Public Agencies in the Verde Valley to apply for construction grants for those identified projects.

I want to thank you in advance for your consideration of Yavapai County's funding request. It is our hope that you will see the importance of this project in increasing the safety of residents and regional visitors who travel in the NACOG region regularly and will support local match assistance for Yavapai County.

Sincerely,

Chris Fetzer  
Executive Director

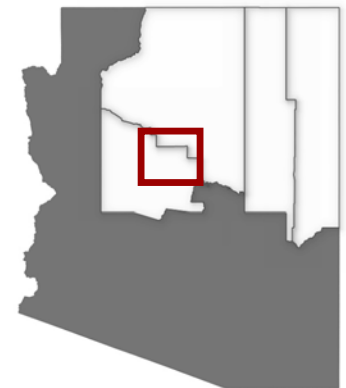
# Verde Valley Transportation Safety Plan Project Area



The study area for the Verde Valley Transportation Safety Plan project is the shown portion of Yavapai County, Arizona, including the local jurisdictions of Sedona, Camp Verde, Cottonwood, Clarkdale, and Jerome. The study area also includes the Yavapai-Apache tribal lands.

This study area boundary matches that of the 2016 Verde Valley Master Transportation Plan, the planning document that this supplemental planning grant aims to give a safety-oriented update.

Map prepared in conjunction with Northern Arizona Council of Governments' application to the Safe Streets and Roads for All discretionary grant funding program.



Proposed Budget Amount		Match Amount	Total SS4A Request	
\$	250,000.00	\$	62,500.00	\$ 312,500.00
	Stakeholder and Public Engagement		25%	\$ 62,500.00
	Data Analysis		15%	\$ 37,500.00
	Development of Strategies and Policies		10%	\$ 25,000.00
	15% Design for 3-5 Top Priority Improvements		35%	\$ 87,500.00
	Project Management		5%	\$ 12,500.00
	Performance Measures, Equity Analysis and Final Product		10%	\$ 25,000.00
	<b>TOTAL</b>		<b>100%</b>	<b>\$ 250,000.00</b>

<b>Total SS4A Request</b>	
\$	312,500.00
<b>Federal Share</b>	
\$	250,000.00
<b>Federal Share Pct</b>	
	0.8
<b>Local Share</b>	
\$	62,500.00
<b>Local Share Pct</b>	
	0.2

# 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 \*

TKelso@azdot.gov

## Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County \*

Yuma

2. Name of Contact Person for Applicant \*

Trent Kelso

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 \*

ADOT Project Manager

5. Contact's Full Mailing Address \*

205 S. 17th Avenue Phoenix, Arizona 85007

6. Contact's Office Phone # \*

(602) 712-6685

7. Contact's Business Cell Phone # (if applicable)

6027238313

8. Contact's Business Email Address \*

TKelso@azdot.gov

9. Select the Applicant's COG/MPO. \*

Yuma Metropolitan Planning Organization (YMPO) ▼

## Project Information

Please answer all the questions below.

**NOTE regarding ADOT project design administration (PDA) fees:** If requesting ADOT administration of the Project, ADOT PDA fees will apply. These fees are eligible for AZ SMART Funding only when included in an Application for Design and Other

Engineering Services or for Match on a federal grant application which will include design. The PDA fees shown below are initial estimates only and may be more or less, depending on the Project. By submitting this application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

- Certification Accepted (CA) agencies - \$10,000 initial fee
- Non-CA agencies - \$30,000 initial fee

10. Select the Project Type. \*

Road

Bridge

Transit

Rail

Other: .....

11. Project Name - enter a brief, intuitive name. \*

US Highway 95, Wellton-Mohawk Canal to Imperial Dam Road .....

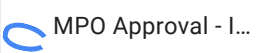
12. Enter the Project limits as applicable. If an infrastructure Project is infrastructure, provide the name of the road \* and "From" and "To" Mileposts or Cross Streets. If a non-infrastructure project, enter the geographic area to which the plan or study will relate.

US Highway 95, Milepost 38.50-44.10 .....

13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". \*

ESTIP # 1082320 STIP # 103691 .....


14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). \*

 MPO Approval - I...

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). \*

This planning project will complete final design and environmental clearance for approximately 5.60 miles of safety improvements on US Highway 95. The project is strong in safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, partnership and collaboration, and innovation. The construction of a separated four-lane highway with widened shoulders will significantly reduce the number of roadway accidents and alleviate sources of roadway back-ups, creating a safer and much more reliable corridor for transportation in the area. The project will also encourage and increase affordable transportation options like vanpooling service and allow for forms of active transportation like cycling on the roadway.

16. Please upload a map showing the Project location or study area (PDF format only).

 F060801C Locati...

17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." \*

- Yes
- No
- Not applicable

18. If Project involves ADOT Right of Way, has the Applicant discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application? If no ADOT Right of Way or a non-infrastructure project, check "Not applicable." \*

- Yes
- No
- Not Applicable



19. If Project involves privately-owned or another jurisdiction's Right of Way, has the Applicant discussed the Project with owner and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable." \*

- Yes
- No
- Not applicable

20. Project Schedule - check the boxes to show the State Fiscal Years in which each phase is scheduled to begin. \*  
Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. **NOTE:** the State Fiscal Year runs from July 1 through June 30.

	2023	2024	2025	2026	Not Applicable
Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box in each row. Non-<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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stage 2, 30% design	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Stage 3, 60% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 4, 95% design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stage 5, 100%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

23. Cost Estimate for Scoping/Pre-design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. \*

N/A

25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$8,000,000

26. Enter the date of the Design estimate. Enter "NA" if not applicable. \*

3/7/2023

27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. \*

TBD

29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. \*

TBD

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

\$85,000,000

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. \*

3/7/2023

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. \*

0

34. Enter the date of the Other estimate. Enter "NA" if not applicable. \*

N/A

35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: Year of Expenditure basis means the costs have been inflated in later years. \*

Yes

No


36. Please indicate the source of the Project Cost Estimates entered above. \*

Developed by the Applicant

Developed by an engineering consultant

Other: .....

37. Please upload documentation (PDF format only) showing the Project cost estimates (scoping document, cost estimation form, etc.). \*

 US Highway 95, ...

## AZ SMART Fund Request

Please answer all the questions below.

**NOTE: Careful attention should be paid to developing a thorough and complete cost estimate on a year of expenditure basis.** The Applicant will be responsible for all costs which exceed the amount of an AZ SMART Fund or federal grant award. ADOT has developed a Project Cost Estimating Tool which is available on the AZ SMART Fund webpage under Application Materials. This tool is provided as a courtesy only and does not purport to cover all possible costs or scenarios. Applicants are ultimately responsible for determining the Project cost estimate.

Unless the NOFO/NOFA includes the option to be a direct recipient, both CA and non-CA agencies should include initial project development fees for road/bridge/rail projects. For transit projects, an administration fee of 10% of the total project cost will apply.

38. County Applicants with population of 100,000 or less and municipalities with population of 10,000 or less **ONLY**: Enter the amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified below. **The amount entered below should be no more than 50% of the total estimated costs of developing and submitting the grant** - enter in whole dollars (for example, 250,000).

.....

39. Enter the amount requested from the AZ SMART Fund for Match for the Federal Grant identified in this application - enter in whole dollars (for example, 250,000). If not requesting Match, skip this question.

.....

40. Beyond the amount requested from the AZ SMART Fund, enter the dollar amount of Matching cash funds to be committed by the Applicant for the Project in the Federal Grant identified in this application. If not requesting Match, skip this question.

.....

41. Enter the percent to the second decimal place (for example, 15.05%) of Matching cash funds which will be provided by just the Applicant in the Federal Grant application - do not include the amount requested from the AZ SMART Fund. See Application Guidelines for directions to calculate the percentage. If not requesting Match, skip this question.

.....

42. Enter the amount requested from the AZ SMART Fund for reimbursement of design and other engineering services expenditures that meet federal design standards for Projects eligible for the Federal Grant identified in this application. Enter in whole dollars (for example, 250,000). If not requesting design funds, skip this question.

\$3,750,000

43. Provide the names of any other entities the Applicant will partner with to deliver the Project. Identify and quantify the contribution of each partner(s) (dollar amount of cash match, type of in-kind services, etc.). If none, enter "NA."

N/A

### 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: 2023 RAISE Grant Awarded

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.

2023 RAISE Grant Awarded  
.....

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

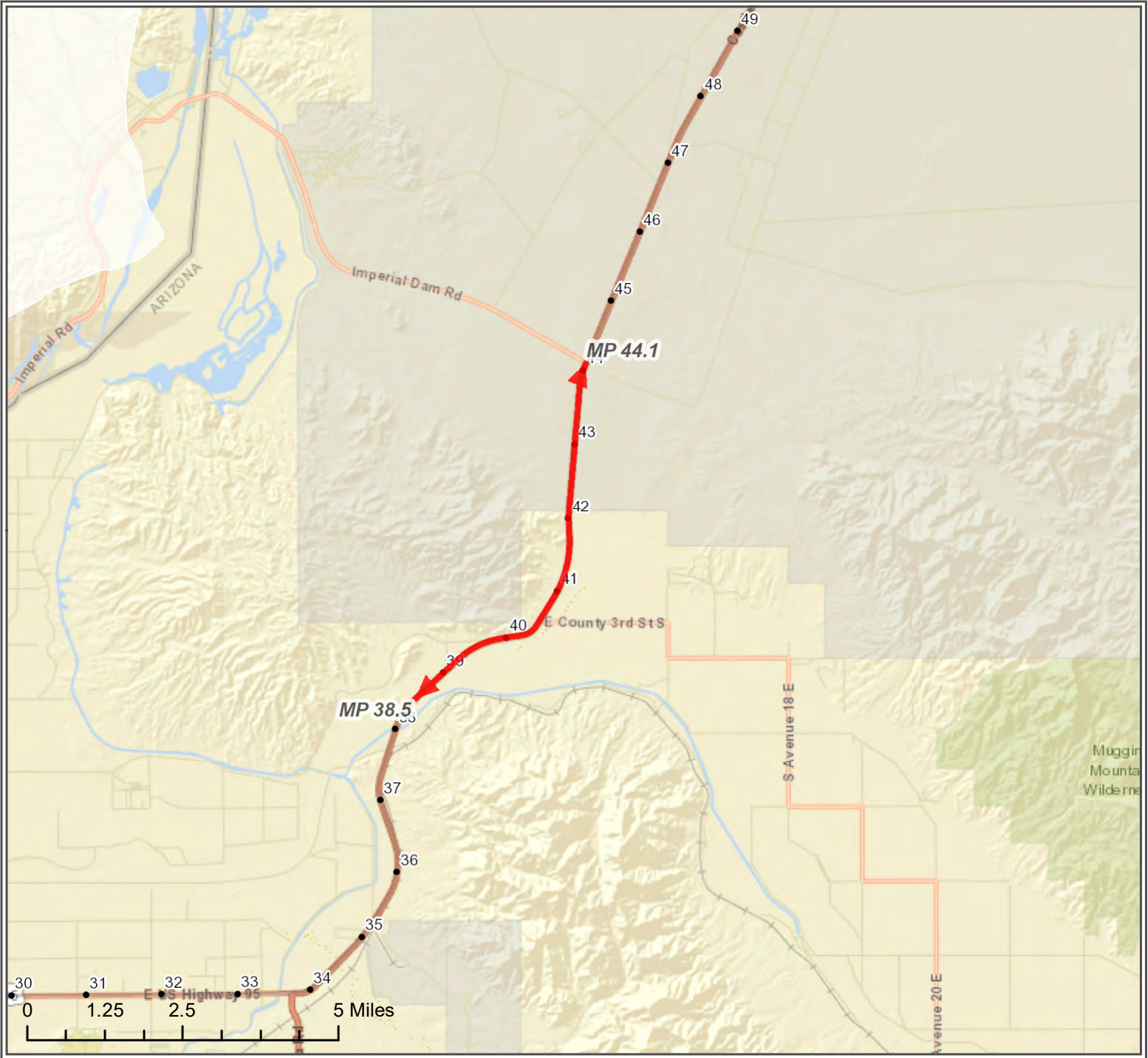
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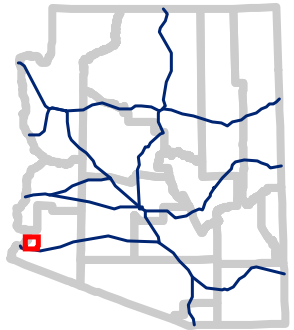
Google Forms



# F060801C, WELLTON-MOHAWK CANAL - IMPERIAL DAM RD



WELLTON-MOHAWK CANAL - IMPERIAL DAM RD  
Roadway Widening  
US-95 (from MP 38.5 to MP 44.1)  
095-B(220)T  
095 YU 38. F0608 01C



Arizona Department of Transportation					
Estimated Engineering Construction Cost					
Itemized Estimate					
Project Number:	US Highway 95, Wellton-Mohawk Canal Bridge (MP 38.5) - Imperial Dam Road (MP 44.10)				
Version:	Predesign				
Item No	Item Description	Unit	Quantity	Unit Price	Amount
2010011	CLEARING & GRUBBING	ACRE	209	\$ 2,000.00	\$418,000
2020001	REMOVAL OF STRUCTURES & OBSTRUCTIONS	L. SUM	1	\$ 197,963.00	\$197,963
2020029	REMOVAL OF ASPHALTIC CONCRETE PAVEMENT	SQ. YD.	63,317	\$ 4.00	\$253,268
2020041	REMOVAL OF PIPE	L. FT.	531	\$ 40.00	\$21,240
2020071	REMOVE GUARDRAIL	L. FT.	2,647	\$ 8.00	\$21,176
2020080	REMOVE BITUMINOUS PAVEMENT (MILLING)(1/2")	SQ. YD.	40,779	\$1.50	\$61,169
2030301	ROADWAY EXCAVATION	CU. YD.	71,181	\$8.00	\$569,448
2030401	DRAINAGE EXCAVATION	CU. YD.	10,809	\$20.00	\$216,180
2030900	BORROW	CU. YD.	735,527	\$10.00	\$7,355,270
3030022	AGGREGATE BASE, CLASS 2	CU. YD.	56,502	\$40.00	\$2,260,080
4040111	BITUMINOUS TACK COAT	TON	163	\$600.00	\$97,800
4040116	APPLY BITUMINOUS TACK COAT	HOURL	326	\$150.00	\$48,900
4040125	FOG COAT	TON	34	\$730.00	\$24,820
4040163	BLOTTER MATERIAL	TON	97	\$40.00	\$3,880
4040282	ASPHALT BINDER (PG 76-16)	TON	3,509	\$600.00	\$2,105,400
4140040	ASPHALT CONCRETE FRICTION COURSE (ASPHALT RUBBER)	TON	5,573	\$45.00	\$250,785
4140042	ASPHALT RUBBER MATERIAL (AR-ACFC)	TON	504	\$600.00	\$302,400
4140044	MINERAL ADMIXTURE (AR-ACFC)	TON	51	\$90.00	\$4,590
4160004	ASPHALTIC CONCRETE (3/4" MIX)(SPECIAL)	TON	70,195	\$45.00	\$3,158,775
4160031	MINERAL ADMIXTURE	TON	660	\$90.00	\$59,400
5012924	PIPE CULVERT, 24"	L. FT.	553	\$90.00	\$49,770
5012930	PIPE CULVERT, 30"	L. FT.	1,115	\$110.00	\$122,650
5012936	PIPE CULVERT, 36"	L. FT.	1,063	\$140.00	\$148,820
5012942	PIPE CULVERT, 42"	L. FT.	527	\$170.00	\$89,590
5010035	PIPE CULVERT, 48"	L. FT.	125	\$220.00	\$27,500
5014524	FLARED END SECTION 24"	EACH	9	\$630.00	\$5,670
5014530	FLARED END SECTION 30"	EACH	11	\$800.00	\$8,800
5014536	FLARED END SECTION 36"	EACH	12	\$1,040.00	\$12,480
5014542	FLARED END SECTION 42"	EACH	6	\$1,200.00	\$7,200
5019008	PIPE LINER (22")	L.FT.	60	\$100.00	\$6,000
5019071	PIPE LINER (28")	L.FT.	49	\$125.00	\$6,125
5019072	PIPE LINER (32")	L.FT.	53	\$165.00	\$8,745
5019073	PIPE LINER (36")	L.FT.	112	\$255.00	\$28,560
5030141	CONCRETE CATCH BASIN (MEDIAN)	EACH	2	\$4,000.00	\$8,000
6010002	STRUCTURAL CONCRETE (3,000 PSI)	CU. YD.	3,050	\$350.00	\$1,067,500
6018111	RCBC (MP 42.10)	L.SUM	1	\$160,000.00	\$160,000
6018111	RCBC (MP42.40)	L.SUM	1	\$110,000.00	\$110,000
6018111	RCBC (MP 42.60)	L.SUM	1	\$470,000.00	\$470,000
6050002	REINFORCING STEEL	LBS.	480,013	\$1.25	\$600,016
6080101	MISC WORK (SIGNS)	L. SUM	1	\$96,945.00	\$96,945
7040003	PAVEMENT MARKING (WHITE THERMO)	L. FT.	110,873	\$1.00	\$110,873
7040004	PAVEMENT MARKING (YELLOW THERMO)	L. FT.	88,698	\$1.00	\$88,698
7060001	RPMS	EACH	738	\$8.00	\$5,904
8050003	SEEDING	ACRE	122	\$3,000.00	\$366,000
9030025	GAME FENCE (4-STRAND)	L. FT.	58,985	\$10.00	\$589,850
9050001	GUARDRAIL (MASH)	L. FT.	5,965	\$30.00	\$178,950
9280037	RUMBLE STRIP (12")	L. FT.	118,272	\$0.20	\$23,654
999X003	BRIDGE WIDENING (GILA RIVER)	SQ. FT.	21,760	\$215.00	\$4,678,400
9999904	CONSTRUCT STRUCTURE EQUIPMENT CROSSING (SB MP 42.5)	L.SUM	1	\$442,000.00	\$442,000
9999904	CONSTRUCT STRUCTURE EQUIPMENT CROSSING (NB MP 42.5)	L.SUM	1	\$442,000.00	\$442,000
701XX01	MAINTENANCE AND PROTECTION OF TRAFFIC (15%)	COST	19%		5,204,336
924XX02	CONTRACTOR QUALITY CONTROL (2%)	COST	2%		547,825
925XX01	CONSTRUCTION SURVEYING AND LAYOUT (1%)	COST	1%		273,912
901XX01	MOBILIZATION (10%)	COST	10%		2,739,124
				<b>SUBTOTAL</b>	<b>36,156,442</b>
924XX05	UNIDENTIFIED ITEM ALLOWANCE	COST	25%		9,039,111
810XX01	EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		361,564
				<b>SUBTOTAL</b>	<b>45,557,117</b>
<b>PROJECT WIDE</b>					
951X001	CONSTRUCTION ENGINEERING	COST	15%		\$6,833,567.59
951X002	CONTINGENCY	COST	5%		\$2,277,855.86
	DESIGN	COST			\$8,000,000.00
				<b>SUBTOTAL</b>	<b>\$62,668,540.72</b>
	INDIRECT COST ALLOCATION (ICAP)	COST	10%		\$6,266,854.07
				<b>TOTAL PROJECT COST</b>	<b>\$68,935,395</b>
				Total Cost +35%	<b>\$93,062,783</b>

# 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 \*

rkarimvand@azdot.gov

## Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County \*

ADOT

2. Name of Contact Person for Applicant \*

Reza Karimvand

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 \*

ADOT Digital Delivery Lead Standards & Compliance Engineer

5. Contact's Full Mailing Address \*

205 S 17TH AVE

6. Contact's Office Phone # \*

6027127640

7. Contact's Business Cell Phone # (if applicable)

5209043508

8. Contact's Business Email Address \*

rkarimvand@azdot.gov

9. Select the Applicant's COG/MPO. \*

Not applicable

## 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: Digital construction management

11. Project Name - enter a brief, intuitive name. \*

Digital Delivery construction management

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.

Statewide

13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". \*


Not applicable

14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). \*

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 adoption of digital delivery in the transportation construction industry has been steadily increasing. As advancements in digital technology continue to progress at a rapid pace, ADOT is working towards a phased systematic approach for a statewide digital delivery adoption and implementation plan. This paperless delivery system has quickly become a "must-have" as it offers numerous advantages over traditional paper-based delivery methods. The Digital Delivery Program (DDP) will streamline processes from inception through project delivery and will proactively establish guidelines to help ADOT achieve their goals and continue adapting to evolving technology. It is expected that ADOT will be positioned for implementation by calendar year 2026 and will begin working on a framework for the collection of digital as-built records to support operations and maintenance activities. The value of digital delivery lies in its ability to improve collaboration, increase efficiency and sustainability, and enhance visualization, so that projects can be completed on time, within budget, and to the highest level of quality.

16. Please upload a map showing the Project location or study area (PDF format only).

 DD Project Roa...

17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." \*

- Yes
- No
- Not applicable

18. If Project involves ADOT Right of Way, has the Applicant discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application? If no ADOT Right of Way or a non-infrastructure project, check "Not applicable." \*

- Yes
- No
- Not Applicable

19. If Project involves privately-owned or another jurisdiction's Right of Way, has the Applicant discussed the Project with owner and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable." \*

- Yes
- No
- Not applicable

20. Project Schedule - check the boxes to show the State Fiscal Years in which each phase is scheduled to begin. \*  
Check only ONE box in each row. Non-infrastructure projects - check the boxes under Not Applicable for each row. **NOTE:** the State Fiscal Year runs from July 1 through June 30.

	2023	2024	2025	2026	Not Applicable
Design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

21. Project Status - check the boxes to indicate the status of each phase. Check only ONE box in each row. Non-<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 type="checkbox"/>	<input checked="" type="checkbox"/>
Design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Right of Way Acquisition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Utilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (for non-infrastructure projects)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

22. Design Status - for each Stage, check one box to indicate the Project's Design Status. Non-infrastructure projects - check the boxes under Not Applicable for each row.

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stage 2, 30% design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stage 3, 60% design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stage 4, 95% design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stage 5, 100%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



23. Cost Estimate for Scoping/Pre-design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0 (Zero)

24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. \*

N/A

25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0 (Zero)

26. Enter the date of the Design estimate. Enter "NA" if not applicable. \*

N/A

27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0 (Zero)

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. \*

N/A

29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0 (Zero)

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. \*

N/A

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. \*

0 (Zero)

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. \*

N/A

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. \*

\$5,000,000 Anticipated 1,000,000 per year

34. Enter the date of the Other estimate. Enter "NA" if not applicable. \*

July 2023

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.). \*

 DD Project Cost...

## 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.

1,000,000  
.....

40. Beyond the amount requested from the AZ SMART Fund, enter the dollar amount of Matching cash funds to be committed by the Applicant for the Project in the Federal Grant identified in this application. If not requesting Match, skip this question.

.....

41. Enter the percent to the second decimal place (for example, 15.05%) of Matching cash funds which will be provided by just the Applicant in the Federal Grant application - do not include the amount requested from the AZ SMART Fund. See Application Guidelines for directions to calculate the percentage. If not requesting Match, skip this question.

.....

42. Enter the amount requested from the AZ SMART Fund for reimbursement of design and other engineering services expenditures that meet federal design standards for Projects eligible for the Federal Grant identified in this application. Enter in whole dollars (for example, 250,000). If not requesting design funds, skip this question.

.....

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."

N/A

.....

### 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: ADOT is the Applicant

.....

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: The Advanced Digital Construction Management Systems (ADCMS)

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.

2023

48. Which phase of the Project will be submitted in the Federal Grant application? \*

Design

Right of Way Acquisition

Construction

Other: development and implementation

### For State Purposes only

Adopted at STB meeting on \_\_\_\_\_ . Action taken:

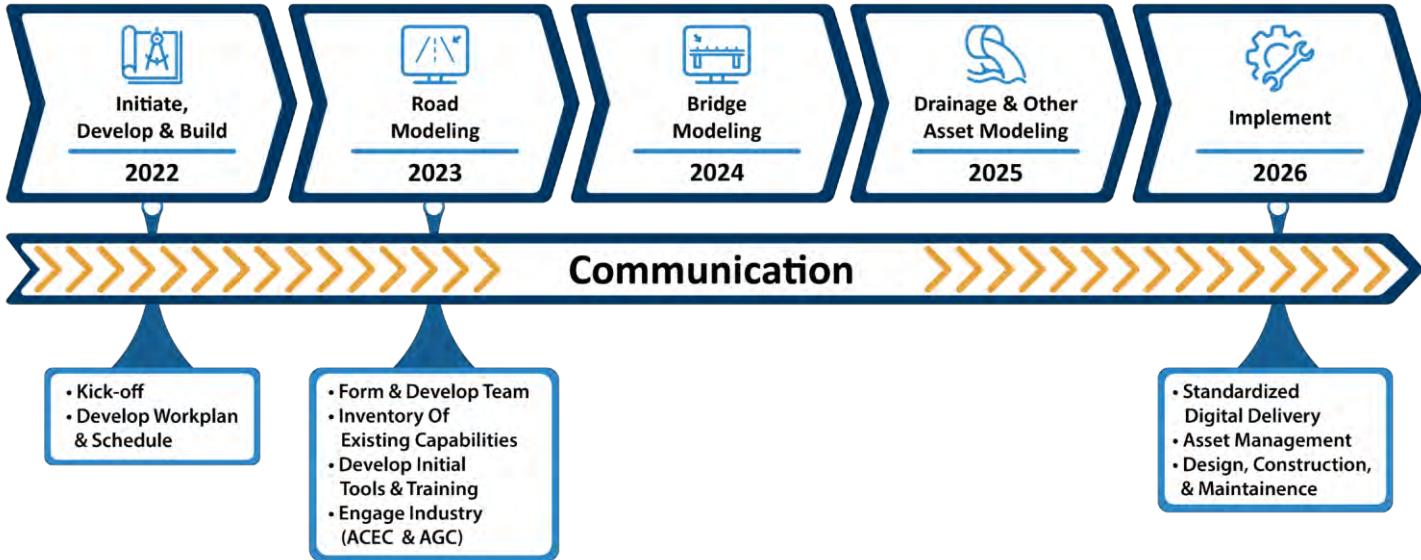
\_\_\_ Approved

\_\_\_ Denied

\_\_\_ Modified as shown in the attached document

This form was created inside of State of Arizona.

Google Forms



# Digital Delivery Budget

## ITEM

FY 24

Professional Services for Consultant and Software Vendor, and Direct Cost of Equipment:	
Develop Communication & Education Plan	
Assessment, Development & Updates of Bentley Software (Survey, Roadway Design, Bridge Design)	
Digital Delivery Design & Modeling Standards (Survey, Roadway Design, Bridge Design)	
Digital Delivery for CE&I (Earthwork, Pavement & Bridge Models)	
Development of Training Materials (Survey, Roadway Design, Bridge Design, and Construction Inspection)	\$ 1,195,000.00
Initiating Pilot Projects	
Technical Support and Training	
Equipment (GPS, Desktop and Laptop Computers, Tablets/Mobile Devices)	
Design Review and Construction 3D Model Viewing Software	
Digital Asset Management Implementation Phase (Development Specification for Digital As-Built Surveys)	

Professional Services for Consultant and Software Vendor, and Direct Cost of Equipment:	
Assessment, Development & Updates of Bentley Software (Drainage, Utilities, Traffic & ITS)	
Digital Delivery Design & Modeling Standards (Drainage, Utilities, Traffic & ITS).	
Development of Training Materials (Drainage, Utilities, Traffic & ITS)	
Initiating Pilot Projects	
Technical Support and Training	
Updates to incorporate lessons learned from FY24	
Digital Asset Management Implementation Phase	
Assess Other Technologies – Lidar Scanners and Drones for Data Collection of Digital As-Built 3D Models.	
Build CAD-to-GIS Tool Prototype and Procedures (Bentley/Esri)	



Professional Services for Consultant:

Updates and Standardization of ADOT Manuals after initial DD pilot projects conducted in FY24 and FY25  
Develop Data Governance and Data Management Business Plans for ADOT Digital Workflows for Business Data  
Develop Technology Governance Plan to Support Sustainability of Digital Delivery Program and Lifecycle Asset Business Information

Professional Services for Consultant and Software Deployment of IT Architecture:

Updates to incorporate lessons learned from FY26  
Procure and Implement replacement system for planning and programming Access Database for business reporting  
Design and Deployment of IT Systems Architecture to Connect Asset Lifecycle Digital Data and Data Governance and Data Management Business Plans for ADOT Digital Workflows for Business Data

## Total Budget

**FY 25**

**FY 26**

**FY27**

Since this funding is all state funds and has already been committed, I would say that's what front loading your state 20% match, so you'll be done with your required non-federal dollar FY24 then is \$1M non-federal funds (full 20% match requirement of the overall amount) and

At the end of FY24 when we are finished with these tasks, then you submit your expenditures

\$ 2,000,000.00

FY25, FY26, and FY27 would be expenditures will be all with federal dollars. I think frontloading your state 20% required contribution would help you with your commitment to move this initiative forward and will be able to complete

\$ 1,500,000.00

\$ 1,500,000.00

\$ 6,195,000.00

it we start with, and indicate that you are  
rs contributions.  
id \$195K  
  
res for reimbursement.

ollars because your obligation would have been met in FY24. I  
ou in the selection because FHWA would see you have the  
ete it to make a difference

STATE ENGINEER'S REPORT  
July 2023

The Status of Projects Under Construction report for July 2023 shows 98 projects under construction valued at \$2,077,242,711.18. The transportation board awarded 6 projects during July valued at approximately \$15.3 million.

During July, the Department finalized 9 projects valued at \$13,395,066.20. 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 9 projects. The total cost of these 9 projects has exceeded the contractors bid amount by -19.1. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to -22.1%.

MONTHLY CONSTRUCTION REPORT

July 2023

PROJECTS UNDER CONSTRUCTION	98
MONETARY VALUE OF CONTRACTS	\$2,077,242,711.18
PAYMENTS MADE TO DATE	\$1,103,118,439.26
STATE PROJECTS	81
LOCAL GOVERNMENT	17
OTHER	
CONTRACTS EXECUTED IN JULY 2023	2
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$6,195,714.93

FIELD REPORTS SECTION

EXT. 7301

Accumulation to Date (Fiscal Year 2024 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
9	\$16,112,681.90	\$16,548,940.40	\$13,395,066.20	(\$3,153,874.20)	-19.1%

Prepared By:

DocuSigned by:  
*Ladd Bouts* 8/2/2023  
 4121CG9994A042B...

Field Reports Unit, X7301

Checked By:

DocuSigned by:  
*Irene Del Castillo* 8/2/2023  
 697D5935C248471...

IRENE DEL CASTILLO, FR Manager  
 Field Reports, X7321

Completed Contracts (Fiscal Year 2024)

July, 2023

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 9	9		\$16,548,940.40	\$13,395,066.20
		<u>Monetary</u>		<u>Monetary</u> (\$3,153,874.20)



**FINAL COST VS BID ADJUSTED**

**FISCAL YEAR 2024**

<u>LESS ADJUSTMENTS FOR</u>								
<u>MONTH</u>	<u>CUMULATIVE FINAL COST</u>	<u>REVISIONS/ OMISSIONS #4 &amp; #5</u>	<u>INCENTIVE/ BONUS #7</u>	<u>ADD'L WORK PD OTHERS #3</u>	<u>CUMULATIVE ADJ</u>	<u>CUMULATIVE BID AMOUNT</u>	<u>ADJUSTED FINAL COST</u>	<u>ADJ CUM</u>
Jul-23	\$ 13,395,066	\$ 506,929	\$ -	\$ -	\$ 506,929	\$ 16,548,940	\$ 12,888,137	-22.1%
Aug-23					\$ 506,929		\$ (506,929)	
Sep-23					\$ 506,929		\$ (506,929)	
Oct-23					\$ 506,929		\$ (506,929)	
Nov-23					\$ 506,929		\$ (506,929)	
Dec-23					\$ 506,929		\$ (506,929)	
Jan-24					\$ 506,929		\$ (506,929)	
Feb-24					\$ 506,929		\$ (506,929)	
Mar-24					\$ 506,929		\$ (506,929)	
Apr-24					\$ 506,929		\$ (506,929)	
May-24					\$ 506,929		\$ (506,929)	
Jun-24					\$ 506,929		\$ (506,929)	
		\$ 506,929	\$ -	\$ -	\$ 506,929			

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2024**  
**July, 2023**

<b>Project Number</b>	<b>Location District</b>	<b>State Estimate</b>	<b>Contractor</b>	<b>Bid Amount</b>	<b>Final Cost</b>	<b>Monetary</b>	<b>Percent</b>
264-A-(219)T H894301C	DINNEBITO WASH BRIDGE #1013 NorthEast District						
	Working Days: 155 = 150 + 5 Days Used: 153						
			FNF CONSTRUCTION, INC.	Low Bid = \$720,878.40 or 39.14% over State Estimate			
		1,841,802.85		\$2,562,681.25	\$2,557,233.34	(\$5,447.91)	-0.2 %
B19-A-(203)T F024401C	POTRERO CANYON & COUNTRY CLUB SouthCent District						
	Working Days: 244 = 135 + 64 + 45 Days Used: 240						
			SOUTHWEST CONCRETE PAVING CO.	Low Bid = \$38,155.20 or 5.69% over State Estimate			
		670,273.80		\$708,429.00	\$858,429.95	\$150,000.95	21.2 %
040-D-(241)T F023001C	HERMOSA DRIVE UP 1368 NorthEast District						
	Working Days: 150 = 120 + 14 + 11 + 3 + 2 Days Used: 132						
			J. BANICKI CONSTRUCTION, INC.	Low Bid = \$69,884.60 or 2.64% over State Estimate			
		2,645,537.30		\$2,715,421.90	\$2,923,764.98	\$208,343.08	7.7 %
082-A-(209)T F028201C	3R Wash Bridge SouthCent District						
	Working Days: 100 Days Used: 100						
			K E & G CONSTRUCTION, INC.	Low Bid = \$82,440.00 or 17.04% over State Estimate			
		483,881.00		\$566,321.00	\$490,640.57	(\$75,680.43)	-13.4 %

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2024**  
**July, 2023**

<b>Project Number</b>	<b>Location District</b>	<b>State Estimate</b>	<b>Contractor</b>	<b>Bid Amount</b>	<b>Final Cost</b>	<b>Monetary</b>	<b>Percent</b>
GDY-0-(214)T T026301C	Estrella/PebbleCreek Pkwy/TMC Central District						
Working Days: 406 = 225 + 87 + 94 Days Used: 405							
			C S CONSTRUCTION, INC.	Low Bid = \$415,238.00 or 29.62% over State Estimate			
		1,401,704.00		\$1,816,942.00	\$1,811,933.50	(\$5,008.50)	-0.3 %
068-A-(208)T F040601C	Laughlin Bridge - W of Golden NorthWest District						
Working Days: 90 Days Used: 33							
			PAVECO, INC.	Low Bid = (\$927,351.00) or 20.53% under State Estimate			
		4,516,355.00		\$3,589,004.00	\$350,000.00	(\$3,239,004.00)	-90.2 %
087-B-(228)T F044801C	MP 229.6 to MP 229.9 NB NorthCent District						
Working Days: 167 = 35 + 132 Days Used: 144							
			COMBS CONSTRUCTION COMPANY, INC.	Low Bid = \$234,076.85 or 43.76% over State Estimate			
		534,860.45		\$768,937.30	\$1,082,628.47	\$313,691.17	40.8 %
BKY-0(215)T T025701P	BUCKEYE Central District						
Working Days: 365 Days Used: 441							
			CITY OF BUCKEYE	Low Bid = or under State Estimate			
				\$436,770.00	\$447,314.36	\$10,544.36	2.4 %

**Arizona Department of Transportation**  
**Field Reports Section**  
**Completed Contracts Fiscal Year 2024**  
 July, 2023

<b>Project Number</b>	<b>Location District</b>	<b>State Estimate</b>	<b>Contractor</b>	<b>Bid Amount</b>	<b>Final Cost</b>	<b>Monetary</b>	<b>Percent</b>
095-B-NFA F046101C	MP 67.0 - MP 80.0 SouthWest District						
Working Days: 90 Days Used: 57			CACTUS TRANSPORT II, INC.	Low Bid = (\$633,833.55) or 15.77% under State Estimate			
		4,018,267.50		\$3,384,433.95	\$2,873,121.03	(\$511,312.92)	-15.1 %

# CONTRACTS

## Contracts: (Action as Noted)

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

\*ITEM 9a: BOARD DISTRICT NO.: 6

BIDS OPENED: JULY 14, 2023

HIGHWAY: WICKENBURG-KINGMAN HIGHWAY (US 93)

SECTION: SYCAMORE CREEK BRIDGE NB, GRAY WASH BRIDGE

COUNTY: MOHAVE

ROUTE NO.: US 93

PROJECT : TRACS: 093-B(218)T; 093 MO 127 F034901C

FUNDING: 94.30% FED 5.70% STATE

LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 1,820,137.90

STATE ESTIMATE: \$ 1,640,394.00

\$ OVER ESTIMATE: \$ 179,743.90

% OVER ESTIMATE: 11.0%

PROJECT DBE GOAL: 5.06%

BIDDER DBE PLEDGE: 5.06%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



# CONTRACTS

\*ITEM 9b: BOARD DISTRICT NO.: 6

BIDS OPENED: JULY 14, 2023

HIGHWAY: DEWEY-COPPER CANYON HIGHWAY (SR 169)

SECTION: GRANT WOODS PARKWAY – I-17

COUNTY: YAVAPAI

ROUTE NO.: SR 169

PROJECT : TRACS: 169-A(206)T: 169 YV 003 F051201C

FUNDING: 100% FEDS

LOW BIDDER: HAWK CONTRACTING, LLC

LOW BID AMOUNT: \$ 347,347.00

STATE ESTIMATE: \$ 252,605.80

\$ OVER ESTIMATE: \$ 94,741.20

% OVER ESTIMATE: 37.5%

PROJECT DBE GOAL: 3.50%

BIDDER DBE PLEDGE: 50.70%

NO. BIDDERS: 1

RECOMMENDATION: REJECT ALL BIDS



# CONTRACTS

\*ITEM 9c: BOARD DISTRICT NO.: 4

BIDS OPENED: JULY 14, 2023

HIGHWAY: MARICOPA ROAD (SR 347)

SECTION: SR 238 TO MARICOPA CITY LIMITS

COUNTY: PINAL

ROUTE NO.: SR 347

PROJECT : TRACS: 347-A(213)T: 347 PN 174 F043601C

FUNDING: 94.3% FED 5.7% STATE

LOW BIDDER: COMBS CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: \$ 5,615,683.00

STATE ESTIMATE: \$ 4,683,997.00

\$ OVER ESTIMATE: \$ 931,686.00

% OVER ESTIMATE: 19.9%

PROJECT DBE GOAL: 10.39%

BIDDER DBE PLEDGE: 10.44%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



# CONTRACTS

\*ITEM 9d: BOARD DISTRICT NO.: 6

BIDS OPENED: JULY 21, 2023

HIGHWAY: MOHAVE COUNTY

SECTION: BOUNDARY CONE ROAD & OATMAN HIGHWAY

COUNTY: MOHAVE

ROUTE NO.: LOCAL

PROJECT : TRACS: MMO-0(227)T: 0000 MO MMO T035301C

FUNDING: 100% FED

LOW BIDDER: COMBS CONSTRUCTION COMPANY, INC.

LOW BID AMOUNT: \$ 1,052,611.78

STATE ESTIMATE: \$ 905,904.30

\$ OVER ESTIMATE: \$ 146,707.48

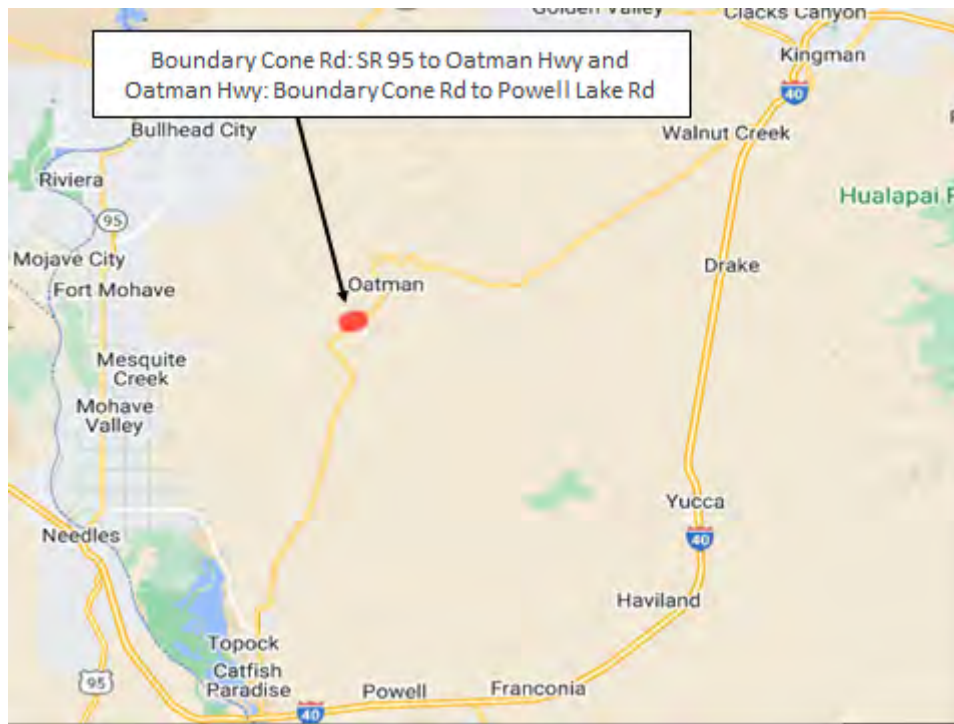
% OVER ESTIMATE: 16.2%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 2

RECOMMENDATION: REJECT ALL BIDS





ARIZONA DEPARTMENT OF TRANSPORTATION  
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

75 Working Days

The proposed project is located in on SR 87 in Coconino County, between mileposts 277.00 and 290.50, approximately 10 miles north of Strawberry. The work consists of milling and replacing the existing asphaltic concrete surface on the travel lanes and pavement markings.

Bid Opening Date : 7/21/2023, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
087 CN 277 F066701C 087-C-(NFA)T	PAYSON - WINSLOW HIGHWAY (SR 87)	SR 260 - Clints Well NorthCent District	103998

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$5,489,631.00	DEPARTMENT	
1	\$5,572,043.50	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	\$5,648,000.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
3	\$5,814,839.00	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
4	\$6,194,909.60	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-

**Apparent Low Bidder is 1.5% Over Department Estimate (Difference = \$82,412.50)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, JULY 21, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO            087 CN 277 F066701C  
PROJECT NO        087-C-NFA  
TERMINI            PAYSON - WINSLOW HIGHWAY (SR 87)  
LOCATION             SR 260 - CLINTS WELL

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 87	277.0 to 290.5	NORTHCENTRAL	103998

The amount programmed for this contract is \$8,000,000. The location and description of the proposed work are as follows:

The proposed project is located in on SR 87 in Coconino County, between mileposts 277.00 and 290.50, approximately 10 miles north of Strawberry. The work consists of milling and replacing the existing asphaltic concrete surface on the travel lanes and pavement markings.

The time allowed for the completion of the work included in this contract will be 75 working days.

This contract includes an abbreviated period for execution of contract and start of work.

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: July 6, 2023

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

185 Working Days

The proposed project is located in Mohave County on US 93, starting at MP 119.66 and extending south to MP 130.00. The Town of Wikieup is within the project limits. The work consists of milling the existing friction course and replacing it with AR-ACFC/micro-surfacing. The work also includes spot repairs, pavement marking, and other related work.

Bid Opening Date : 7/21/2023, Prequalification Required, Engineer Specialist : Yusuf Kadem

Project No.	Highway Termini	Location	Item
093 MO 119 F050901C 093-B-(221)T	KINGMAN-WICKENBURG HIGHWAY (US 93)	Gunsite Canyon Rd - Gray Wash NorthWest District	103425

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$4,303,624.50	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
	\$4,589,196.40	DEPARTMENT	
2	\$4,628,550.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
3	\$4,998,998.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-

**Apparent Low Bidder is 6.2% Under Department Estimate (Difference = (\$285,571.90))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 21, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO            093 MO 119 F0509 01C  
PROJECT NO        093-B(221)T  
TERMINI            KINGMAN–WICKENBURG HIGHWAY (US 93)  
LOCATION             GUNSITE CANYON RD TO GRAY WASH

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 93	119.66 to 130.00	NORTHWEST	103425

The amount programmed for this contract is \$6,112,000. The location and description of the proposed work are as follows:

The proposed project is located in Mohave County on US 93, starting at MP 119.66 and extending south to MP 130.00. The Town of Wikieup is within the project limits. The work consists of milling the existing friction course and replacing it with AR-ACFC/micro-surfacing. The work also includes spot repairs, pavement marking, and other related work.

The time allowed for the completion of the work included in this contract will be 90 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 3.48.

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: 06/26/2023

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 Navajo County on State Route 377, starting at MP 0.00 and extending north to MP 6.40, near Snowflake. The work consists of milling the existing friction course and replacing it with a hot applied chip seal coat and micro-surfacing. The work also includes spot repairs, pavement marking, and other related work.

Bid Opening Date : 7/7/2023, Prequalification Required, Engineer Specialist : Dehghani Babak

Project No.	Highway Termini	Location	Item
377 NA 377 F050601C 377-A-(201)T	HEBER-HOLBROOK HIGHWAY (SR 377)	SR 277 - Forest Service Bdry NorthEast District	103292

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$1,699,955.50	CACTUS TRANSPORT II, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-
	\$1,990,531.92	DEPARTMENT	
2	\$1,991,100.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
3	\$3,124,000.00	VSS INTERNATIONAL, INC.	3785 Channel Drive West Sacramento, CA 95691-

**Apparent Low Bidder is 14.6% Under Department Estimate (Difference = (\$290,576.42))**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 07, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO            377 NA 000 F0506 01C  
PROJECT NO        377-A(201)T  
TERMINI            HEBER-HOLBROOK HIGHWAY (SR 377)  
LOCATION             SR 277 TO FOREST SERVICE BOUNDARY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 377	0.00 to 6.40	NORTH EAST	103292

The amount programmed for this contract is \$2,600,000. The location and description of the proposed work are as follows:

The proposed project is located in Navajo County on State Route 377, starting at MP 0.00 and extending north to MP 6.40, near Snowflake. The work consists of milling the existing friction course and replacing it with a hot applied chip seal coat and micro-surfacing. The work also includes spot repairs, pavement marking, 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.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.94.

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: 06/01/23

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

100 Working Days

The proposed project is located in Mohave County on US 93 at MP 127.70 and MP 128.70 approximately 4 miles South of Wikieup. The work consists of scour protections, deck mill and overlay with polyester polymer concrete, construct pavement markings, and other related work.

Bid Opening Date : 7/14/2023, Prequalification Required, Engineer Specialist : Kamal Jalal

Project No.	Highway Termini	Location	Item
093 MO 127 F034901C 093-B-(218)T	WICKENBURG -KINGMAN HIGHWAY (US-93)	SYCAMORE CREEK BRIDGE NB, GRAY NorthWest District	100215

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,640,394.00	DEPARTMENT	
1	\$1,820,137.90	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
2	\$2,144,385.80	COMBS CONSTRUCTION COMPANY, INC.	1903 WEST PARKSIDE LANE, SUITE #100 GLENDALE, AZ 85027-
3	\$2,497,145.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-

**Apparent Low Bidder is 11.0% Over Department Estimate (Difference = \$179,743.90)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, July 14, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO                    093 MO 127 F0349 01C  
PROJECT NO                093-B(218)T  
TERMINI                    WICKENBURG-KINGMAN HIGHWAY (US-93)  
LOCATION                    SYCAMORE CREEK BRIDGE NB, GRAY WASH BRIDGE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 93	127.70 – 128.70	NORTHWEST	100215

The amount programmed for this contract is \$2,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Mohave County on US 93 at MP 127.70 and MP 128.70 approximately 4 miles South of Wikieup. The work consists of scour protections, deck mill and overlay with polyester polymer concrete, construct pavement markings, and other related work.

The time allowed for the completion of the work included in this contract will be 100 working 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 5.06.

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: APRIL 12, 2023

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**  
 45 Working Days

The proposed project is located in Yavapai County on SR 169 from milepost 3.5 to 15 about 9 miles northeast of Dewey-Humboldt. The proposed work consists of the installation of centerline and sinusoidal rumble strips, applying fog coat, pavement marking and other related work.

Bid Opening Date : 7/14/2023, Prequalification Required, Engineer Specialist : Yusuf Kadem

Project No.	Highway Termini	Location	Item
169 YV 003 F051201C 169-A-(206)T	DEWEY-COOPER CANYON HWY (SR 169)	Grant Woods Pkwy - I-17 NorthWest District	101702

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$252,605.80	DEPARTMENT	
1	\$347,347.00	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-

**Apparent Low Bidder is 37.5% Over Department Estimate (Difference = \$94,741.20)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

**ADVERTISEMENT FOR BIDS**

BID OPENING: FRIDAY, JULY 14, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO            169 YV 003 F0512 01C  
PROJECT NO        169-A(206)T  
TERMINI            DEWEY-COPPER CANYON HWY (SR169)  
LOCATION             GRANT WOODS PARKWAY- I-17

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
169	3.5 to 15	NORTHWEST	101702

The amount programmed for this contract is \$347,000. The location and description of the proposed work are as follows:

The proposed project is located in Yavapai County on SR 169 from milepost 3.5 to 15 about 9 miles northeast of Dewey-Humboldt. The proposed work consists of the installation of centerline and sinusoidal rumble strips, applying fog coat, pavement marking and other related work.

The time allowed for the completion of the work included in this contract will be 50 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 3.5.

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.

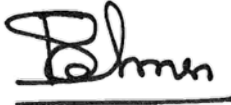
*Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.*

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:**

270 Calendar Days

The proposed project is located in Pinal County on SR 347 beginning at Milepost 174.7 and ending at Milepost 176.0. The work includes widening SR 347 to add a third northbound through lane and an acceleration lane north of Lakeview Drive. The work consists of grading, furnishing and installing aggregate base and asphaltic concrete; curb and gutter; sidewalks; striping and signing; traffic signals; landscaping and other related work.

Bid Opening Date : 7/14/2023, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
347 PN 174 F043601C 347-A-(213)T	MARICOPA ROAD (SR 347)	SR238 to Maricopa City Limits Central District	103309

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,683,997.00	DEPARTMENT	
1	\$5,615,683.00	COMBS CONSTRUCTION COMPANY, INC.	1903 WEST PARKSIDE LANE, SUITE #100 GLENDALE, AZ 85027-
2	\$5,678,692.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
3	\$8,019,041.44	SEMA CONSTRUCTION, INC. & SUBSIDIARIES	7353 S. EAGLE STREET CENTENNIAL, CO 80112-

**Apparent Low Bidder is 19.9% Over Department Estimate (Difference = \$931,686.00)**

**ARIZONA DEPARTMENT OF TRANSPORTATION**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY JULY 14, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO            347 PN 174 F0436 01C  
PROJECT NO        347-A(213)T  
TERMINI            MARICOPA ROAD (SR 347)  
LOCATION             SR 238 TO MARICOPA CITY LIMITS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 347	174.7 to 176.0	CENTRAL	103309

The amount programmed for this contract is \$ 6,200,000. The location and description of the proposed work are as follows:

The proposed project is located in Pinal County on SR 347 beginning at Milepost 174.7 and ending at Milepost 176.0. The work includes widening SR 347 to add a third northbound through lane and an acceleration lane north of Lakeview Drive. The work consists of grading, furnishing and installing aggregate base and asphaltic concrete; curb and gutter; sidewalks; striping and signing; traffic signals; landscaping and other related work.

This project is located on a Native American Reservation, in the Gila River Indian Reservation area, which may subject the contractor to the laws and regulations of the Gila River Indian Reservation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Gila River Indian Reservation on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be **270** 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 10.39 .

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: June 8, 2023.

ARIZONA DEPARTMENT OF TRANSPORTATION  
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION  
 CONTRACTS AND SPECIFICATIONS SECTION

## BID RESULTS

**Completion Date:**

60 Working Days

The proposed project is located in Mohave County on Boundary Cone Road and Oatman Highway within the City of Fort Mohave. The work includes installing rumble strips along the edge of travel lanes and centerline for 12 miles of Boundary Cone Road between SR 95 to Oatman Highway, and 18 miles of Oatman Highway between Boundary Cone Road south to Powell Lake Road. The work also include pavement marking and other related work.

Bid Opening Date : 7/21/2023, Prequalification Required, Engineer Specialist : Jesmin Farhana

Project No.	Highway Termini	Location	Item
0000 MO MM0 T035301C MM0-0-(227)T	MOHAVE COUNTY	BOUNDARY CONE RD & OATMAN HWY NorthWest District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$905,904.30	DEPARTMENT	
1	\$1,052,611.78	COMBS CONSTRUCTION COMPANY, INC.	1903 WEST PARKSIDE LANE, SUITE #100 GLENDALE, AZ 85027-
2	\$1,087,452.46	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504

**Apparent Low Bidder is 16.2% Over Department Estimate (Difference = \$146,707.48)**

**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 MMO T0353 01C  
PROJECT NO        MMO-0(227)T  
TERMINI            MOHAVE COUNTY  
LOCATION            BOUNDARY CONE ROAD & OATMAN HIGHWAY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	NORTHWEST	LOCAL

The amount programmed for this contract is \$1,071,000. The location and description of the proposed work are as follows:

The proposed project is located in Mohave County on Boundary Cone Road and Oatman Highway within the City of Fort Mohave. The work includes installing rumble strips along the edge of travel lanes and centerline for 12 miles of Boundary Cone Road between SR 95 to Oatman Highway, and 18 miles of Oatman Highway between Boundary Cone Road south to Powell Lake Road. The work also include pavement marking and other related work.

The time allowed for the completion of the work included in this contract will be 60 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.

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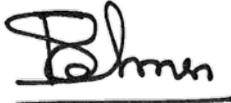
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Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

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For Iqbal Hossain, P.E.  
Group Manager  
Contracts & Specifications

PROJECT ADVERTISED ON: 5/23/2023