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 hearings each year to receive input regarding the proposed five-year construction program. Meeting dates are established for the following year at the December organization meeting of the Board.

BOARD MEETING PROCEDURE

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

BOARD CONTACT

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

NOTICE OF BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, October 20, 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, October 20, 2023, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03 (A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

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

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

AGENDA

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

ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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

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

Dated this 12th day of October, 2023

Arizona Highways, Airports, and Railroads

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
BOARD MEETING
City of Yuma
City Hall
1 City Hall
Yuma, Arizona 85364
9:00 a.m., Friday, October 20, 2023

Telephonic Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, October 20, 2023, at 9:00 a.m. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board may attend in-person at 1 City Hall, Yuma, Arizona 85364 or by telephone or video conference call. The Board may modify the agenda order, if necessary.

Public Participation Members of the public who want to observe or participate in the Transportation Board meeting can either attend in person or access the meeting by using the WebEx meeting link at www.aztransportationboard.gov. Join the meeting as a participant and follow the instruction to use your telephone to enable audio. For members of the public attending in person, physical access to the meeting place begins at 8:00 a.m.

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, October 20, 2023. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

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

ROLL CALL
Roll call by Board Secretary

OPENING REMARKS
Opening remarks by Chairman Knight

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, as amended.
Reminder to fill out survey cards by Floyd Roehrich, Jr.
https://docs.google.com/forms/d/e/1FAIpQLSc4D2CIaW1iAlkGtVgGx_BqtrFgSE_ASd26of6JnVkd3HiKcg/viewform

CALL TO THE AUDIENCE (information only)

VIRTUAL:

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

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

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

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

IN PERSON:

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

A three minute time limit will be imposed.

BOARD MEETING

ITEM 1: Director's Report

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

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

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

ITEM 2: District Report

Staff will provide an update and overview of issues of regional significance, including an updates on current and upcoming construction projects, district operations, maintenance activities and any regional transportation studies.
(For information and discussion only — Bruce Fenske, Southwest District Administrator)

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***ITEM 3: Consent Agenda**

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 following:
A) Tribal Transportation Issues
B) Aeronautics Program Overview
C) Legislative Appropriation and Federal Earmark Projects
(For information and discussion only — Paul Patane, Division Director, Multimodal Planning Division)

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***ITEM 6:** **2050 Long-Range Transportation Plan**
Staff will present the final draft version of the 2050 Long-Range Transportation Plan for Board Member discussion and possible adoption. To view the plan got to https://www.adot2050plan.com/pdfs/ADOT-LRTP-2050-Update-Final-Document.pdf
(For discussion and possible action - Paul Patane, Division Director, Multimodal Planning Division)

***ITEM 7:** **Priority Planning Advisory Committee (PPAC)**
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)

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***ITEM 8:** **AZ State Match Advantage for Rural Transportation (AZ SMART) Fund Program**
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) Mohave County Application
B) Revision to Program Guidelines and Application to meet requirements of new law
(For discussion and possible action — Paul Patane, Division Director, Multimodal Planning Division)

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ITEM 9: **State Engineer's Report**
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)

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***ITEM 10:** **Construction Contracts**
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)

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ITEM 11: **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 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.

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

ITEM 3a: Page 12

RES. NO.	2023–10–A–030
PROJECT:	260 GI 258 F0139 / 260-B(226)S
HIGHWAY:	PAYSON – SHOW LOW
SECTION:	Lion Springs
ROUTE NO.:	State Route 260
DISTRICT:	Northcentral
COUNTY:	Gila
RECOMMENDATION:	Establish new right of way as a state route to be utilized for the widening and related improvements under the above referenced project necessary to enhance convenience and safety for the traveling public.

ITEM 3b: Page 21

RES. NO.	2023–10–A–031
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 – 12702
RECOMMENDATION:	Establish new right of way as a state route through early and advance acquisition necessary to alleviate hardship situations and forestall develop ment along the alignment of the future Tres Rios Freeway.

ITEM 3c: Page 29

RES. NO.	2023–10–A–032
PROJECT:	191 CH 062 F0383 / 191–A(205)T
HIGHWAY:	DOUGLAS – WILLCOX
SECTION:	Cochise Railroad Overpass
ROUTE NO.:	U. S. Route 191
DISTRICT:	Southeast
COUNTY:	Cochise
RECOMMENDATION:	Establish new right of way as a state route under the above referenced project to be utilized for bridge replacement and drainage improvements necessary to enhance convenience and safety for the traveling public.

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

***ITEM 3d:**	RES. NO.	2023–10–A–033	Page 38
	PROJECT:	087 PN 127 F0553 / HSIP–087–A(215)T	
	HIGHWAY:	PICACHO – COOLIDGE – CHANDLER – MESA	
	SECTION:	S. R. 87 and Kleck Road	
	ROUTE NO.:	State Route 87	
	DISTRICT:	Southcentral	
	COUNTY:	Pinal	
	PARCELS:	11–1157 and 11–1161	
	RECOMMENDATION:	Establish new temporary construction easement right of way to be utilized for widening improvements to accommodate the addition of a left turn lane and traffic signal installation necessary to enhance convenience and safety for the traveling public.	

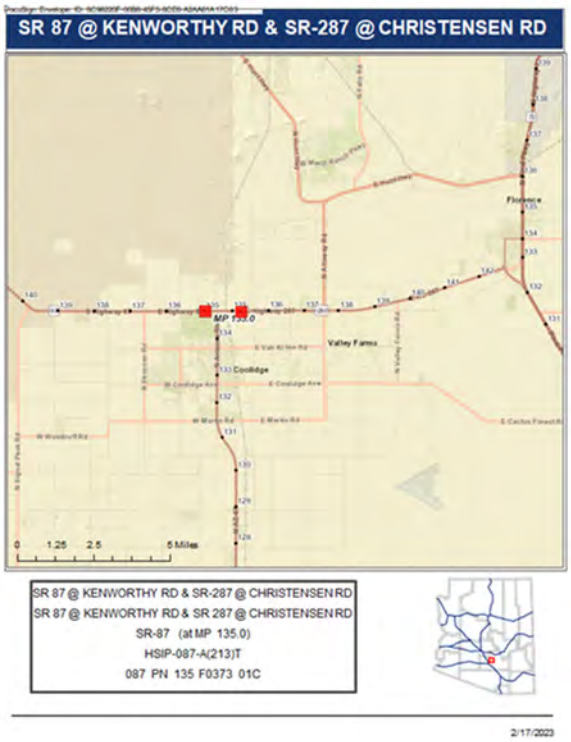
***ITEM 3e:**	RES. NO.	2023–10–A–034	Page 45
	PROJECT:	060 MA 159 F0272 / 060–B(227)T	
	HIGHWAY:	WICKENBURG – PHOENIX	
	SECTION:	Indian School Road – 35th Avenue T.I.	
	ROUTE NO.:	U. S. Route 60	
	DISTRICT:	Central	
	COUNTY:	Maricopa	
	RECOMMENDATION:	Establish new right of way as a state route under the above referenced project to be utilized for the reconfiguration and improvement of this heavily traveled 6-way traffic interchange necessary to increase traffic capacity and enhance convenience and safety for the traveling public.	

Contracts: (Action as Noted)

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

***ITEM 3f**: Page 322

BOARD DISTRICT NO.: 4
BIDS OPENED: SEPTEMBER 15, 2023
HIGHWAY: PICHACHO – COOLIDGE – CHANDLER – MESA HIGHWAY (SR 87)
SECTION: SR 87 AT KENWORTHY RD. AND SR 287 AT CHRISTENSEN RD.
COUNTY: PINAL
ROUTE NO.: SR 87
PROJECT : TRACS: 087-A(213)T: 087 PN 135 F037301C
FUNDING: 94.30% FED 5.70% STATE
LOW BIDDER: PAVECO, INC.
LOW BID AMOUNT: $ 860,391.25
STATE ESTIMATE: $ 939,048.00
$ UNDER ESTIMATE: $ 78,656.75
% UNDER ESTIMATE: 8.4%
PROJECT DBE GOAL: 8.36%
BIDDER DBE PLEDGE: 9.74%
NO. BIDDERS: 4
RECOMMENDATION: AWARD

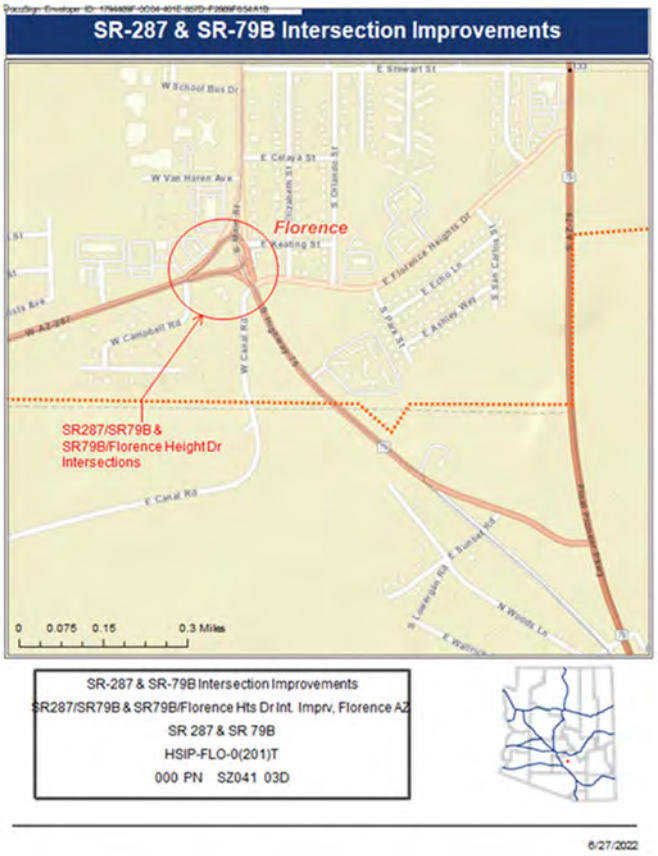


Contracts: (Action as Noted)

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.: 4 Page 325

BIDS OPENED:	SEPTEMBER 22, 2023
HIGHWAY:	TOWN OF FLORENCE
SECTION:	SR 287 AND SR 79B
COUNTY:	PINAL
ROUTE NO.:	LOCAL
PROJECT : TRACS:	FLO-0(201)T: 0000 PN FLO SZ04101C
FUNDING:	94.3% FEDS 5.7% LOCAL
LOW BIDDER:	J. BANICKI CONSTRUCTION, INC.
LOW BID AMOUNT:	$ 6,469,511.71
STATE ESTIMATE:	$ 7,543,842.00
$ UNDER ESTIMATE:	$ 1,074,330.29
% UNDER ESTIMATE:	14.2%
PROJECT DBE GOAL:	13.14%
BIDDER DBE PLEDGE:	18.17%
NO. BIDDERS:	2
RECOMMENDATION:	AWARD



October 20, 2023

RES. NO. 2023–10–A–030
PROJECT: 260 GI 258 F0139 / 260–B(226)S
HIGHWAY: PAYSON – SHOW LOW
SECTION: Lion Springs
ROUTE NO.: State Route 260
DISTRICT: Northcentral
COUNTY: Gila

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of the Payson – Show Low Highway, State Route 260, within the above referenced project.

The existing alignment, originally known as the Payson – Heber Road in Gila and Coconino Counties, was established as a state route by Arizona State Highway Commission Resolution 62–63, dated January 02, 1962, and was therein designated State Route 160. The route was subsequently established as a state highway by Resolution 62–111, dated July 16, 1962. It was placed on the Federal Aid Primary System by Resolution 65–28, dated April 02, 1965. The highway became known as the Payson – Heber – Show Low Highway, and was redesignated and renumbered as State Route 260 by Resolution 69–114, dated December 04, 1969. Thereafter, Arizona State Transportation Board Resolutions 89–12–A–97 and 89–12–A–99, both dated December 15, 1989, established additional right of way as a state route and state highway for widening improvements needed due to increased traffic flow. Resolution 91–11–A–86, dated November 15, 1991, authorized the documentation, establishment, and acquisition of right of way through Apache, Coconino, Gila, and Navajo Counties, lying within the Apache and Sitgreaves (now Apache – Sitgreaves) and Tonto National Forests, from Star Valley to Eagar. Rights of way for various additional improvements were established as a state route and state highway in the Payson – Star Valley Section by Resolution 92–05–A–33, dated May 15, 1992; in the Preacher Canyon Section by Resolution 99–06–A–024, dated June 18, 1999; and in the Lion Springs Section by Resolution 2001–03–A–016, dated March 16, 2001.

October 20, 2023

RES. NO. 2023–10–A–030
PROJECT: 260 GI 258 F0139 / 260–B(226)S
HIGHWAY: PAYSON – SHOW LOW
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New right of way is now needed for the above referenced project for widening and related improvements necessary to enhance convenience and safety for the traveling public.

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

The new right of way to be established as a state route and acquired for the improvements 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 PAYSON – SHOW LOW HIGHWAY, Lion Springs Section, Project 260 GI 258 F0139 / 260–B(226)S".

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established and improved as a state route, and that prior to construction the new right of way shall be established as a state highway.

I further recommend the acquisition of the new right of way, pursuant to Arizona Revised Statutes §§ 28–7092 and 28–7094, an estate in fee, or such other interest as 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.

October 20, 2023

RES. NO.	2023–10–A–030
PROJECT:	260 GI 258 F0139 / 260–B(226)S
HIGHWAY:	PAYSON – SHOW LOW
SECTION:	Lion Springs
ROUTE NO.:	State Route 260
DISTRICT:	Northcentral
COUNTY:	Gila

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

October 20, 2023

RES. NO: 2023-10-A-030
PROJECT: 260 GI 258 F0139 / 260-B(226)S
HIGHWAY: PAYSON - SHOW LOW
SECTION: Lion Springs
ROUTE NO.: State Route 260
DISTRICT: Northcentral
COUNTY: Gila

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on October 20, 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 for the improvement of the Payson - Show Low Highway, State Route 260, as set forth in the above referenced project.

New right of way is now needed for the above referenced project for widening and related improvements necessary to enhance convenience and safety for the traveling public.

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

The new right of way to be established as a state route and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PAYSON - SHOW LOW HIGHWAY, Lion Springs Section, Project 260 GI 258 F0139 / 260-B(226)S".

October 20, 2023

RES. NO. 2023–10–A–030
PROJECT: 260 GI 258 F0139 / 260–B(226)S
HIGHWAY: PAYSON – SHOW LOW
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WHEREAS establishment as a state route, 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 needed for this improvement; 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 as depicted in Appendix “A” is hereby designated a state route, and that prior to construction the new right of way shall be established as a state highway; be it further

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 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

October 20, 2023

RES. NO. 2023–10–A–030
PROJECT: 260 GI 258 F0139 / 260–B(226)S
HIGHWAY: PAYSON – SHOW LOW
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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 lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

October 20, 2023

RES. NO.	2023–10–A–030
PROJECT:	260 GI 258 F0139 / 260–B(226)S
HIGHWAY:	PAYSON – SHOW LOW
SECTION:	Lion Springs
ROUTE NO.:	State Route 260
DISTRICT:	Northcentral
COUNTY:	Gila

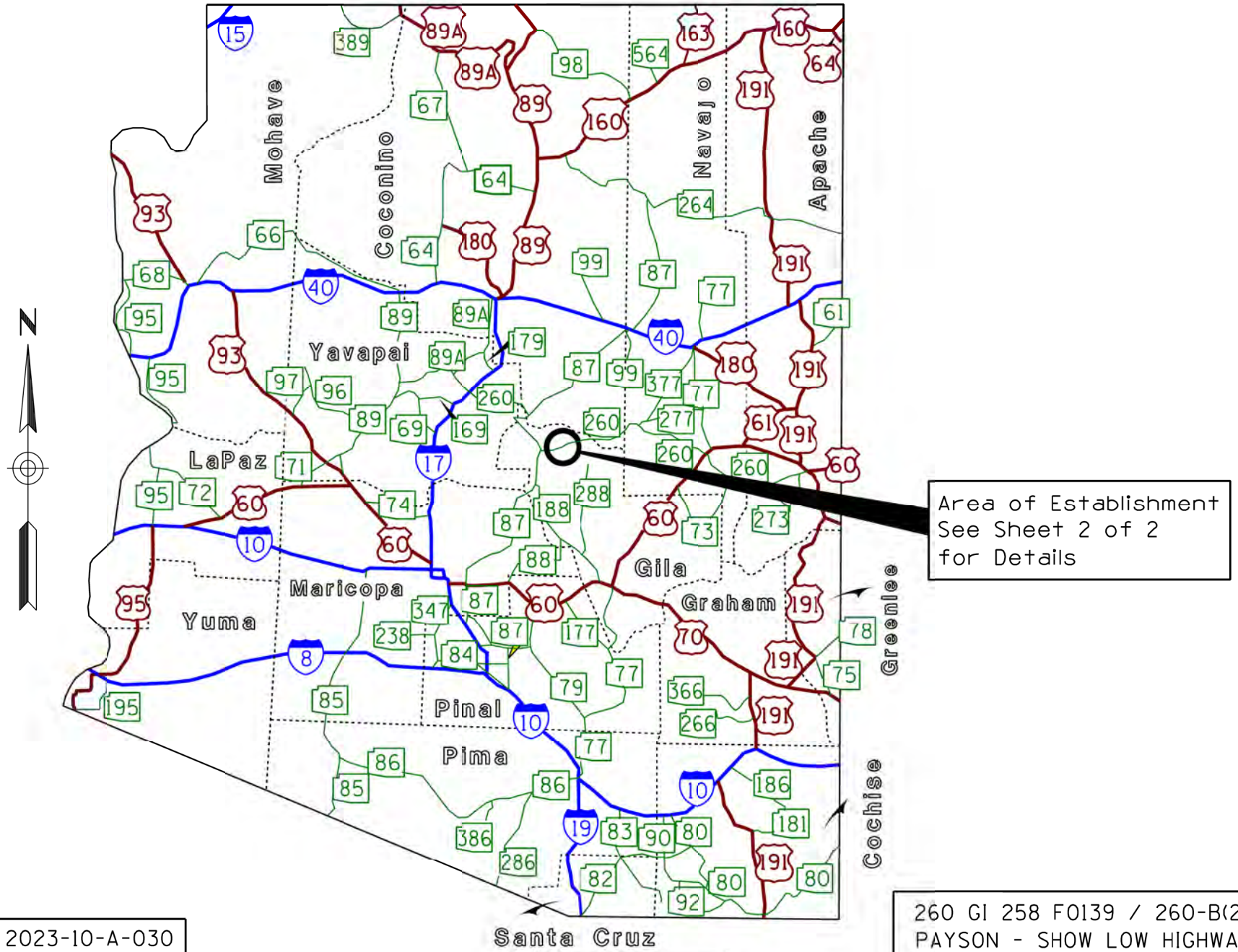
CERTIFICATION

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 October 20, 2023.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on October 20, 2023.

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

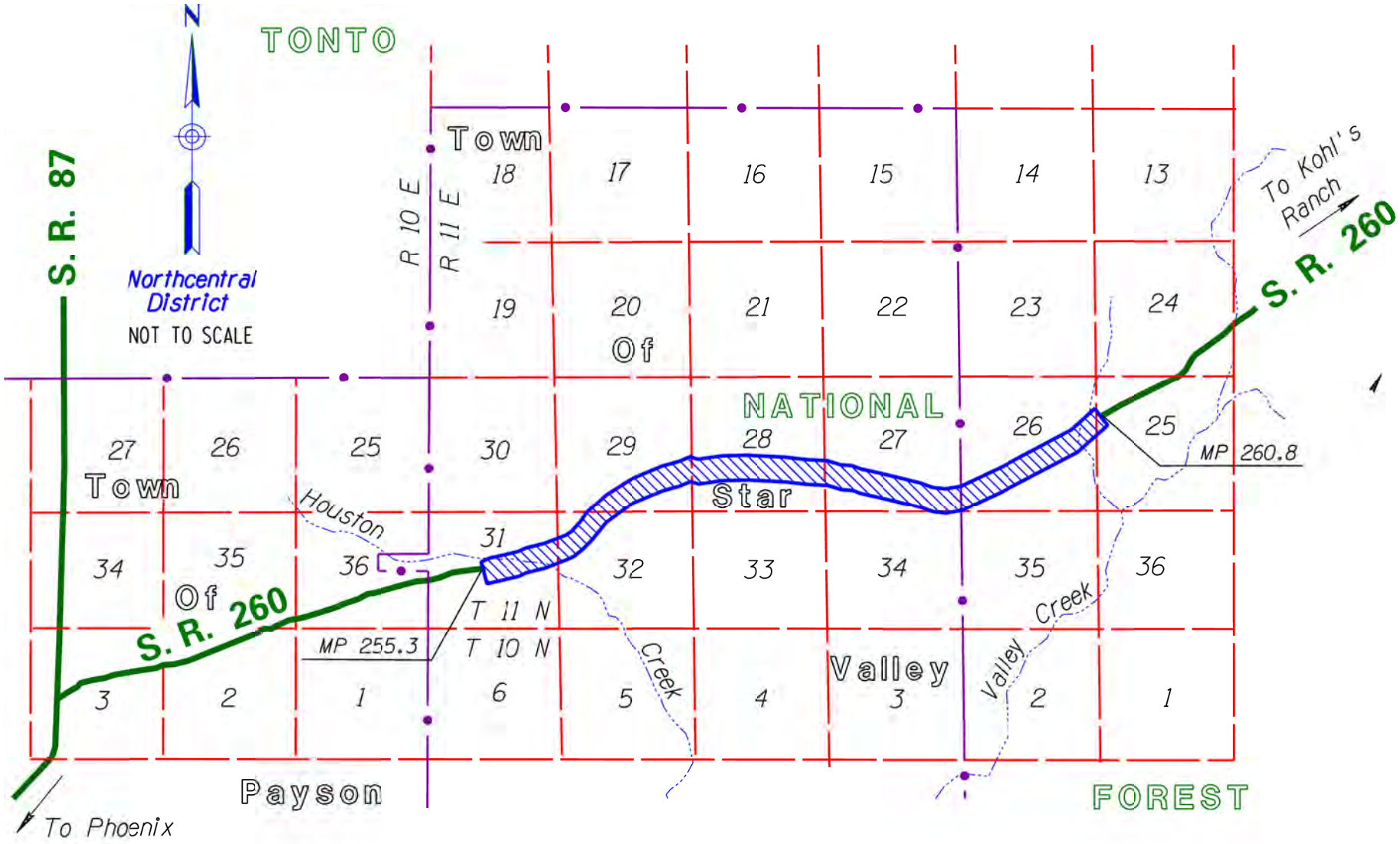
Seal



2023-10-A-030
October 20, 2023
Sheet 1 of 2

APPENDIX "A"

260 GI 258 F0139 / 260-B(226)S
PAYSON - SHOW LOW HIGHWAY
Lion Springs
Gila County



Area of Establishment

2023-10-A-030
October 20, 2023
Sheet 2 of 2

APPENDIX "A"

260 GI 258 F0139 / 260-B(226)S
PAYSON - SHOW LOW HIGHWAY
Lion Springs
Gila County

October 20, 2023

RES. NO. 2023–10–A–031
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 – 12702

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 August 15, 2023, depicting Parcel 7–12702, 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

October 20, 2023

RES. NO. 2023–10–A–031
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 – 12702

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 7–12702 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

October 20, 2023

RES. NO. 2023-10-A-031
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 – 12702

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 October 20, 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 August 15, 2023, depicting Parcel 7-12702, 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.

October 20, 2023

RES. NO. 2023–10–A–031
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 – 12702

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

October 20, 2023

RES. NO. 2023–10–A–031
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 – 12702

RESOLVED that the portion of land as shown in Appendix “A”, and delineated on that certain Advance Acquisition Detail Sheet, dated August 15, 2023, depicting Parcel 7–12702, 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 7–12702, 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 Statues § 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.

October 20, 2023

RES. NO.	2023–10–A–031
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 – 12702

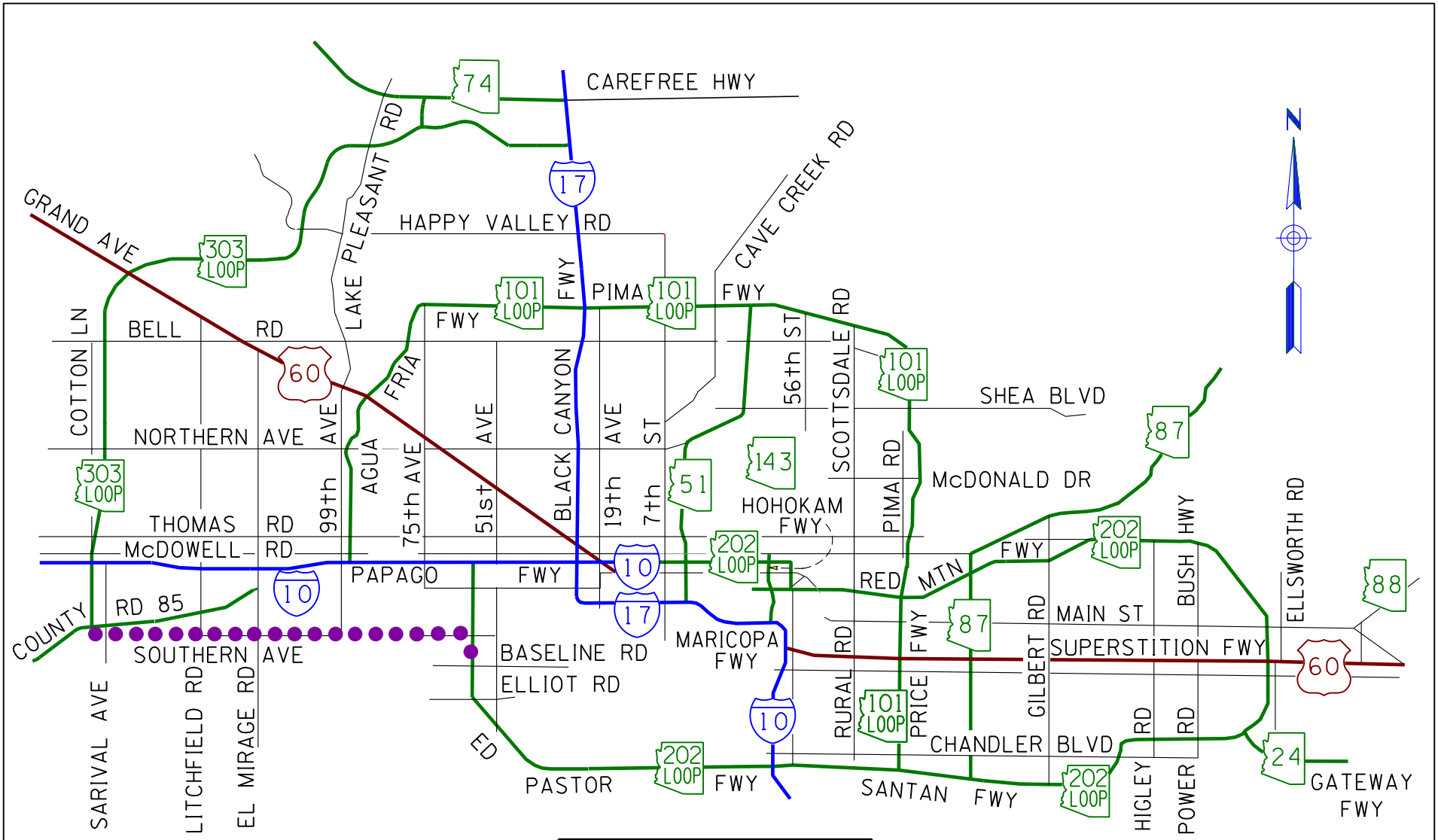
CERTIFICATION

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 October 20, 2023.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on October 20, 2023.

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

Seal



Area of Establishment

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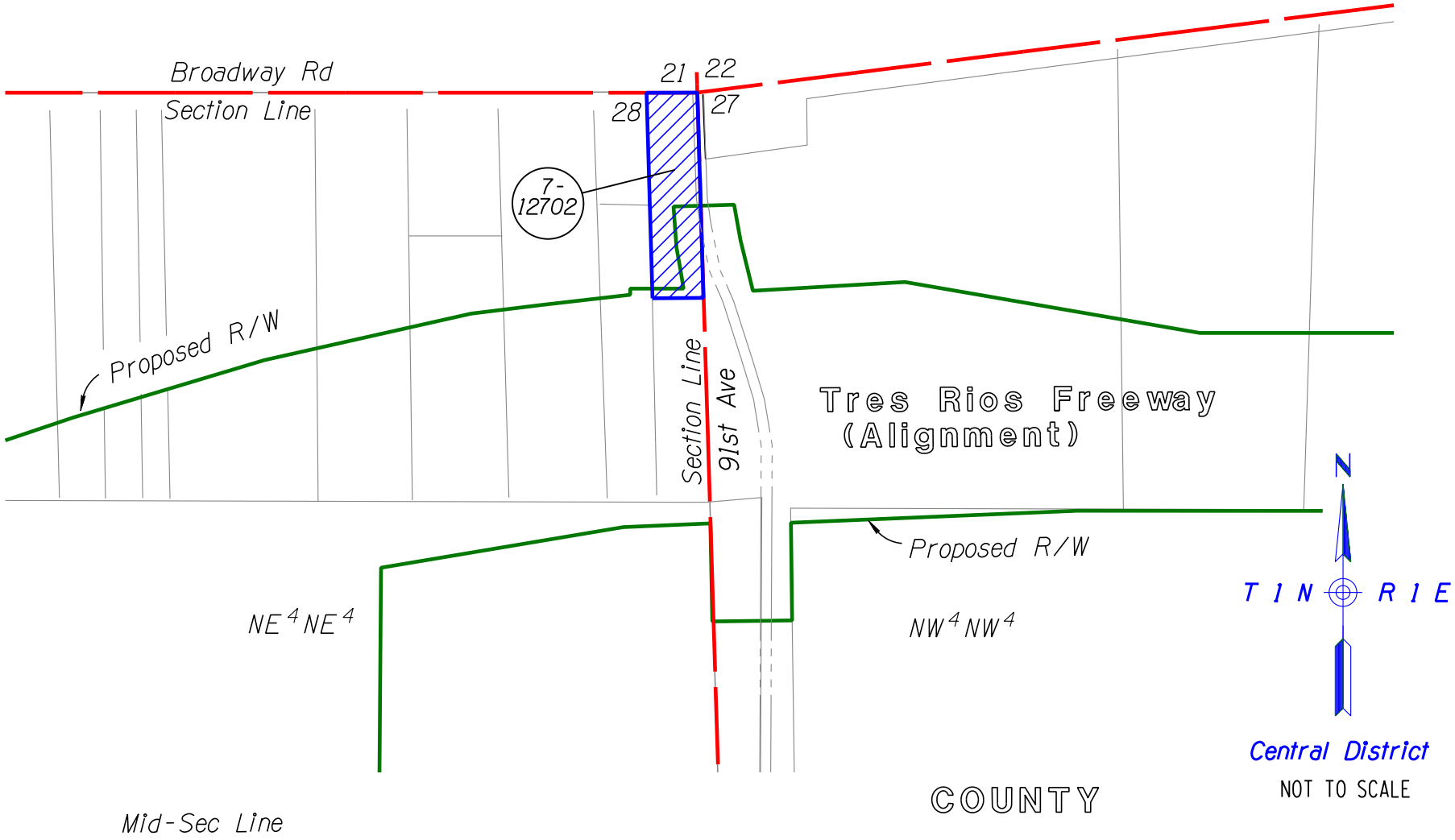
See Sheet 2 of 2 for Details

2023-10-A-031
October 20, 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



2023-10-A-031
October 20, 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

October 20, 2023

RES. NO. 2023–10–A–032
PROJECT: 191 CH 062 F0383 / 191–A(205)T
HIGHWAY: DOUGLAS – WILLCOX
SECTION: Cochise Railroad Overpass
ROUTE NO.: U.S. Route 191
DISTRICT: Southeast
COUNTY: Cochise

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of the Douglas–Willcox Highway, U.S. Route 191, within the above referenced project.

The existing alignment was previously established as a state route, designated State Route 81, by Resolution of the Arizona State Highway Commission on 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. The Resolution of September 17, 1929, shown on Page 208, disclosed an Agreement with the Southern Pacific Railroad, which provided for the construction of a railroad crossing at this location. Page 567 of the Official Minutes of April 13, 1934 disclose a discussion concerning the submission of a request to the National Association of State Highway Engineers for the redesignation of the highway as U.S. Route 666, which eventually occurred at a later date by administrative action. The Resolutions dated June 28, and July 26, 1935, on Pages 311, and Page 322 of the Minutes, respectively, established State Route 81 as a state highway between the Towns of Cochise and Willcox. The Resolution of January 17, 1941, on Page 108 of the Minutes, established new right of way for the relocation and alteration of a portion of U.S. Route 666. Thereafter, State Transportation Board Resolution 92–09–A–64 of September 18, 1992, eliminated all 666 designations statewide; it renumbered and redesignated this highway as U.S. Route 191. Resolution 2005–11–A–058 of November 18, 2005, established right of way as a state route for the above referenced bridge replacement. However, the project was later cancelled and removed from the five–year plan.

October 20, 2023

RES. NO. 2023–10–A–032
PROJECT: 191 CH 062 F0383 / 191–A(205)T
HIGHWAY: DOUGLAS – WILLCOX
SECTION: Cochise Railroad Overpass
ROUTE NO.: U.S. Route 191
DISTRICT: Southeast
COUNTY: Cochise

New right of way is now needed to be utilized for bridge replacement and drainage improvements necessary to enhance 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 that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, including 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 DOUGLAS – WILLCOX HIGHWAY, Cochise Railroad Overpass, Project 191 CH 062 F0383 / 191–A(205)T".

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

I further recommend the acquisition of the new right of way pursuant to Arizona Revised Statutes §§ 28–7092 and 28–7094, an estate in fee, or such other interest as required, including advance, future and early acquisition, access rights, exchanges, 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.

October 20, 2023

RES. NO.	2023–10–A–032
PROJECT:	191 CH 062 F0383 / 191–A(205)T
HIGHWAY:	DOUGLAS – WILLCOX
SECTION:	Cochise Railroad Overpass
ROUTE NO.:	U.S. Route 191
DISTRICT:	Southeast
COUNTY:	Cochise

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

October 20, 2023

RES. NO. 2023-10-A-032
PROJECT: 191 CH 062 F0383 / 191-A(205)T
HIGHWAY: DOUGLAS – WILLCOX
SECTION: Cochise Railroad Overpass
ROUTE NO.: U.S. Route 191
DISTRICT: Southeast
COUNTY: Cochise

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on October 20, 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 for the improvement of the Douglas – Willcox Highway, U.S. Route 191, as set forth in the above referenced project.

New right of way is now needed for bridge replacement and drainage improvements necessary to enhance convenience and safety for the traveling public.

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

The new right of way to be established as a state route 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 DOUGLAS – WILLCOX HIGHWAY, Cochise Railroad Overpass, Project 191 CH 062 F0383 / 191-A(205)T".

October 20, 2023

RES. NO. 2023–10–A–032
PROJECT: 191 CH 062 F0383 / 191–A(205)T
HIGHWAY: DOUGLAS – WILLCOX
SECTION: Cochise Railroad Overpass
ROUTE NO.: U.S. Route 191
DISTRICT: Southeast
COUNTY: Cochise

WHEREAS establishment as a state route, 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 needed for this improvement, and that access to the highway be controlled as delineated on the maps and plans; 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 new right of way as depicted in Appendix “A” is hereby designated a controlled access state route, that the new right of way shall be established as a state highway prior to construction, 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 indicated by the maps and plans. Where no access is shown, none will be allowed to exist; be it further

October 20, 2023

RES. NO. 2023–10–A–032
PROJECT: 191 CH 062 F0383 / 191–A(205)T
HIGHWAY: DOUGLAS – WILLCOX
SECTION: Cochise Railroad Overpass
ROUTE NO.: U.S. Route 191
DISTRICT: Southeast
COUNTY: Cochise

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

October 20, 2023

RES. NO.	2023–10–A–032
PROJECT:	191 CH 062 F0383 / 191–A(205)T
HIGHWAY:	DOUGLAS – WILLCOX
SECTION:	Cochise Railroad Overpass
ROUTE NO.:	U.S. Route 191
DISTRICT:	Southeast
COUNTY:	Cochise

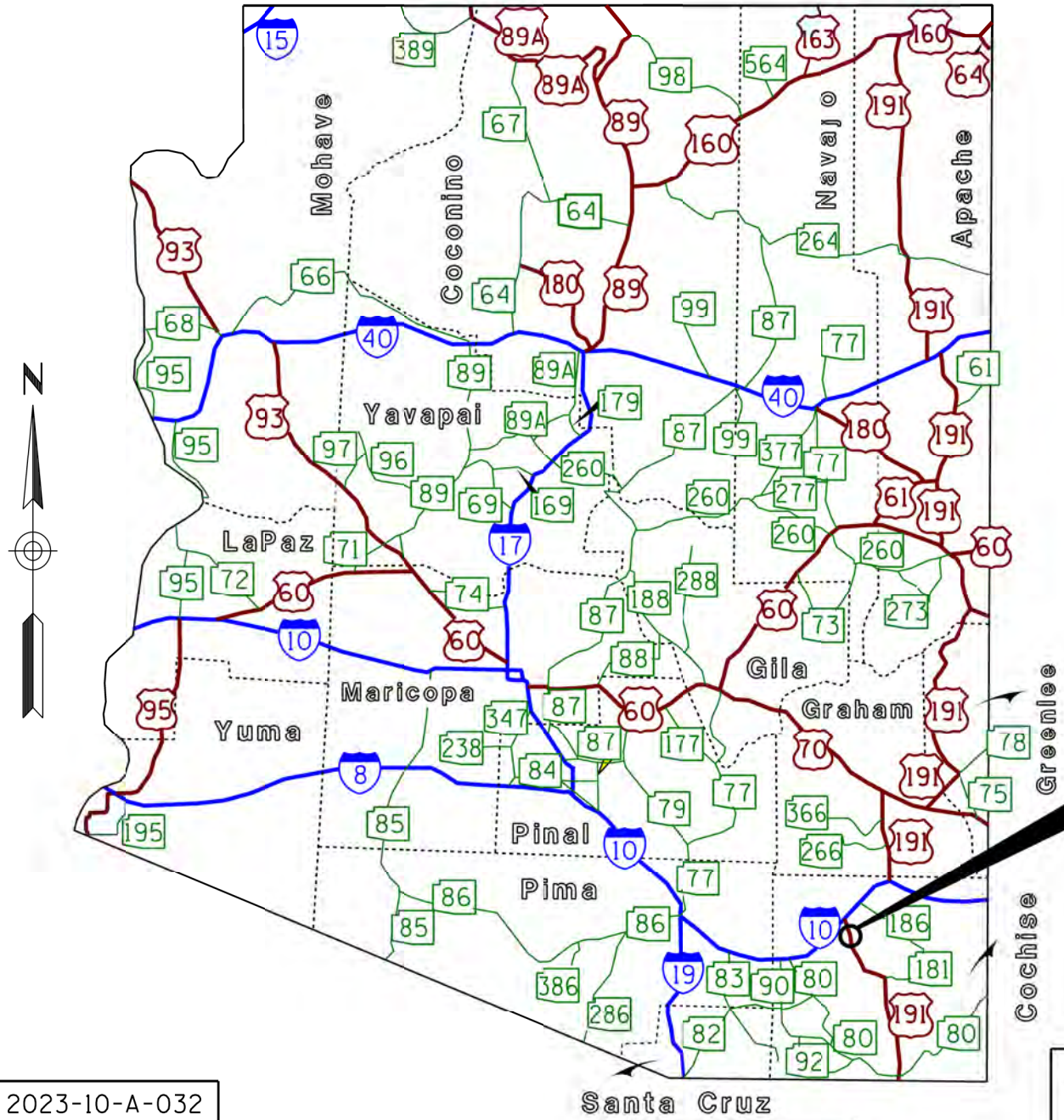
CERTIFICATION

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 October 20, 2023.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on October 20, 2023.

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

Seal

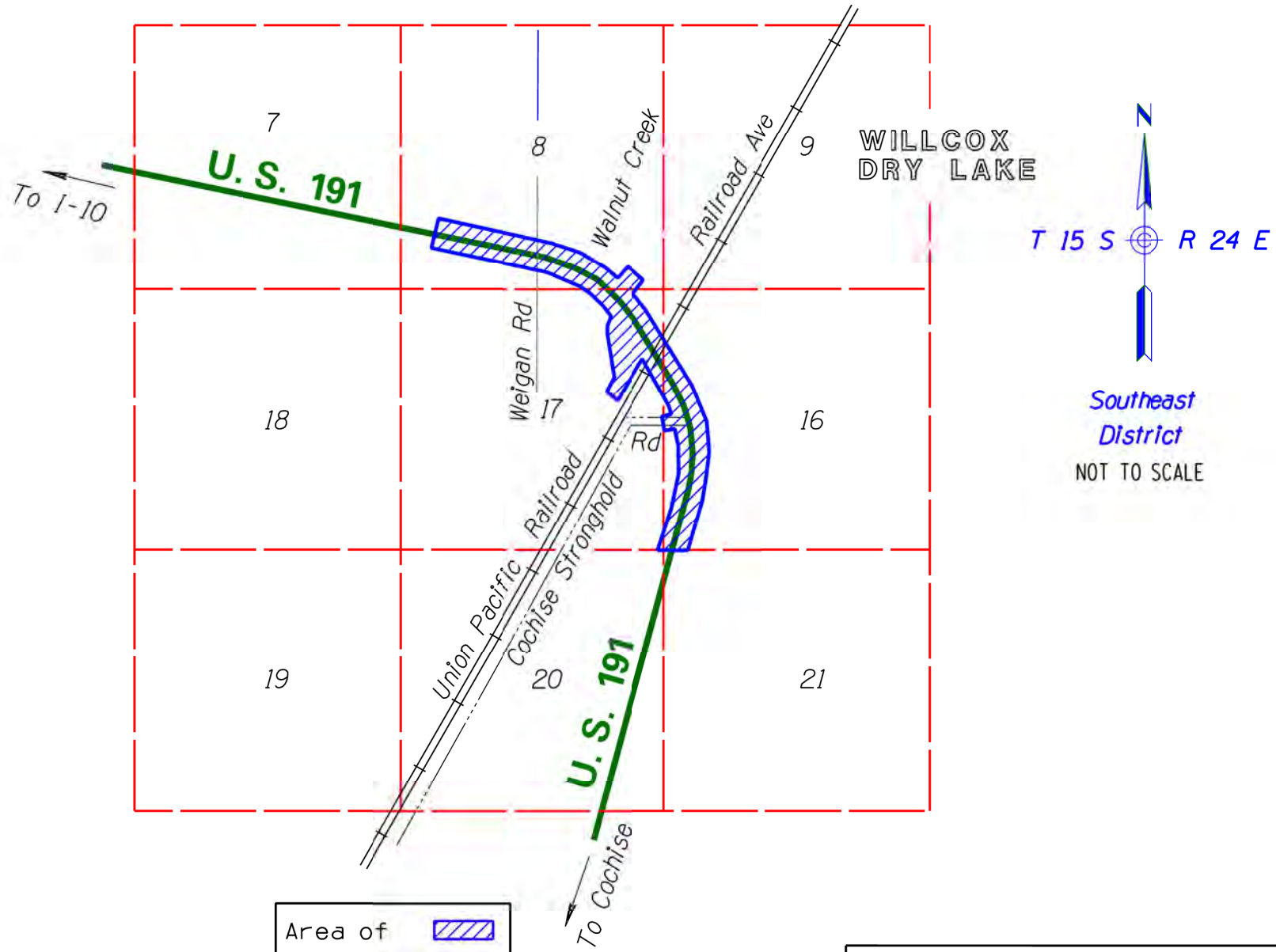


Area of Establishment
See Sheet 2 of 2
for Details

2023-10-A-032
October 20, 2023
Sheet 1 of 2

APPENDIX "A"

191 CH 062 F0383 / 191-A(205)T
DOUGLAS - WILLCOX HIGHWAY
Cochise Railroad Overpass
Cochise County



Area of Establishment

APPENDIX "A"

2023-10-A-032
October 20, 2023
Sheet 2 of 2

191 CH 062 F0383 / 191-A(205)T
DOUGLAS - WILLCOX HIGHWAY
Cochise Railroad Overpass
Cochise County

October 20, 2023

RES. NO.	2023–10–A–033
PROJECT:	087 PN 127 F0553 / HSIP–087–A(215)T
HIGHWAY:	PICACHO – COOLIDGE – CHANDLER – MESA
SECTION:	S. R. 87 and Kleck Road
ROUTE NO.:	State Route 87
DISTRICT:	Southcentral
COUNTY:	Pinal
PARCELS:	11–1157, 11–1158, 11–1159, 11–1160, and 11–1161

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of a portion of the Picacho – Coolidge – Chandler – Mesa Highway, State Route 87, within the above referenced project.

This portion was previously established as a state route and state highway, designated State Route 87, 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 for reference therein. The Resolution dated June 12, 1935, entered on Page 273 of the Official Minutes established as a state route, the overlapping designation of State Route 287. The Resolutions of June 12, and June 28, 1935, shown on Pages 274 and 310, respectively, established S. R. 287 as a state highway along this segment of the Picacho – Coolidge – Chandler – Mesa Highway.

This project involves improvement of the existing right of way. Temporary construction easements outside the existing right of way are needed to be utilized for widening improvements to accommodate the addition of a left turn lane and traffic signal installation to enhance convenience and safety for the traveling public.

Accordingly, it is now necessary to establish and acquire the temporary construction easement right of way needed.

October 20, 2023

RES. NO.	2023–10–A–033
PROJECT:	087 PN 127 F0553 / HSIP–087–A(215)T
HIGHWAY:	PICACHO – COOLIDGE – CHANDLER – MESA
SECTION:	S. R. 87 and Kleck Road
ROUTE NO.:	State Route 87
DISTRICT:	Southcentral
COUNTY:	Pinal
PARCELS:	11–1157, 11–1158, 11–1159, 11–1160, and 11–1161

The areas of temporary construction easement right of way required for this improvement are depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage IV Design Plans, dated September of 2023, PICACHO – COOLIDGE – CHANDLER – MESA HIGHWAY, S. R. 87 and Kleck Road, Project 087 PN 127 F0553 / 087–B(209)T".

In the interest of public safety, necessity and convenience, I recommend that the temporary construction easement right of way depicted in Appendix "A" be acquired in order to improve this portion of State Route 87.

I further recommend the acquisition of material for construction, haul roads and various easements necessary for or incidental to the improvement.

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

Respectfully submitted,

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

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

October 20, 2023

RES. NO. 2023-10-A-033
PROJECT: 087 PN 127 F0553 / HSIP-087-A(215)T
HIGHWAY: PICACHO – COOLIDGE – CHANDLER – MESA
SECTION: S.R. 87 and Kleck Road
ROUTE NO.: State Route 87
DISTRICT: Southcentral
COUNTY: Pinal
PARCELS: 11-1157, 11-1158, 11-1159, 11-1160, and 11-1161

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on October 20, 2023, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the establishment of temporary construction easement right of way necessary for the improvement of the Picacho – Coolidge – Chandler – Mesa Highway, State Route 87, as set forth in the above referenced project.

This project involves improvements of the existing right of way. Temporary construction easements outside the existing right of way are needed to be utilized for widening improvements to accommodate the addition of a left turn lane and traffic signal installation to enhance convenience and safety for the traveling public.

Accordingly, it is now necessary to establish and acquire the temporary construction easement right of way needed.

The areas of temporary construction easement right of way required for this improvement are depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage IV Design Plans, dated September of 2023, PICACHO – COOLIDGE – CHANDLER – MESA HIGHWAY, S.R. 87 and Kleck Road, Project 087 PN 127 F0553 / 087-B(209)T".

WHEREAS temporary construction easement right of way is needed beyond the existing right of way for widening improvements to accommodate the addition of a left turn lane and traffic signal installation; and

October 20, 2023

RES. NO.	2023–10–A–033
PROJECT:	087 PN 127 F0553 / HSIP–087–A(215)T
HIGHWAY:	PICACHO – COOLIDGE – CHANDLER – MESA
SECTION:	S. R. 87 and Kleck Road
ROUTE NO.:	State Route 87
DISTRICT:	Southcentral
COUNTY:	Pinal
PARCELS:	11–1157, 11–1158, 11–1159, 11–1160, and 11–1161

WHEREAS because of these premises, this Board finds that public safety, necessity and convenience require the recommended improvement of said highway; therefore, be it

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

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means including condemnation authority, in accordance with Arizona Revised Statutes § 28–7092, temporary construction easements or such other interest as is required, including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Deputy Director compensate the necessary parties for the temporary construction easement right of way to be acquired. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

October 20, 2023

RES. NO.	2023–10–A–033
PROJECT:	087 PN 127 F0553 / HSIP–087–A(215)T
HIGHWAY:	PICACHO – COOLIDGE – CHANDLER – MESA
SECTION:	S. R. 87 and Kleck Road
ROUTE NO.:	State Route 87
DISTRICT:	Southcentral
COUNTY:	Pinal
PARCELS:	11–1157, 11–1158, 11–1159, 11–1160, and 11–1161

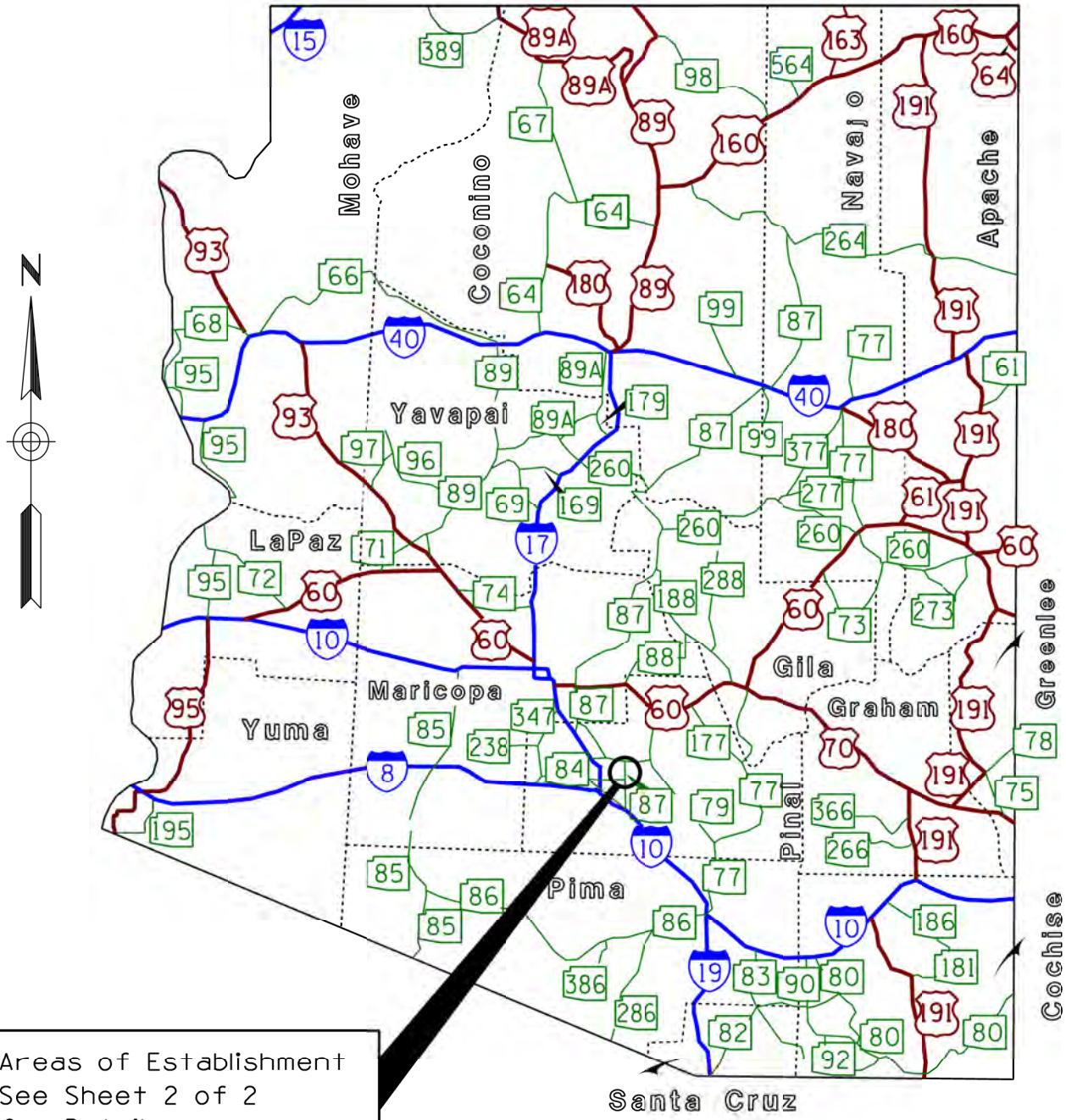
CERTIFICATION

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 October 20, 2023.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on October 20, 2023.

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

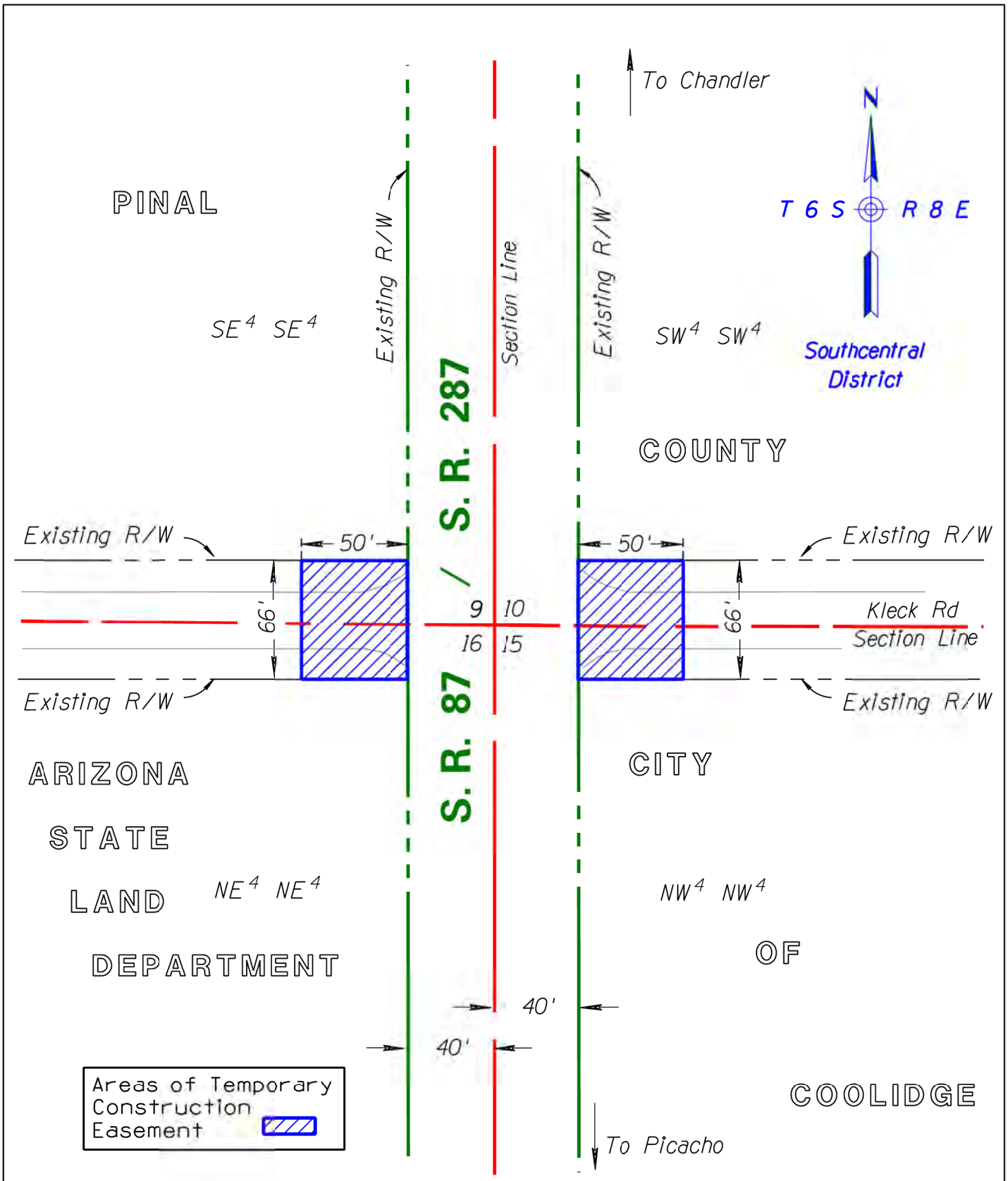
Seal



087 PN 127 F0553 / HSIP-087-A(215)T
PICACHO - COOLIDGE - CHANDLER -
MESA HIGHWAY
S.R. 87 and Kleck Road
Pinal County

APPENDIX "A"

2023-10-A-033
October 20, 2023
Sheet 1 of 2



087 PN 127 F0553 / HSIP-087-A(215)T
PICACHO - COOLIDGE - CHANDLER - MESA HIGHWAY
S.R. 87 and Kleck Road
Pinal County

APPENDIX "A"

2023-10-A-033
October 20, 2023
Sheet 2 of 2

October 20, 2023

RES. NO. 2023–10–A–034
PROJECT: 060 MA 159 F0272 / 060–B(227)T
HIGHWAY: WICKENBURG – PHOENIX
SECTION: Indian School Road – 35th Avenue T.I.
ROUTE NO.: U.S. Route 60
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 and improvement of the Wickenburg – Phoenix Highway, U.S. Route 60, within the above referenced project.

The existing alignment was previously established as a state route and state highway, designated U.S. Route 89, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated for reference therein. New right of way for the establishment, location, and relocation of the Phoenix – Prescott Highway was designated a state route by Resolution of the Commission on January 06, 1928, shown on Page 133 of the Official Minutes; it was established as a state highway by the Resolution of February 13, 1935, as shown on Page 154 of the Minutes. New Rights of way were established as a state highway for widening and related improvements at this intersection by the Commission's Resolution 60–26, dated July 21, 1960; Resolution 60–121, dated June 30, 1960; and by Resolution 61–124, dated March 28, 1961. Thereafter, the Arizona State Transportation Board established a State Route Plan for the 91st Avenue – Thomas Road Improvement Corridor in Resolution 2000–01–A–009 of January 21, 2000; and Resolution 2000–10–A–089 of October 20, 2000. New rights of way were established as a controlled access state route and state highway by Resolution 2001–05–A–041 of May 18, 2001; and later for the 43rd Avenue – McDowell Road Section, by Resolution 2010–03–A–030, dated March 19, 2010; Resolution 2012–02–A–007, dated February 17, 2012; and by Resolution 2012–10–A–045, dated October 19, 2012.

October 20, 2023

RES. NO. 2023–10–A–034
PROJECT: 060 MA 159 F0272 / 060–B(227)T
HIGHWAY: WICKENBURG – PHOENIX
SECTION: Indian School Road – 35th Avenue T.I.
ROUTE NO.: U.S. Route 60
DISTRICT: Central
COUNTY: Maricopa

New right of way is now needed to be utilized for the reconfiguration and improvement of this heavily traveled 6-way traffic interchange necessary to increase traffic capacity and enhance 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 that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, including 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: "Initial Design Concept Report, dated April of 2023, U.S. 60, GRAND AVENUE, 35th Avenue/Indian School Road Traffic Interchange, Project 060 MA 159 F0272 / 060–B(227)T".

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

I further recommend the acquisition of the new right of way pursuant to Arizona Revised Statutes §§ 28–7092 and 28–7094, an estate in fee, or such other interest as required, including advance, future and early acquisition, access rights, exchanges, 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.

October 20, 2023

RES. NO.	2023–10–A–034
PROJECT:	060 MA 159 F0272 / 060–B(227)T
HIGHWAY:	WICKENBURG – PHOENIX
SECTION:	Indian School Road – 35th Avenue T.I.
ROUTE NO.:	U.S. Route 60
DISTRICT:	Central
COUNTY:	Maricopa

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

October 20, 2023

RES. NO. 2023-10-A-034
PROJECT: 060 MA 159 F0272 / 060-B(227)T
HIGHWAY: WICKENBURG - PHOENIX
SECTION: Indian School Road - 35th Avenue T.I.
ROUTE NO.: U.S. Route 60
DISTRICT: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on October 20, 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 for the improvement of the Wickenburg-Phoenix Highway, U.S. Route 60, as set forth in the above referenced project.

New right of way is now needed to be utilized for the reconfiguration and improvement of this heavily traveled 6-way traffic interchange necessary to increase traffic capacity and enhance 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 that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route 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: "Initial Design Concept Report, dated April of 2023, U.S. 60, GRAND AVENUE, 35th Avenue/Indian School Road Traffic Interchange, Project 060 MA 159 F0272 / 060-B(227)T".

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WHEREAS establishment as a state route, 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 needed for this improvement, and that access to the highway be controlled as delineated on the maps and plans; 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 new right of way as depicted in Appendix “A” is hereby designated a controlled access state route, that the new right of way shall be established as a state highway prior to construction, 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 indicated by the maps and plans. Where no access is shown, none will be allowed to exist; be it further

October 20, 2023

RES. NO. 2023–10–A–034
PROJECT: 060 MA 159 F0272 / 060–B(227)T
HIGHWAY: WICKENBURG – PHOENIX
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ROUTE NO.: U.S. Route 60
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 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 the Deputy Director secure an appraisal of the property to be acquired and that necessary parties be compensated. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

October 20, 2023

RES. NO.	2023–10–A–034
PROJECT:	060 MA 159 F0272 / 060–B(227)T
HIGHWAY:	WICKENBURG – PHOENIX
SECTION:	Indian School Road – 35th Avenue T.I.
ROUTE NO.:	U.S. Route 60
DISTRICT:	Central
COUNTY:	Maricopa

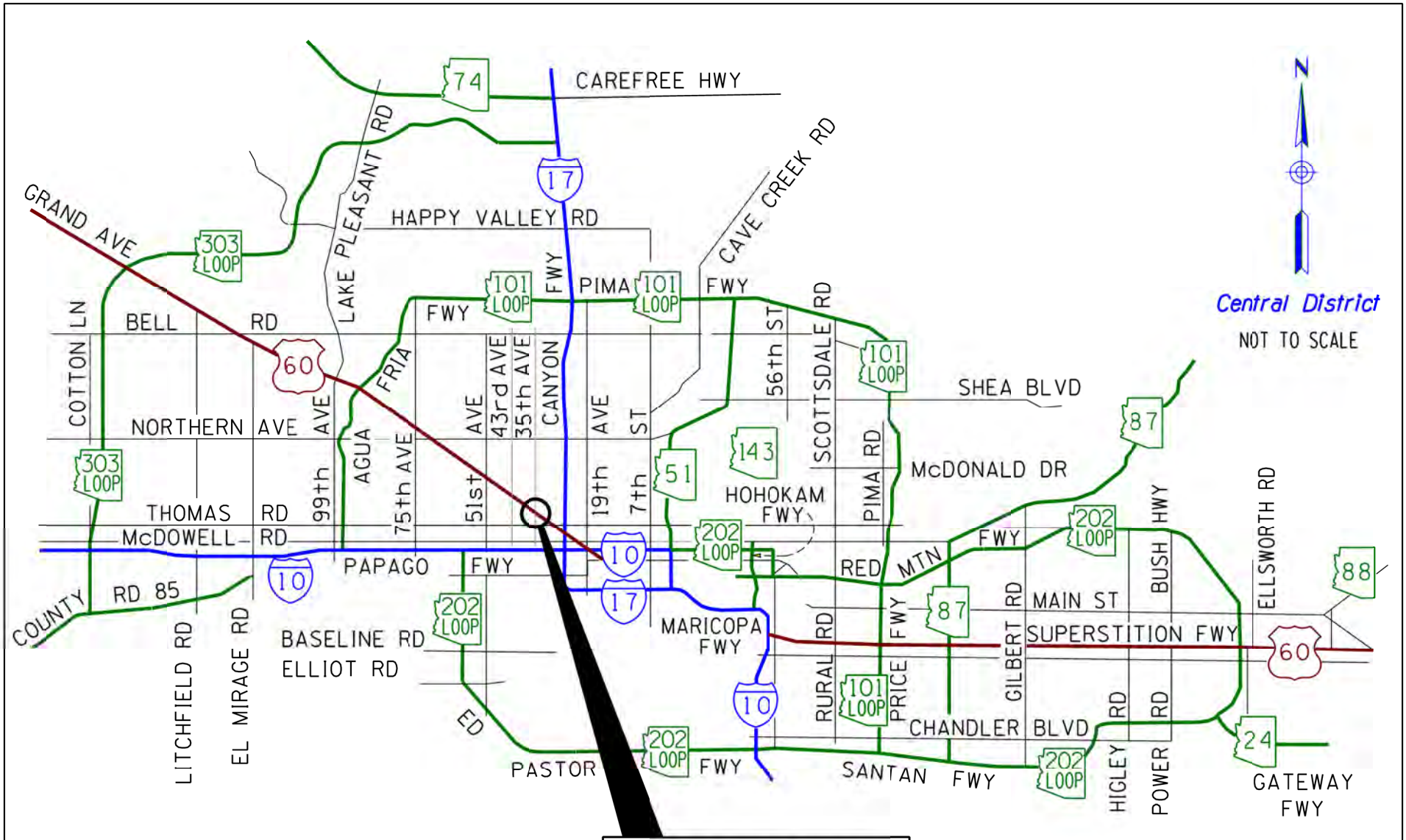
CERTIFICATION

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 October 20, 2023.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on October 20, 2023.

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

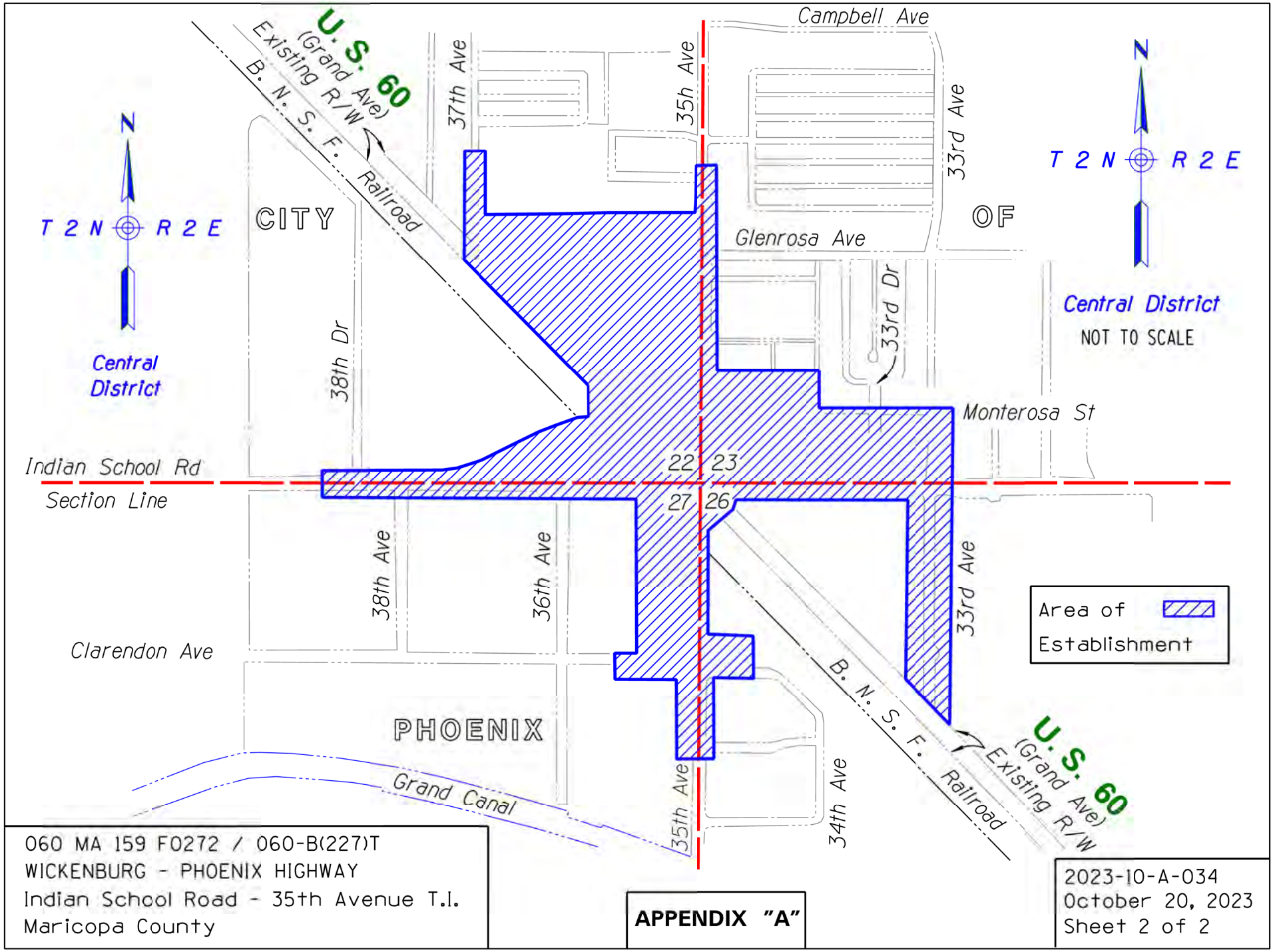
Seal



060 MA 159 F0272 / 060-B(227)T
WICKENBURG - PHOENIX HIGHWAY
Indian School Road - 35th Avenue T.I.
Maricopa County

APPENDIX "A"

2023-10-A-034
October 20, 2023
Sheet 1 of 2



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WICKENBURG - PHOENIX HIGHWAY
Indian School Road - 35th Avenue T.I.
Maricopa County

APPENDIX "A"

2023-10-A-034
October 20, 2023
Sheet 2 of 2

STATE TRANSPORTATION BOARD MEETING
PUBLIC HEARING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, May 19, 2023
Town of Gilbert
Municipal Building 1, Community Room 202
50 East Civic Center Drive
Gilbert, Arizona 85296

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

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

Roll Call by Board Secretary, Sherry Garcia
A quorum of the State Transportation Board was present. **In attendance (in person):** Chairman Gary Knight, Vice Chairman Richard Searle, Board Member Ted Maxwell, Board Member Jesse Thompson, Board Member Jenn Daniels, Board Member Jenny Howard, and Board Member Jackie Meck. There were approximately 63 members of the public on-line and approximately 25 attendees 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 Title VI of the Civil Rights Act of 1964, as amended. Floyd, also reminded individuals to fill out survey cards, with the 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

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

VIA WEBEX AND IN PERSON AT:

Town of Gilbert
Town Hall Council Chambers
Municipal Building 1, Community Room 202
50 East Civic Center Drive
Gilbert, Arizona 85296

May 19, 2023
9:00 a.m.

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

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

Perfecta Reporting
(602) 421-3602

(Certified Copy)

1 REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC
2 PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD PUBLIC HEARING,
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
Richard Searle, Vice Chairman
10 Ted Maxwell, Board Member
Jesse Thompson, Board Member
11 Jenn Daniels, Board Member
Jackie Meck, Board Member
12 Jenny Howard, Board Member
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25

CALL TO THE AUDIENCE

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Bill Robertson, Maricopa Planning & Zoning Commissioner and Maricopa Resident..... 6

Ron Angerame, City of Maricopa Resident..... 8

Stephanie Irwin, Mayor, Pinetop-Lakeside..... 10

Matt Patterson, Public Works Director..... 13

Annie DeRosier, Pinetop-Lakeside Community Services..... 14

Isaac Blake, Payson Resident..... 16

Vinny Gallegos, Executive Director CYMPO..... 19

Kevin Biesty, Freeport-McMoRan Bagdad..... 21

Alton Joe Shepherd, Board of Supervisors, Apache County.... 23

Mark Thompson, Gilbert Resident/Commuter..... 25

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Donald Huish, Mayor, City of Douglas..... 28

Kate Morley, Interim Executive Director, MetroPlan..... 30

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PUBLIC HEARING AGENDA ITEMS

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(Beginning of excerpt.)

CHAIRMAN KNIGHT: Moving on to call to the audience. I'd like to remind everyone calling in telephonically, through Webex, everyone will be muted when they call in to the meeting. When your name is called to provide your comments, you will indicate your presence by virtually raising your hand. I believe on your keyboard or phone that's star three. And then the Webex host will guide you through the unmuting and muting process following instructions included in the meeting agenda.

For those speaking in person, there's an opportunity for members of the public to discuss items of interest with the Board. Please fill out a Request For Public Input Form and give it to the Board Secretary if you wish to address the Board.

In the interest of time, there will be a three-minute limit imposed. Please try to comply with that. Today's meeting is going to be rather long, and we'd appreciate -- we'd appreciate if you stick to the three-minute time limit.

Floyd, would you call the first speaker?

MR. ROEHRICH: Yes, Mr. Chairman. We have a number of speakers in person as well as online. We will start with the speakers in person first.

Our first speaker is Mayor Nancy Smith. Mayor

Smith.

MAYOR SMITH: Thank you, Mr. Chair, Board Members, ADOT employees. Thank you for the opportunity to speak here today.

I have a funny story to start off with. I was at a restaurant in Chandler a couple weeks ago, and I was waiting in line for our table to be ready, I saw that there was a group of about eight ADOT employees with their badges on. And I commented to them, "ADOT. I love ADOT." And they kind of looked at me a little weird like they had never received a compliment like that. So they really appreciated the comment, and it was just funny to explain to them why I love ADOT, and that is because we have had many meetings with ADOT over the last six to eight months, and I appreciate the attention that the city of Maricopa is getting, and the road safety analysis that they just completed for us, and they plan on coming out and doing a town hall to disseminate that information to our residents in June. So I appreciate that very much.

I also appreciate our representative Jenny Howard. She's coming out to the city of Maricopa next week, and we look forward to giving her a tour and helping her understand the challenges that the city of Maricopa has.

Just recently, the state legislator -- Legislature, excuse me, approved $18 million for improvements on State Route 347 at intersections Casa Blanca Road and the Cement

Plant Road. And so I am here today to tell you we are ready to go. So as soon as you get ahold of those funds, let's make it happen, and let's get started on that, because it's one element that will make that road just that much safer.

So thank you for all that you do for us, and thank you for all that -- all the work that's done in the city of Maricopa. Thank you.

CHAIRMAN KNIGHT: Thank you, Mayor. I guess you're going to be replacing Christian Price at our meetings --

MAYOR SMITH: Yes.

CHAIRMAN KNIGHT: -- as well as replacing him as mayor, but --

MAYOR SMITH: Yes.

CHAIRMAN KNIGHT: -- but he's not here but you are, so...

MAYOR SMITH: You go it.

CHAIRMAN KNIGHT: Floyd.

MR. ROEHRICH: Our next speaker is Mr. Bill Robertson. Mr. Robertson.

MR. ROBERTSON: Good morning, Mr. Chair and Board Members. Thank you for the opportunity to present to you today. My name is Bill Robertson. I'm a resident of the city of Maricopa. I'm also vice chair of the Planning and Zoning Commission for the city of Maricopa.

I don't know if you saw just the other day, but

1 the U.S. Census Bureau has just recently named the city of
2 Maricopa the eighth fastest growing city in the entire United
3 States of America. We currently have about 27,000 rooftops that
4 represent about 70 -- close to 70,000 people population. Here's
5 the kicker. We have over 70,000 more rooftops entitled and in
6 the planning phase. So we are poised to grow three or four
7 times our current population over the next ten years.
8 The 347 scoping study and more recently ADOT
9 transportation safety survey that the mayor talked about
10 actually designated State Route 347 as needing additional lane
11 miles, travel lanes in the form of a parkway and nonstop-type
12 design. Assembling funds through a funding source is a high
13 priority for all stakeholders involved, and it is aggressively
14 being researched and sought on many levels. This is likely a
15 couple-year process in and of its own.
16 Currently, State Route 347's full expansion is
17 not in the proposed ADOT five-year plan. Not being in the five-
18 year plan will likely hamper our assembly of funding sources, as
19 the State Legislature and other federal granting agencies will
20 not see it as a priority if we don't have it in the plan. So
21 hampering the funding sources will also delay movement of the
22 project.
23 Members of the Board, we hope to have
24 construction options decided and design underway to have the
25 shovel-ready project in just a short time and ready for funding

when it becomes available. Now is the time to set the table. Now is the time to move the needle forward towards completing this project sooner rather than later. The need is now. The time is now.

I'd like to request careful consideration to get 347 expansion into the current five-year plan. Any further delay is going to put us out a decade or more.

Thank you very much for your time. Thank you for the work that you do.

MR. ROEHRICH: Our next speaker is Mr. Ron Angerame.

MR. ANGERAME: Thank you to the Board for allowing me to address you today. Celia Fernandez wanted to be here today, but it's too soon for her. She wrote a letter that she asked me to read to you, so -- were you able to pass out those?

MR. ROEHRICH: Yes, sir. They have the photo. Could you get a little closer to the microphone, please?

MR. ANGERAME: Thank you.

MR. ROEHRICH: Thank you.

MR. ANGERAME: Hi. My name is Celia Fernandez. I am the mother of Suheiry Hydie Fernandez. She was ten years old when her life was taken on Highway 347. The accident happened on March 26th, 2023. She was declared brain dead on March 29th, 2023, and her heart stopped on March 31st, 2023.

1 She was the second oldest of five siblings.
2 Here is a little information about my daughter:
3 She was a catcher for the Maricopa Sandlot softball team in
4 Maricopa. Her dream was becoming a professional softball
5 player. She was outgoing, happy, always dancing, always had a
6 smile on her face. She was my mini-me. But her life was taken
7 away from me on this horrible day when a careless driver was
8 speeding and distracted. He hit my mom's car, which hit my
9 brother's car, while my daughter and my sister, age 28, my
10 brother, age 21, and my mom was standing outside the car, and
11 due to my -- due to my brother's car shutting off on him on his
12 way home.
13 My daughter and sister were the ones that were
14 injured worst of all the people involved in the car accident.
15 My daughter had a serious head injury, and due to that she lost
16 her battle and God called her home.
17 My sister was just 28; the second person with
18 serious injuries. Her injuries included, but not limited to,
19 her breaking a couple of her back discs, her ear cut off, her
20 left leg was broken in three parts. Her right knee was
21 fracture.
22 My brother has a broken disc in his back, and my
23 mother has her ankle completely broken.
24 I want to see change, because right now no one
25 cares about how fast or how reckless anyone drives on 347.

1 Never in my 30 years of living in Arizona have I witnessed so
2 many car accidents on one highway, freeway or even a city
3 street. My family and I moved to Maricopa in 2020, and three
4 years later I have to bury my ten-year-old daughter. That
5 should never happen.
6 She had so many dreams and goals, but someone
7 carelessly took her away from her family, friends and teammates.
8 I don't want her memory or her name go in vain, because her life
9 mattered and still matters. We have to do something so no
10 family has to go through what my family is still going through.
11 Help me keep my daughter's name alive and her
12 memory. Let's change the 347 for the better and not for the
13 worse. I'm afraid that if we don't do anything about it, other
14 innocent people will be killed because of reckless drivers.
15 Thank you for your time and God bless.
16 CHAIRMAN KNIGHT: Thank you. Thank you for your
17 comments.
18 MR. ROEHRICH: Our next speaker is Mayor
19 Stephanie Irwin. Mayor Irwin.
20 MAYOR IRWIN: Good morning, Mr. Chairman, members
21 of the Board and staff. My name is Stephanie Irwin. I'm the
22 mayor of the town of Pinetop-Lakeside. Thank you for the
23 opportunity to address you this morning.
24 My concerns today center around Highway 260
25 within our town boundaries, which is Nottingham Lane,

1 Milepost 347.1, to Box Springs Road, which is Milepost 354.4.
2 Roadways are meant to create connectivity, open up opportunities
3 and provide official pathways to life's necessities. In a rural
4 setting, roads are key to function and development.
5 When commuting along the lifeline of our
6 community becomes dangerous, it affects so much more than our
7 comfort levels. Our first responders face delayed response
8 times and technical issues from equipment being rattled loose.
9 They risk -- the risk they take on a daily basis is now
10 magnified by drivers who can't see the lane lines, who are
11 concentrating more on avoiding the potholes than the traffic
12 behavior around them.
13 Our community is made up of hard working people.
14 Many of them have lived paycheck to paycheck. We repeatedly
15 hear about damage to their vehicles, that they go as far as
16 eliminating a family's only option for transportation. But
17 then, even if they're able to make the effort to walk, our
18 sidewalks are disappearing right before our eyes. They're just
19 crumbling away. It's risky to even try to travel any distance
20 on them for the most agile, and a complete impossibility for
21 anyone with disabilities.
22 On an economic level, the current road conditions
23 could be devastating for us. Pinetop-Lakeside survives off our
24 sales tax revenue. This makes tourism our largest revenue
25 generator. With Highway 260, which is our main drag through

town, the only route to traverse the area, people may start to avoid coming to visit just to avoid traveling on horrendous roads.

We have a major car show that comes up the weekend of September of every year, of classic cars, and I'm hearing from their organizers that many of these individuals are reluctant to come and visit our community.

We're not asking for help because we don't enjoy driving on these rough roads. We're asking for help because the conditions of Highway 260 have a direct impact on our quality of life, and quite frankly, the survival of our town and its residents. We sincerely appreciate the money that recently has been allocated to road repairs on certain sections of our town.

It is also my understanding that there may be another allocation of these emergency road repair funds the coming fiscal year. I would humbly request that this section of Highway 260 be strongly considered for these emergency repair funds that will be coming out, and we would also request that the complete project be considered for inclusion on the upcoming five-year transportation plan. That would include upgrades to the sidewalks, making them ADA compliant, as well as various other improvements along this stretch of road.

In closing I would just like to thank you for your time and invite you to come bring of your board meetings back up to Pinetop-Lakeside. We would love to host you. I

1 believe the last time you visited our community was in 2019. So
2 we would on love to invite you to come back. So thank you
3 again.
4 CHAIRMAN KNIGHT: Thank you, Mayor.
5 MR. ROEHRICH: Our next speaker is Mr. Matt
6 Patterson. Mr. Patterson.
7 MR. PATTERSON: Good morning, Chairman Knight and
8 Board Members. My name is Matt Patterson. I'm the public works
9 director for the town of Pinetop Lakes.
10 First off and foremost, I want to thank you for
11 all of the ADOT support throughout this wintertime. It was
12 tremendous for you guys and us, and we had a great team up there
13 in the White Mountains, and we are so appreciative of you guys
14 helping us all the time.
15 I stood in front of you when Jesse Thompson was
16 appointed in 2017, and we discussed lack of funding at that
17 time. The state didn't have enough funds to complete the
18 pavement preservation project that was designed to go from Show
19 Low, through Pinetop-Lakeside, all the way to the Apache Tribe.
20 This project was cut in half to fit it into the five-year
21 project -- five-year plan. The last -- last year, the first
22 half of this project was completed. As you can imagine, the
23 phone calls started this year, and not just for us, for you guys
24 as well.
25 At this point we still have not made the project

1 back on the five-year plan, and it's a story of all things that
2 could have gone wrong have gone wrong. The pandemic, the
3 economy, the cost of construction, the HURF funding failing.
4 Our project has not made the cut even though it has been the top
5 project for District 5 for many, many years. We currently sit
6 16th this year, and the state was able to only fund 12 projects.
7 In 2017 the Board approved 30 projects. Today I
8 have two questions for you. Is the P2P process feasible at this
9 point? Is there not enough funding available to make it
10 sustainable? The top 40 projects definitely need to happen.
11 The idea of the P2P process is to make data-driven decisions.
12 However, to make it work, we need to have more than 1 percent of
13 our pavement preservation in our system.
14 The second question is I'm extremely concerned.
15 As you know, our project was 16 this year, and we are going to
16 receive about 4.5 million in emergency funds. The 260 pavement
17 preservation project is $33 million, and I leave you with this
18 question: Will the emergency repairs affect our technical score
19 and drop us out of the race?
20 Thank you for your time today.
21 CHAIRMAN KNIGHT: Thank you very much for your
22 comments.
23 MR. ROEHRICH: Our next speaker is Ms. Annie
24 DeRosier.
25 MS. DEROSIER: Good morning, Mr. Chairman,

members of the Board and the staff. My name is Annie DeRosier, and I work for the Town of Pinetop-Lakeside. I'd like to thank you for your time today.

I think we can all acknowledge that your seat is not an envied position (inaudible). The challenges brought before you today are years in the making given the (inaudible) solution is dire. We are grateful for your consideration for our pleas and for the effort you have all put forth in finding solutions.

It has been explained to me that the Arizona Department of Transportation is primarily a data-driven entity. When asking how projects are addressed for priority, your response generally includes a very specific equation utilizing different metrics. Most plans that are data centric and that have a significant ability to affect the public have predetermined markers (inaudible) both success and failures. The failure markers would trigger necessary adjustments to avoid collapse.

We've watched the pavement preservation program in our area drop from a 5 percent maintenance average to 1 percent. We have watched funding drop covering 30-plus projects to about 12. Our road, that is now 38 years old, is only receiving partial emergency repair work. We have yet to be placed on the five-year plan, regardless of the dangerous driving conditions. It is well understood that ADOT, like

1 everyone, is dealing with the effects of higher costs of
2 operations from materials to labor. Any analysis of this data
3 would lead one to believe that staying with the same funding
4 structure will lead to the collapse of our roadways. The
5 emergency band-aid work that is now replacing old preservation
6 jobs, while we are very grateful for it, could leave us in a
7 worse position four or five years down the road.
8 What are the thresholds that would trigger a
9 restructuring of the funding system? Have we not yet met them?
10 What is the plan for getting back to the 5 percent pavement
11 preservation average? We by no means estimate the magnitude of
12 this challenge. Unfortunately, the longer we wait, the harder
13 it will be to dig ourselves out of this hole.
14 So I would like to leave you with one last
15 question to consider. How can we as a rural community help with
16 addressing this funding issue? We have turned in some images of
17 (inaudible) and our sidewalks.
18 I thank you for your time.
19 CHAIRMAN KNIGHT: Thank you very much for your
20 comments.
21 MR. ROEHRICH: Our next speaker is Mr. Isaac
22 Blake. Mr. Blake.
23 MR. BLAKE: Good morning, Chairman Knight and
24 Board Members. My name is Isaac Blake, and I'm a lifelong
25 Arizona (inaudible) who has over 35 years of experience in

technology and a first responder who retired up in the Payson area.

The reason I drove here today rather than present via videoconference is to give you my comments in person as to highlight the importance of (inaudible). Now, the highway safety is one of if not the most important factors this board, ADOT and others must factor in to the numerous requests that they receive. Economic growth and other factors are certainly important, but highway safety and the safety of the people that are traversing those highways have to be top priority, as well as the first responders that use those roadways.

Sadly, most of the strategic five-year plans and long-term plans have very little for State Route 87 between the Verde River and Payson. Are you aware that that state highway is designated as an evacuation route for the Valley, the Payson area and the Rim Country? But this is (inaudible).

Are you aware that people have died on State Route 87 because they were unable to contact 911? They can sit on the side of the road overnight unable to call for help. They have to be able to notify 911 because of a critical incident, to wit, the Bush Fire. That fire could have been reported significantly earlier if there was a way for the public on those roadways to communicate successfully with 911. All of these add up to not only a danger to the public, but to the first responders that go to those areas to be able to have reliable

communication and access in those areas.

Do you realize that there are no overhead message boards, cameras, sensors, call boxes or other highway safety technology between the Verde River and Payson, a distance of 60 miles? Which I drove down this morning, and I repeatedly drive up and down. There are no overhead message boards coming out of Payson, either north or southbound on State Route 87, nor at critical intersections such as the 87, (inaudible) that heads down towards Globe. This causes travelers to drive 16 or more miles when these highways are closed only to find that they need to turn around and return to Payson. This happened during some of our recent fire seasons.

Besides this overview and call to action, my specific ask is ADOT Project ID 103122. The road rehabilitation of State Route 87 within the town of Payson. This project is missing a key highway safety (inaudible). The installation of overhead message boards for northbound State Route 87 (inaudible) and southbound State Route 87 --

MR. ROEHRICH: Mr. Blake, please finish your comments. You've exceed you time limit.

MR. BLAKE: I'm sorry?

MR. ROEHRICH: Please close your comments.

MR. BLAKE: I didn't see a clock up there, so...

MR. ROEHRICH: We're using the clock. It gives a beep when the time's up.

MR. BLAKE: May I close?

MR. ROEHRICH: Yes. Please close.

MR. BLAKE: As the first step, please consider amending this project for these overhead message boards.

In closing, where my comments were focused on this section, State Route 87, a more holistic approach (inaudible) strategic planning inclusive of not only (inaudible) Pinetop and Lakeside, but the growing (inaudible) in rural areas throughout our country or in our state.

Thank you for your time today and for your consideration for this important issue. Have a good day and a good weekend.

CHAIRMAN KNIGHT: Thank you for your comments.

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

MR. GALLEGOS: Good morning, Mr. Chairman, members of the Board. Vinny Gallegos, Executive Director of Central Yavapai CYMPO. Thank you for being here.

This past week Chairman Knight and our executive board, along with the other executive board members, approved our upcoming two-year work program. I'd like to provide some highlights for the last two years that I've provided to them that I think will absolutely highlight the success that all MPOs are doing in Arizona and the success of our partnerships.

The last two years, CYMPO worked with a staff of

1 four. We had a $3.3 million budget to cover the last two years.
2 We were very proud to highlight what we were able to cover in
3 central Yavapai with that $3.3 million, but the real headline
4 news that I shared with the Board, and again, this is what so
5 many of the MPOs do throughout Arizona, is we were able to
6 leverage those $3 million into additional transportation
7 projects. The number that I provided is we were able to add
8 $25.2 million of additional transportation projects for central
9 Yavapai. That was possible primarily through working with the
10 Legislature for one-time funding. For transportation, we were
11 able to add about $11 million two years ago, $10 million this
12 year. Many of those projects are on the state highway system
13 that we were able to lead the efforts through the Rural
14 Transportation Advocacy Council.
15 We also worked with Senator Mark Kelly's office
16 last year and this year for some federal appropriations. Last
17 year for a design concept report on State Route 89A; this year
18 for some much needed transit vehicles. But those were not the
19 only things that we did. We worked with and through ADOT for
20 additional grant opportunities for transportation projects for
21 transit funds.
22 So again, I really would like to take a moment
23 just to highlight how incredible our MPOs are throughout
24 Arizona, the partnerships that we share with you as board
25 members, with ADOT, and that, again, with a staff of one, for

some MPOs, two -- for us it's four -- can do in a given year. And we work with our local elected officials. And if we could leverage our dollars for us specifically from 3 million into 25 for additional projects, it is something to highlight. It's something to be proud about, and we're looking forward to this next two years, and I've projected that, again, working with Chairman Knight on our board, our other board members, our technical committee and our staff that our target is to do the same thing, to continue to identify those needs, those partnerships that will work together for this.

So again, thank you very much, specifically to Chairman Knight for serving on our board and for you and your service. Thank you very much.

CHAIRMAN KNIGHT: Thank you, Vinny.

MR. ROEHRICH: Our next speaker is Mr. Kevin Biesty. Mr. Biesty.

MR. BIESTY: Good morning.

Time's up.

(Inaudible conversation)

MR. BIESTY: Am I ready to start?

MR. ROEHRICH: Yes, sir. You are.

MR. BIESTY: Good morning, Chairman Knight, members of the Board. For the record, my name is Kevin Biesty, and I'm here today representing Freeport-McMoRan in Bagdad, Arizona.

As mentioned in previous board meetings, Bagdad's main product is copper, which is the metal of electrification and a key component for the 2050 net zero emission energy transition plan. It has been projected that the world -- the world will need about twice as much copper between now and 2035 to meet that goal. A fundamental part of reaching that goal is having the necessary transportation infrastructure that can facilitate the safe and efficient movement of people and goods.

For Bagdad, SR-93 and SR-97 are crucial. That is where we would like to express our support for the proposed improvements to SR-93 identified in your tentative FY '24 and '28 plan. There were seven projects identified between Cane Springs and Vista Royale that will continue the commitment that ADOT and this board has to safety and operational improvements on this corridor.

I'd like to give you a quick update on the progress of the efforts that we -- that Freeport has had with ADOT to advance the necessary safety and operational improvements on SR-97. With the recent budget enacted by the Legislature and signed by the Governor, Arizona has reaffirmed its commitment to improving this roadway by maintaining the $10 million appropriation from the General Fund that was made last session.

Along with the $10 million that Freeport-McMoRan has committed to the project, this effort continues the

partnership between the private sector, the federal, state and local governments. It is these types of collaboration that the Legislature and this Board and the federal government look for when developing important projects.

There is currently a RAISE grant application in with USDOT for this project, which if awarded will provide the necessary federal piece. We are expecting to hear if the grant awards by the end of June.

In closing, I'd like to publicly thank Director Administrator Brozich and his team for all their efforts in this endeavor, and I also want to publicly thank you, Mr. Chairman, the members of this Board, Director Toth and the good folks at ADOT for all their dedication and service. Thank you and have a great weekend.

CHAIRMAN KNIGHT: Thank you, Mr. Biesty.

MR. ROEHRICH: Our next speaker is Mr. Alton Joe Shepherd. Mr. Shepherd.

MR. SHEPHERD: Good morning, Mr. Chairman, Vice Chairman and members of the ADOT Board. My name is Alton Joe Shepherd. I am a county board supervisor for Apache County District 2.

I just want to lend my support and also I'm very appreciative (inaudible) in the tentative five-year plan, which is averaging about 155 million in Apache County. Secondly, I don't know if we can tie in to some of my previous requests to

1 the Board here in public hearings was to -- again, to talk about
2 the (inaudible) bridge improvement, and at this point I don't
3 know what else we can do as a county as far as our funding is
4 very, very limited, meaning that there's tribal lands and public
5 lands and probably about 13 percent economic development. So
6 again, back when Route 66 was developed and -- or I-40 was
7 developed, all that Route 66 was abandoned and given to the
8 county to take care of, but there is a bridge that spans 269
9 feet and 18 feet wide and over (inaudible) by local travelers.
10 And again, when people -- when there's accidents
11 along I-40, DPS reverts a lot of those heavy trucks to go across
12 (inaudible). And it is listed on the National Register for
13 Historic Places, so -- and I know we can tie it in to -- and I
14 know this is all tentative with the five-year plan, but there is
15 a project, Number 100193, which is about (inaudible) million
16 down to Allentown bridge. I don't know if there is any way that
17 we could (inaudible) put that alongside of that or wherever we
18 can fit it in (inaudible) with all of the projects that are
19 listed here. There is another (inaudible) a lot of these are
20 along the I-40 bridge improvements, and so hopefully we can get
21 some technical assistance (inaudible) modifications to do that
22 improvement project, which is going to be about less than
23 2.5 million to make that structure sound.
24 The other is US-191, south of the (inaudible)
25 about 15 miles, and the shoulder widening needs to be proposed

and planned for. It's been many, many years. (Inaudible) starting to utilize that, and again, if the interstate's shut down, a lot of the truckers use that between Window Rock and Ganado to come back down to the interstate. And a lot of shoulder is broken enough to where even the white striped lines are starting to deteriorate.

Lastly, Burnside roundabout was constructed many, many years ago, back in the 90s and the 80s, and I guess back then the design might have been a little too small. It's -- as we have a lot of our heavy equipment that we drive through there and transport, it's kind of difficult for a lot of these semi trucks to traverse through that roundabout, and maybe if we can take a look at that as well to see if there's a different redesign or (inaudible).

Again, thank you.

CHAIRMAN KNIGHT: Thank you, Mr. Supervisor.

MR. ROEHRICH: Our next speaker is Mr. Mark Thompson. Mr. Thompson.

MR. MARK THOMPSON: Good morning, Chairman, members of the Board and ADOT staff. I am a Gilbert resident, but I'm also here, downtown Phoenix, for work, and I also use that commuter option of I-10 for entertainment downtown, for the Diamondbacks and the Suns.

Maricopa County's Regional Transportation Plan is expiring here in about 18 months, and we need your assistance to

extend that tax, because if we don't improve that extension, we're -- our road and infrastructure is going to collapse on ourselves. We already have major congestion on our major freeways, but they need more improvements, and there's nothing in the plan for transit. We have railroad tracks that are not very -- used very often during commuter hours, and it would be nice to use that option like I've done in other metro areas like Salt Lake City, Denver and San Diego.

With these transportation improvements, we need to improve our (inaudible) quality. Maricopa County is in (inaudible) for ozone, and with the new standard, we -- without these improvements, our ozone is going to deteriorate even more. Today and tomorrow, we're having high condition advisories (inaudible) standard. And also, in your regional -- in your five-year plan, there is not much money being set aside for airport improvements. Gateway Airport is a major economic (inaudible) here in the Gilbert area, and without that new terminal, their expansion is going to be very limited. You will see right now there's only ten gates there, and they really need a lot more. So some funding to improve the airport, to expand that new terminal on the east side, that will help commerce in (inaudible) area.

I thank you very much for your time and have a great day.

CHAIRMAN KNIGHT: Thank you. Thank you for your

comments.

MR. ROEHRICH: Our next speaker is Mr. Edigar Kajirwa. I apologize for that. If you know who you are, please (inaudible).

MR. KAJIRWA: Good morning, Chair, Board and ADOT staff. It's a pleasure to come before you once again. We came before you -- apologies for that. My name is Edigar Kajirwa, Assistant City Manager with the Bullhead City (inaudible) all of you (inaudible) for you during last month's meeting, and the Board the funding for Highway 95. We'd just like to stay thank you (inaudible). That was really, really welcomed by the community. It's a project that they've been longing for, so we appreciate that.

And also, I'd just like to take the opportunity to put it on your radar and bring it to your attention the budget did get approved last -- recently, as everyone knows. Within the budget, there's a special allocation for 8 million for right turn lanes in Bullhead City on Highway 95. It might be a tough ask to have those funds expedited to align with the resurfacing of Highway 95, but we just wanted to bring it to your attention, and hopefully have those funds expedited through the right parameters of the projects to be done as we look forward to increasing the safety and efficiency of traffic flow through Highway 95 in Bullhead City.

And as I wrap up, just once again, thank you. We

are grateful for the partnership, relationship and communication we have had with ADOT staff and the Board, and we look forward to enhancing this relationship. Thank you.

CHAIRMAN KNIGHT: Thank you for your comments.

MR. ROEHRICH: Mr. Chairman, that's the in-person requests that I have. We can now go to the online requests. And a reminder, online requests, please raise your hand and the Webex host will work to unmute your line.

Our first speaker is Mayor Donald Huish. Mayor Huish, please raise your hand.

WEBEX HOST: I have requested to unmute your line. You are now unmuted. You may speak.

MAYOR HUISH: -- members of the Board. My name is Donald Huish, and I am the Mayor of the City of Douglas. It is a pleasure to appear before you once again.

I wanted to provide a quick update for you on the progress that has been made on the new port of entry at Douglas, where the city is close to completing the Donation Acceptance Agreement with the General Services Administration for 80 acres that the City is donating to the federal government to build the new facility.

In addition to the $8.9 million awarded by the State of Arizona last year towards the water and wastewater infrastructure needed for the project, the recently-adopted budget signed by the Governor just a few days ago included

1 $8.2 million towards construction of the connector road that
2 will be needed to connect the new port of entry to State
3 Route 80. And we continue our efforts with a number of federal
4 and regional institutions in applying and securing grants needed
5 to help pay for the infrastructure and utility services needed
6 to support the new port of entry and the anticipated industrial
7 and commercial investment around the new facility.
8 I would like to remind you that ADOT is spending
9 $1.5 million for the design concept report and the environmental
10 compliance required for the project. The initial estimates by
11 the southeast Arizona organization, SEAGO, puts the cost of the
12 connector road at 12 to 14 million dollars. I know that we will
13 not have a final estimate until the DCR is complete, but with
14 the funding that is part of the state budget, I think it's safe
15 to say that we are more than halfway there.
16 On the Mexican side, 56 acres of land have been
17 donated by the landowner to the Mexican federal government for
18 the construction of a new customs facility. That same landowner
19 is in the process of donating the easement for the connector
20 road from the border to Mexican Federal Highway 2, some two
21 miles south of the border. And just last week we received
22 confirmation that the U.S. government has received the formal
23 diplomatic note from the Mexican government confirming the
24 location of the new port of entry. We are now working with our
25 federal partners in both countries to conduct the necessary

1 technical meetings so that the U.S. and Mexican inspection
2 facilities are aligned and fully coordinated in their design.
3 As you deliberate on what projects need to be
4 part of the five-year plan, I hope you will consider the new
5 connector road for the new port of entry as a project that is
6 worthy of inclusion.
7 Thank you for your attention, and God bless you
8 all, and keep up the good work. Thank you.
9 CHAIRMAN KNIGHT: Thank you very much.
10 MR. ROEHRICH: Our next speaker is Ms. Kate
11 Morley. Ms. Morley, please raise your hand.
12 WEBEX HOST: I have requested to unmute your
13 line. You are now unmuted.
14 MS. MORLEY: I'm Kate Morley, the interim
15 executive director of MetroPlan in greater Flagstaff. I'm here
16 to express our thanks and thanks on behalf of the City of
17 Flagstaff for the SMART Fund award for the downtown mile. While
18 not the full ask, we wanted to make sure the Board was aware
19 that we are very grateful for what was allocated to the project.
20 I'm also here to express support for the
21 MetroPlan regional projects in the tentative five-year program,
22 particularly the addition of bike and pedestrian facilities on
23 Milton Road and US-180. As identified in those corridor master
24 plans, we're very grateful to ADOT staff who recognized these
25 projects were eligible under the carbon reduction program, and

1 we very much hope to see them included, along with all the other
2 regional projects in the adopted program.
3 Thank you.
4 CHAIRMAN KNIGHT: Thank you very much for your
5 comment.
6 MR. ROEHRICH: Our next speaker is Mr. John
7 Moffatt. Mr. Moffatt, please raise your hand.
8 WEBEX HOST: As a reminder, please press star
9 three to unmute your line. I'm not seeing him at this time.
10 MR. ROEHRICH: Mr. Chairman, we'll come back to
11 see if Mr. Moffatt is online. I don't know if he's attending
12 the meeting on not, but our next speaker is Ms. Katelynn
13 Peterson. Ms. Peterson, please raise your hand.
14 WEBEX HOST: Again, please press star three to
15 unmute your line. If you are on your computer, there's also a
16 raise hand button at the bottom of your screen.
17 I'm not seeing anything at this moment.
18 Chairman, I'm not seeing either raising their hand.
19 Mr. Moffatt, are -- let's see if he's still --
20 Mr. Moffatt, are you there? Please raise your hand.
21 WEBEX HOST: Let me check the list.
22 MR. ROEHRICH: Actually, I see -- I see
23 Mr. Moffatt is here. I don't know if he's having technical
24 difficulties.
25 Mr. Moffatt, if you're on your phone, please use

your phone pad, or if you're on your computer, please use the raise hand signal -- symbol at the bottom.

WEBEX HOST: I have requested to mute his line -- unmute his line.

MR. ROEHRICH: John, are you able to unmute your line?

Mr. Chairman, those are all the requests that I have. If -- maybe if Bryce can see if she can work off line with Ms. Peterson and Mr. Moffatt, maybe open it up at the end of the meeting for additional comments.

CHAIRMAN KNIGHT: Okay, Floyd. Thank you. And thanks to everyone that has made comments this morning.

We'll now -- I'll now open the meeting for the public hearing, which will be the public hearing for the tentative FY 2024-2028 Five-Year Transportation Facilities Construction Program. Paul Patane will provide an overview for information and discussion only.

Good morning, Paul.

MR. PATANE: Good morning, Chairman Knight, Board Members. I'm Paul Patane with the Arizona Department of Transportation Multimodal Planning Division. Today I'll present the FY 2024-2028 Tentative Five-Year Construction -- Transportation Construction Facilities Program.

Next slide, please.

So the areas I'll cover today, a little bit of

1 background, an overview of the asset condition. We'll cover
2 highlights of the tentative five-year program. We'll also cover
3 the tentative MAG program, the tentative PAG program, also will
4 go over the Airport Capital Improvement Program and also the
5 next steps as we move forward through this process.
6 And a (inaudible) background. The five-year
7 program complies with Arizona Revised Statutes and sets forth
8 the plan for developing projects and accounts for the spending
9 of funds over the next five years. The five-year program must
10 be a fiscally constrained.
11 Next slide, please.
12 And so now I'll get into an overview of the asset
13 condition.
14 Next slide, please.
15 So just a real quick update here on the value of
16 the state highway system infrastructure. The value of the
17 highway system is over $24 billion. This is the single largest
18 asset for the state of Arizona, and to totally replace this
19 system, we're talking in excess of $300 billion.
20 Next slide, please.
21 So first off, I'll go over how we evaluate the
22 bridge as far as the ratings, the condition of our bridges. So
23 we have the conditions in either good, fair or poor. Good
24 condition are structural components with no problems that have
25 very minor deterioration. As we move into the fair condition,

1 some of the structural components begin to -- begin
2 deterioration and begin to have erosion and scouring around
3 piers. And poor condition is where we have advanced concrete
4 deterioration, scour and some of the primary structural members
5 are -- have serious issues components. A poor condition bridge
6 is not unsafe. Unsafe bridges are closed.
7 Next slide, please.
8 So up here we have over the last 12 years the
9 condition of the bridges throughout the state highway system.
10 Currently, approximately 64 percent of our bridges are in good
11 condition. As you can see over the last eight years or so, you
12 know, we have put substantial investment into our bridges so
13 our -- you know, our percentage of good, fair and poor have
14 remained somewhat constant, but again, it is -- as our system
15 continues to age, we have to, you know, further invest in our
16 bridge conditions to -- just to maintain where we're at today.
17 Next slide, please.
18 So next I'll talk about our pavement ratings, and
19 again, similar to the bridge condition, our condition ratings
20 are based on good fair and poor. A good condition is a smooth
21 road surface with little or no cracking. A fair condition,
22 moderate amounts of cracking and we begin to see rutting in the
23 wheel path. And I think you've all heard today what poor
24 condition pavement is when we have, you know, severe potholes,
25 you know, disintegration on the roadway surface and numerous

1 cracks.
2 Next slide, please.
3 So here I'll go over the pavement condition for
4 our interstate system, which is primarily our key commerce
5 corridors. As you can see, a little over -- the last 12 years,
6 currently we have 52.4 percent in good condition, along with
7 (inaudible) 46.7 in fair, a little -- around .9 percent in poor
8 condition.
9 Again, over the last few years we've done some
10 strategies to kind of maintain the levels of service, to
11 maintain pavement condition, but again, these are short-term
12 (inaudible) which do require a substantial investment to get
13 more of the pavement in good condition. Again, if you look at
14 over the last 12 years, it is somewhat of a downward trend as
15 our system continues to age.
16 Next slide, please.
17 The next is the (inaudible) the national highway
18 system. Again, many of these routes lead to our rural
19 communities, so very important to (inaudible) interstates
20 (inaudible) and currently we have a little over 32 percent in
21 good condition, but as we -- we prioritize the projects, we have
22 to make those tough decisions (inaudible) our interstates or
23 secondary routes. And so again, over the last 12 years, we've
24 experienced a downward trend as far as pavement condition. We
25 have over 65.7 percent in poor, but the 2.2 percent -- 65.7 in

fair, with 2.2 percent in poor condition. Again, the issue we have here is that, you know, how can we, you know, find ways to invest more (inaudible) national highway system (inaudible).

Next slide, please.

Here we have the non-NHS system. We have a little over 20.9 percent in good condition. Got a significant amount (inaudible) 73.9 percent in fair condition, and with 5.2 percent in poor condition.

Next slide, please.

And so as we -- you know, as we look at strategies and ways to, you know, maximize our dollars that we have in our pavement preservation, pavement rehabilitation, one of the things we looked at, how our current five-year program, you know, how much have we invested in our pavements? How much -- how much of the system we're actually touching.

So if you look at the bottom graph, you know, in the last, you know, three years, you know, we've programmed, you know, 329 miles, 492 lane miles, but you look at the percentage of the overall system that we're touching. In each of these, you know, we're barely at 2 percent. You know, we're over -- in '24, we've raised it to a little over 2 percent, but the last fiscal years, '23 and '24, but we're not even touching, you know, 2 percent of the system. So that -- you know, that's -- it's an alarming trend that, you know, somehow as we develop our program, we have to be able to keep that in mind. How much of

1 the system are we actually touching with these pavement
2 projects?
3 So next slide, please.
4 And so we (inaudible) some more scenario planning
5 and, you know, what we show here is the level (inaudible) that
6 we needed to maintain the current condition. And so it won't
7 improve it, but it will -- it will keep us where we're at today,
8 maintaining the current condition. And so you're looking at the
9 bridge and pavement investments, you know, in essence of, in
10 some cases, 400 million just to maintain (inaudible) condition.
11 And so to bring everything up into good
12 condition, our estimates are in excess of $5.8 billion, for both
13 bridge and pavement.
14 So next slide, please.
15 So as we look to, you know, do the investment
16 into the program, our long range transportation plan provides us
17 with strategic direction, priorities and goals, how we do our
18 recommended investment choices of the program. And so the
19 latest program that's currently -- the '24 program has three
20 investment categories: Preservation, modernization and
21 expansion. These categories are moving forward as we look to
22 program projects in the five-year program.
23 Next slide, please.
24 So what this slide here does, it kind of shows
25 the connection between the long range plan, the planning-to-

1 programming process, and how we develop the tentative program,
2 which ultimately (inaudible) the Board for further approval.
3 And so, you know, the long range plan provides us those
4 investment choices. We use the planning to program to
5 prioritize projects, and those priorities are based on feedback
6 we get from both the locals, the MPOs, COGs and along with
7 technical staff and also the district staff as well. But that's
8 the foundation of how the tentative program is built. Then we
9 give it to the Board for their approval.
10 Next slide, please.
11 And so what this slide here does, it kind of
12 shows the process of how we develop the five-year program. You
13 know, currently, it's -- it's a never-ending process. As you
14 see, we bring updates to the program every month to the Board
15 for their consideration and for approval. And so here we're
16 bringing to the Board, you know, the 2024-2028 program next
17 month for further consideration for approval, but we've already
18 started developing the next program, the 2025 to 2029. So it's
19 a process -- iterative process that's ongoing, receiving
20 feedback, getting projects into the (inaudible) process so we
21 can get evaluated and considered (inaudible) required. It has
22 to be based on performance.
23 Next slide, please.
24 And so as we get into the actual program itself,
25 this slide here depicts the amount of funding available in the

overall tentative program for the next five years. This program here is in excess of $7.7 billion. This is the largest program that ADOT has ever (inaudible).

Next slide, please.

And so this slide here shows how, based on the projects, the investment categories, the percentage of each of the categories for the total for the overall program, which includes the MAG and PAG program. So for expansion, we have over 26 -- we have 26 percent expansion, the blue. Modernization is at 36 percent, along with the preservation being at 38 percent for the overall (inaudible).

Next slide, please.

So now we look at Greater Arizona, which excludes Maricopa and Pima County. As you can see that the program in 2024 is a little over 804 million, but by the time we get to 2028, it's in excess of $962 billion. And the blue is an expansion for Greater Arizona. The yellow is the statewide planning. Then we have the purple is project development, along with statewide modernization in red and the preservation in green.

Next slide.

So here we have the ADOT system only. The previous slide was -- included local projects. This is what's -- you know, the ADOT state highway system, this is what's (inaudible) as far as the funding with the amounts. In

2024, we're over 693 million, with a steady increase to 2028 in excess of $867 million.

Next slide, please.

So the next slide shows what -- the local program. We're responsible outside the Maricopa and Pima County areas. We're responsible for administration of these projects, and so they're -- you know, in 2024 we're at over 100 million, and this includes types of programs with the Highway Safety Improvement Program, includes the NEVI program, the Off-System Bridge Program, along with the Transportation Alternative Program.

Next slide.

So the distribution for Greater Arizona, excluding Maricopa and Pima Counties, we have -- in preservation, we have 64 percent in preservation, we have 20 percent in the modernization, with the 16 percent in expansion.

CHAIRMAN KNIGHT: Paul, can I stop you for just a minute? Do any of these numbers include the earmarked funds that the Legislature has thrown into the system?

MR. PATANE: No, they do not at this time.

CHAIRMAN KNIGHT: Okay.

MR. PATANE: This was developed back in --

CHAIRMAN KNIGHT: Yeah.

MR. PATANE: -- February, I believe, and so that's (inaudible).

CHAIRMAN KNIGHT: Thank you.

MR. PATANE: Yes, Chairman.

So now I'll get into some of the projects that are within the program.

Next slide, please.

And so, again, I think maybe you've seen this slide before. This is (inaudible) will be the number one priority for the agency (inaudible) I-10 expansion from the 202 to 387. And so things are moving along quite positively the right direction, and so we still -- there's some -- a little bit of funding shortfall, but we're working on that to get the project fully funded. The project consists of, you know, reconstructing traffic interchanges, widening the main line along with (inaudible) changes (inaudible) crossroads that will (inaudible).

Next slide, please.

So when it's all said and done, we look forward to, you know, a new six-lane section from Loop 202 to Riggs Road. We'll have six general purpose lanes along with the HOV lanes, and as we get south of Riggs Road, the HOV lanes will drop off and we'll have six general purpose lanes.

Next slide, please.

So for FY '24, some of the expansion projects we have. We have the I-40 West Kingman TI. We have US-93, some design work at Cane Springs, and we're looking at also on State

Route 260, some design work or right-of-way work for Lion Springs, and also US-191, the Cochise Railroad overpass. Then we had some funding dedicated for the I-10 corridor.

Next slide, please.

So in FY '25, expansion construction continues. Along US-93, with the projects, Cane Springs and some design work for Vista Royale and Big Jim Wash, along with further funding investment in US-191 and Cochise Railroad overpass.

Next slide, please.

So in 2026, expansion projects consist of the SR-260, the Lion Springs, and further expansion along US-93. These are projects for construction on (inaudible) Springs and Vista Royale.

Next slide, please.

FY '27. 2027, we have the remainder of the Lion Springs for that section along with the Big Jim Wash on US-93.

Next slide, please.

Unfortunately, in FY '28, we currently have no expansion construction.

Next slide.

So next, I'll go to the tentative program for Maricopa County.

MR. MAXWELL: Mr. Chair.

CHAIRMAN KNIGHT: Yes. Member Maxwell.

MR. MAXWELL: Mr. Chair, Paul, if you don't mind

before we go on to the next construction, I had a quick question about the five-year plan.

The one thing we noticed, the percentages of how the funds were being allocated was really a significant increase in the amount of percentage of the funds that are going to modernization. Now, those don't show up as pavement preservation; doesn't show up as new construction either. So can you just talk to us a little bit about what those projects are and potentially why that this five-year plan versus last year's, it takes up a much larger, significant portion of the budget?

MR. PATANE: As far as the investment in modernization?

MR. MAXWELL: Yeah. Well, like, what types of projects are and why is there such an increase versus putting more money in preservation.

MR. PATANE: Well, there's various types of projects we look at for the modernization. You know, we have -- because it can go anywhere from traffic signal improvements, you know, intersection improvements, turn lanes and dynamic message boards. All those are considered modernization, and so as we -- there seems to be a bigger need right now for modernization-type of projects, so...

MR. MAXWELL: All right. Thank you.

I'm still concerned with the decreasing

1 percentage on preservation with the numbers we just saw again.
2 MR. PATANE: Right.
3 MR. MAXWELL: We're not -- 5 percent will just
4 keep us in our shape, which right now is not good on many of our
5 state highways, and at 1 percent, 1 and a half, it's just going
6 to get worse. So at some point I think it might be something we
7 need to have a good understanding of where that tradeoff is and
8 why it's -- don't get me wrong modernization's great critical.
9 We heard from speakers today about it. I'm just a little
10 worried.
11 MR. PATANE: Your point's right on, Board Member
12 Maxwell. So we have to make those tough decisions where we have
13 to increase the investment in rehabilitation, because
14 preservation only moves the needle a little bit, and you know,
15 we put a significant amount of money in preservation, but
16 preservation, that category covers many other of the other
17 subprograms. And so what we need to focus in -- how much are we
18 putting in rehabilitation, not preservation. Preservation is a
19 lump sum category, (inaudible) in rehabilitation.
20 MR. MAXWELL: Thank you, Paul. Thank you,
21 Mr. Chair.
22 MS. DANIELS: Chair.
23 CHAIRMAN KNIGHT: Thank you. Yes, Jesse.
24 MR. THOMPSON: Paul, during this five-year plan,
25 definitely I see there may be some changes from time to time.

1 What is one reason that you can think of that requires you to
2 make these funding adjustments or adjust your (inaudible)?
3 MR. PATANE: I guess when we consider making
4 changes to the program, you know, it's based on the need and
5 severity of how necessary is the project. And so, you know,
6 that goes into consideration whenever we look at projects. You
7 know, is the project -- is this the right project, is it the
8 right time for the project, and is it going to improve the
9 overall functionality of the state highway system?
10 Because there's several needs, you know, as we
11 develop our long range plan. Our funding only covers 30 percent
12 of the need throughout the state highway system, and so that's
13 why we use the planning-to-programming process to prioritize the
14 projects that we (inaudible). And so if -- that's just, you
15 know, our way. We're -- it's -- we're not just picking the
16 projects. They're being scored both from a technical, safety
17 standpoint, policy standpoint. All those factors go in into the
18 project selection.
19 MR. THOMPSON: I do appreciate your response on
20 that, and also involving the stakeholders, to review these
21 projects throughout the year. So thank you very much.
22 MR. PATANE: Yes.
23 CHAIRMAN KNIGHT: Thank you, Member Thompson.
24 I believe Member Daniels has a question.
25 MS. DANIELS: And I'm going to go way back to,

1 like, your first slide, Paul. We don't have to go back there.
2 When we are talking about our system being
3 evaluated or appraised, I guess, if you will, at $24.4 billion,
4 that actually seems really low, because the replacement value of
5 the system would be substantially, I would imagine, multiples of
6 that dollar amount. How exactly are we getting to that
7 $24.4 billion, and why are we utilizing that number instead of a
8 replacement cost or a replacement value?
9 MR. PATANE: I'll have to phone a friend
10 (inaudible).
11 MS. DANIELS: I love it when you phone friends.
12 It's always helpful. That's why we (inaudible).
13 MR. ROEHRICH: You're making Kristine walk with
14 that leg, Paul?
15 MS. WARD: Good morning, Board Members,
16 Mr. Knight -- Mr. Chairman, Ms. Daniels.
17 That $23.4 billion is -- actually comes right out
18 of our financial statements. That is -- that is the amount of
19 investment that has improved (inaudible) year. Your point is
20 spot on, however. To actually replace the system is much, much
21 greater, and 300 billion or something like that, I think it
22 comes out like. That's really the number to focus on. But yes,
23 you are correct, our financials, our financial statements will
24 show a system of about 24 billion, but to replace that system is
25 much, much greater. Does that --

1 MS. DANIELS: Why the massive discrepancy in the
2 two numbers? When you say $24 billion -- and granted, that is
3 still a huge sum of money, but that in no way to me reflects the
4 value of our system.
5 MS. WARD: Mr. Knight, Ms. Daniels, I regret to
6 say it's accounting. It's the way -- it's the way that the
7 accounting methodology of saying, okay, here's what we've
8 invested in this -- in this roadway over time. So we take how
9 much we actually spent --
10 MS. DANIELS: In what -- in what period of time?
11 MS. WARD: You know, I don't remember the precise
12 period of time. I can get that for you, though. I think it's
13 the existing roadways --
14 MS. DANIELS: I feel like we're underselling the
15 value of the system by saying that it's a $24 billion system.
16 So I guess I'll just leave it at that. That just seems like
17 municipality -- I'm used to municipal budgeting and bond, you
18 know, we have to create valuations that we have asking for
19 bonding and things like that. We're assessing, you know, the
20 assets within every community, but we're also looking at what
21 repair and replacement costs are long-term, and that $24 billion
22 (inaudible) would get us vastly off the mark if we were
23 preparing for repair and replacement in the coming years.
24 MS. WARD: Mr. Knight, Ms. Daniels, your point is
25 very well taken. It's very -- it's kind of very much like,

okay, this is how much we paid for this product, for this facility, but this is what -- how much that facility has appreciated over time and how much it would cost to replace, and very much like (inaudible). But what we could do is kind of (inaudible) that emphasis --

MS. DANIELS: I think I might just say the way that we've always done it might not be the best way that's serving the state. So I'll just leave it at that.

MS. WARD: So noted.

MS. DANIELS: Okay. Thanks.

CHAIRMAN KNIGHT: Any other questions?

Go ahead, Paul.

MR. PATANE: So now we'll talk about with the Maricopa County with the MAG program. And so based on the latest information with the tentative program, the tentative program was constructed, these are the projects scheduled for the Maricopa County Regional Transportation Freeway Program. It's a mixture of new traffic interchanges (inaudible) site projects improvements, along with freeway improvements.

Next slide, please.

So here we have the tentative program for Pima County.

Next slide, please. No, two slides. One more.

And so here we have -- we're showing projects in FY '24, the Irvington with I-19 Irvington TI, along with

1 improvements along I-10 for Country Club and Kino TI, along with
2 another improvement for I-19 (inaudible) Valencia Road and
3 (inaudible).
4 Next slide, please.
5 So next we have the Airport Capital Improvement
6 Program. In conjunction with the Arizona public airports and
7 the Federal Aviation Administration, ADOT develops the tentative
8 five-year Airport Capital Improvement Program to parallel FAA's
9 Airport Capital Improvement Program, and so the program has a
10 dual objective of maximizing the use of state and federal
11 dollars for funding of -- for Arizona airports.
12 Next slide, please.
13 And so for -- you know, based on the current
14 tentative program, the federal, state and the FSL program, the
15 local match is $8 million. The state/local program is currently
16 at $10 million. Along with the Airport Pavement Management
17 System known as the APMS programs is currently funded at 5
18 million with the air -- Grand Canyon national air park -- Grand
19 Canyon National Park Airport currently is a little over
20 20 million programmed, along with state planning services at
21 $1 million. Again the total Airport Capital Improvement Program
22 was 44,705,000.
23 MR. MAXWELL: Mr. Chair.
24 CHAIRMAN KNIGHT: Yes. Member Maxwell.
25 MR. MAXWELL: Mr. Chair, thank you.

Paul, as a private pilot, I'm curious. What is the $20 million plus going into the Grand Canyon National Park Airport doing right now?

MR. PATANE: Well, actually, you know, that number is going to change. They -- we're not ready for the project. The project was for some terminal runway improvements, but based on latest conversations, when we present the final program at the Board study session (inaudible).

MR. MAXWELL: So will those funds go elsewhere inside of our Capital Improvement Program, or are they federal dollars designated just for the Grand Canyon National Park?

MR. PATANE: Yeah. This is just an (inaudible) amount of (inaudible) funding that's dedicated for (inaudible).

MR. MAXWELL: So we won't see that move elsewhere. Just slide to another fiscal year --

MR. PATANE: Yes.

MR. MAXWELL: -- or the feds may not ever actually -- it's appropriated, but they may not actually provide us the funds?

MR. PATANE: Correct.

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

CHAIRMAN KNIGHT: Thank you, Mr. Maxwell.

Any other questions at this point?

Continue, Paul.

MR. PATANE: Thank you, Chairman.

1 So looking out for the 6 to 10 year program --
2 next slide, please -- we're (inaudible) expansion based on the
3 currently long range investment strategies, but we'll carry the
4 same dollar amount from the fifth year of the program through
5 years six through ten.
6 Next slide, please.
7 So next steps moving forward is, you know, today
8 we have the public hearing. So we're still in the public
9 comment period, which is March through May. We have an upcoming
10 Board study session to show -- present the revisions based on
11 public comments and feedback to the tentative five-year program.
12 We present to the Board the recommendation for approval on
13 June 16th at the State Board -- Transportation Board meeting,
14 and the fiscal year will start July 1st, 2023.
15 CHAIRMAN KNIGHT: Does any board member have
16 questions for Paul?
17 Hearing none. Floyd, either one of those two
18 speakers wanted to speak before we close the public hearing, did
19 they want to speak on the five-year plan?
20 MR. ROEHRICH: Mr. Chairman, Mr. Moffatt had to
21 leave. He had another commitment. He couldn't stay on, but he
22 did ask me to follow up with him after the meeting, if I will,
23 and the other speaker has not shown up.
24 CHAIRMAN KNIGHT: Okay. Thank you.
25 In that case --

WEBEX HOST: Floyd, it does look like Mr. Moffatt is here and raised his hand.

MR. ROEHRICH: Okay. Mr. Chairman, he is back. So if you want to open the call to the audience, Mr. Moffatt can make his comments.

CHAIRMAN KNIGHT: Okay. Is he -- is he here to speak on the five-year plan?

MR. ROEHRICH: I don't know.

CHAIRMAN KNIGHT: Okay.

MR. ROEHRICH: He just requested to speak and --

CHAIRMAN KNIGHT: Okay. Go ahead.

MR. ROEHRICH: -- (inaudible). So please unmute Mr. Moffatt, Bryce, and he will get his comments.

WEBEX HOST: All right. You are now unmuted. You may speak.

MR. MOFFATT: Thank you very much. Good morning Chairman Knight and Board Members. My name is John Moffatt. Today I'm speaking for myself, as I have been involved in the planning and promotion of the Sonoran Corridor for nearly ten years at this point. My comments today are focused on the tentative five-year transportation plan, and thank you for bringing me back into the picture here.

First of all, thank you for including the billion -- 817 million for PAG projects, most of which are out around the Tucson International Airport. In the past few

1 months, I've highlighted the need to plan for the timely
2 construction of the Sonoran Corridor once the Tier 2 study is
3 completed, which is scheduled for three years beginning this
4 month. We continue to see increased manufacturing and logistics
5 development in the vicinity of the planned Sonoran Corridor,
6 primarily south and east of Tucson International Airport,
7 including a new 1.2 million square foot logistics center that
8 just broke ground.
9 Tucson Airport Authority continues to make
10 progress with the FAA to develop approximately 4,000 acres
11 adjacent to the planned Sonoran Corridor route. State Land
12 Trust has over 16 sections of land positively impacted by the
13 Sonoran Corridor. Sierrita continues to grow as a bedroom
14 community, with jobs primarily in Tucson, thus increasing new
15 commute traffic load on I-19. And Tech Park Arizona, that Rita
16 Road terminus of the planned corridor continues to flourish with
17 new tenants and startups, driving increased traffic.
18 This was -- the long range plan of route -- State
19 Route 202 and Mesa Gateway Airport have been critical to
20 Gilbert. The Sonoran Corridor, State Route 410, is critical for
21 the orderly long range development of the region south and east
22 of Tucson and Tucson International Airport.
23 I speak specifically today about page 220, where
24 there's roughly 68 million in unprogrammed PAG regional funds in
25 fiscal years 2027 and 2028. The community will be working with

PAG to begin focusing some of those funds to continue the development of the Sonoran Corridor following the Tier 2 study.

As I have stated in past meetings, it is critical for ADOT to stay focused on the timely implementation of the Sonoran Corridor , as it has significant impact not only in Pima County, but also regionally and for the state for Santa Cruz County and our increasing international trade.

Thank you very much for allowing me to speak. Have a great day.

CHAIRMAN KNIGHT: Thank you Mr. Moffatt.

MR. ROEHRICH: The only other speaker that we didn't hear from was Ms. Katelynn Peterson, and so Ms. Peterson -- I do not see her on the attendee list, but Ms. Peterson, if you're there, if you raise your hand, we will get your comments.

WEBEX HOST: I do not (inaudible) I do not see her on the list of attendees either.

MR. ROEHRICH: I don't believe she's there, Mr. Chairman.

CHAIRMAN KNIGHT: Thank you. Thank you, Floyd.

In that case, do I have -- do -- does any other board member have any comments to make while we have the public hearing open?

In that case, do I have a motion to adjourn the public hearing on the FY 2024-2028 Tentative Five-Year

Transportation Facilities Construction Program?

MS. DANIELS: So moved.

MR. MECK: Second.

CHAIRMAN KNIGHT: I have a motion from Member Daniels and a second from Member Meck to close the public hearing.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Anyone opposed?

The meeting is now closed.

(Public Hearing adjourned at 10:27 a.m.)

STATE OF ARIZONA)
) ss.
COUNTY OF MARICOPA)

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 56 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 19th day of September 2023.

/s/ Teresa A. Watson

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

Adjournment

Chairman Gary Knight adjourned the State Transportation Board Public Hearing Meeting on May 19, 2023.

Meeting adjourned at 10:27 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 REGULAR BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
10:47am, May 19, 2023
Town of Gilbert
Municipal Building 1, Community Room 202
50 East Civic Center Drive
Gilbert, Arizona 85296

Call to Order
Chairman Gary Knight called the State Transportation Regular Board Meeting to order at 10:47 a.m.

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

Roll Call by Board Secretary, Sherry Garcia
A quorum of the State Transportation Board was present. **In attendance (in person):** Chairman Gary Knight, Vice Chairman Richard Searle, Board Member Ted Maxwell, Board Member Jesse Thompson, Board Member Jenn Daniels, Board Member Jenny Howard, and Board Member Jackie Meck. There were approximately 63 members of the public on-line and approximately 25 attendees in person.

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

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

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

ARIZONA STATE TRANSPORTATION BOARD

BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

VIA WEBEX AND IN PERSON AT:

Town of Gilbert
Town Hall Council Chambers
Municipal Building 1, Community Room 202
50 East Civic Center Drive
Gilbert, Arizona 85296

May 19, 2023
10:47 a.m.

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

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

Perfecta Reporting
(602) 421-3602

(Certified Copy)

1 REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC
2 PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD MEETING, was
3 reported from electronic media by TERESA A. WATSON, Registered
4 Merit Reporter and a Certified Reporter in and for the State of
5 Arizona.
6
7 PARTICIPANTS:
8 Board Members:
9 Gary Knight, Chairman
Richard Searle, Vice Chairman
10 Ted Maxwell, Board Member
Jesse Thompson, Board Member
11 Jenn Daniels, Board Member
Jackie Meck, Board Member
12 Jenny Howard, Board Member
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AGENDA ITEMS

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1 (Beginning of board meeting.)
2 CHAIRMAN KNIGHT: Okay. I'd like to call the
3 regular board meeting to order at 10:47. And that being said,
4 we'll now move on to Item Number 1, the director's report.
5 MR. ROEHRICH: So Mr. Chairman and Board Members,
6 Director Toth asked me to express her apologies. She is out of
7 the office and obviously not available for this meeting. She
8 will be there for the study session and the June meeting,
9 obviously, as we to work to finalize the tentative program and
10 face that action.
11 We do have the legislative update, though, by
12 Anthony Casselman on the recently approved budget. There are
13 some things he is going to address, but prior to him starting, I
14 do need to remind everybody, please get close to your
15 microphone. We've received a number of requests from people who
16 are having difficulty hearing, hearing the comments. So please
17 remember to turn your microphone on and get close. Thank you.
18 MS. DANIELS: Is that from the board members or
19 from the podium?
20 MR. ROEHRICH: Mr. Chairman, Ms. Daniels, it's
21 from both. They said they've had a hard time hearing some board
22 members and some of the speakers.
23 MS. DANIELS: Thank you.
24 MR. CASSELMAN: Awesome. Good morning,
25 Mr. Chairman, Board Members. I just want to take a quick second

1 to introduce myself. I believe this is the first time I've been
2 able to present in front of you. First and most of the time you
3 see my face on the -- on the little square on the screen. So my
4 name is Anthony Casselman. I work in the ADOT Government
5 Relations Office. I'm the chief legislative liaison, so I
6 handle all of our legislative affairs down at the State Capital.
7 I'm the main point of contact for the legislators, lobbyists and
8 stakeholders at the capital.
9 As Floyd mentioned, the budget was recently
10 passed, so I did want to just give a quick update on where we're
11 in session and then give you a quick overview of what's in the
12 budget.
13 So next slide.
14 So this is just a quick session timeline that I
15 put together. You'll see at the top I put the "100-day session"
16 in quotes. Obviously, you know, (inaudible) have a rule that
17 the session goes 100 days. It typically does not last actually
18 100 days, but well beyond 100 days at this point.
19 But I want to take a moment to focus in on that,
20 that third one, the top right, the budget negotiations/budget
21 hearings. That's kind of where we find ourselves right now in
22 session. They just finished up the budget negotiations. The
23 budget, as has been noted multiple times during this meeting,
24 was passed by the Legislature and signed by the Governor.
25 As it stands right now, the Legislature is

adjourned until June 12th. It can be called back at any time between now and then, but for right now, the plan is for them to reconvene on June 12th. So we won't see -- we won't see an end of the legislative session for at least some time.

Next slide.

Just want to touch on one quick legislative item that's still kind of pending out there, the Prop 400 extension. It's been a wild ride for that. There's been seven different versions of the enabling legislation that have floated around at the Legislature. I think at this point they're now pretty much the two different versions. There's a Cook version and a Livingston version that are still floating around and alive out there. They both authorize the 20-year extension, and there's been multiple stakeholder meetings about that issue. Those stakeholder meetings are still ongoing, and further amendments and language tweaks to that bill are likely as it goes forward, so...

CHAIRMAN KNIGHT: Can I -- can I stop you right there?

MR. CASSELMAN: Yeah.

CHAIRMAN KNIGHT: When it says both versions authorize -- okay. So they just authorized putting it on the ballot, correct?

MR. CASSELMAN: Mr. Chairman, that's correct. It will be (inaudible), correct.

1 CHAIRMAN KNIGHT: Thank you.
2 MR. CASSELMAN: Yeah.
3 MS. DANIELS: I think it's worth noting, though,
4 Anthony that the major discrepancy between the two bills is the
5 funding buckets. Can you just briefly go over that so that
6 particularly the public understands?
7 MR. CASSELMAN: Yes. Mr. Chairman, Board Member
8 Daniels, that's correct. I think just from a high level
9 perspective, some of the hot topics have obviously been the
10 light rail allocation, and then there's funding buckets for the
11 various pieces of it, and the big discrepancy has been the
12 funding allocation for the public transit has been the big, I
13 guess, (inaudible) discussion, so...
14 CHAIRMAN KNIGHT: Thank you.
15 MR. CASSELMAN: Next slide.
16 So now we're just going to do a quick overview of
17 the fiscal year 2024 budget. I'm going to just highlight a
18 couple of the different bills that went through, but I'm mainly
19 going to focus on just the capital outlay bill.
20 So next slide.
21 So the Legislature passed 16 budget bills. They
22 were signed by the Governor last week. Actually, a week -- a
23 week ago today. Again, some of the highlights of that are going
24 to be Senate Bill 1720 is the General Appropriations Act. It's
25 also known as the feed bill. You'll commonly hear it referred

1 to as that. It contains the general operating budget provisions
2 for each agency. I'm not going to highlight too much what's in
3 that bill, but I do want to focus on the next one, which is
4 Senate Bill 1722.
5 This is the capital outlay bill. This is one
6 that contains the funding for a variety of highway/airport
7 projects. One of the things that was a little bit more unique
8 about this budget compared to some of the previous ones is they
9 went back and made some tweaks in previous fiscal year budgets
10 as well, so even as far as back as the FY '22 budget, there were
11 some tweaks made to some funding in that budget as well.
12 And then one of the other things I just wanted to
13 note for the Board. There was a 12 and a half million dollar
14 deposit into the SMART fund.
15 The last bill I have on there is Senate Bill
16 1735. It's the -- it's called the transportation budget bill.
17 I wanted to make note of that, because there was a tweak to the
18 SMART fund language in there that they actually went ahead and
19 inserted some language, I think, would exclude municipalities
20 that are partially located in an urbanized area. The statute as
21 it's currently written said totally and completely located in an
22 urbanized area.
23 Next slide.
24 All righty. So we have -- highlight the
25 infrastructure projects that are in Senate Bill 1722. Again,

that's the capital outlay bill. I included some links in here. The presentation was sent out to you, so you'll have all the links.

Also wanted to include some of the section numbers just so -- you know, obviously these bills are large. They're sometimes a little bit difficult to navigate, so I wanted to put some section numbers in there in case you are looking through the bill and wanted to know where specific projects are.

Next slide.

So again, as I mentioned earlier, there were some tweaks to previous years' budgets. So I kind of wanted to break this down in terms of what's out, what changed and what's in. So there were certainly appropriations that were removed. There were certain appropriations that were changed from previous years, and then obviously there's, you know, the new projects for the fiscal 2024 budget.

I will make a note on here. Some of the -- there's a couple projects that were stricken. That would be the $6 million for the Camino Real. There was appropriations for the Yuma Proving Ground in both the FY 2022 budget and appropriation from the inflationary adjustment from last year that was removed as well.

Did want to make a note at the bottom here, just for the board members, I know that, you know, it says

2.625 million for SR-347 and Riggs was removed. I did want to just make a note that there was also some additional funding added to that project as well. So while it will show in one section of the bill that the funding was stricken, there was additional funding added later in the bill as well, so it was actually a net increase for that project.

Next slide.

All right. I'm going to go through everything that's on here. As I mentioned, there was -- there was a lot of things that changed. One of the reasons I put this list together and had the presentation sent out to the Board was so that you could have a reference point if you're -- if you're wanting to look at and talk about what was in the budget.

So this is a list of everything that changed. Again, just to highlight a couple projects that are on here. There was some money last year in the budget for I-10 widening between SR-85 and Citrus. Again, it's an example of one section of the bill will show some moneys taken out of that project, but later in the bill they'll appropriate additional dollars for that project as well. So again, a net increase there.

And then one of the other projects I wanted to highlight that's been on the radar, again, some of these, you know, came from bills that were already out there, existing in the session. It's the redistribution of 13 million from last year's budget as well. There was a $19 million appropriation

for SR-347. They took a portion of that and reallocated it to various projects, including more improvements on 347 and 238, and some moneys to GRIC, and then some moneys to SR-87.

Next slide.

So a lot of projects. 48 total projects in FY 2024. So this is going to cover everything that's new. Almost $600 million, 13 state projects and 35 local projects.

Next slide.

Just a map that we put together. Again, you'll see that in red you've got your local projects. In blue you've got your state projects. Just to give you an idea of how the money is sort of spread around the state, and obviously we can -- we can break that down further if needed in the future.

Next slide.

Just going to cover few of the state projects that are on here. You know, obviously, there's a few in here that were mentioned earlier in the board meeting. 18 million to improve some intersections on SR-347. 8 million for the turn lanes in Bullhead City was mentioned earlier as well.

And then I want to highlight a couple of projects at the bottom that I think are substantial for the Board to know about. Obviously, 89 million for the I-10 widening. 76.2 million for the I-17 project. And then as we've been talking about pavement rehab, just wanted to make note. 54.3 for pavement rehab outside of Maricopa and Pima Counties.

Next slide.

All right. Local projects. So a lot of local projects. Again, I'm not going to hit every single one of these projects specifically, but if there are specific questions about any of these, I'd be happy to answer. I don't have information on every single project that's in here, but I'd be happy to find out if there are specific questions that I can't answer today.

Next slide.

And this is just sort of a continuation of that list. Again, a lot of local projects. I couldn't even fit it on one side, so I had to break it up into two slides. One of the things that was mentioned earlier in the board meeting as well I just wanted to make note of. You see on the bottom of the slide there, there is a $7 million appropriation for the Phoenix Mesa Gateway Airport. I believe there was a comment made about one of the projects at that terminal -- or at that airport. I believe that's for that specific project, but I'm not 100 percent certain. I need to check.

CHAIRMAN KNIGHT: Can I stop you right there? I believe -- I believe you have a question.

VICE CHAIRMAN SEARLE: Yes. Anthony, one of the questions that has come up on these local projects by the different communities, especially in my area, is how -- is this money going to be funneled through ADOT for these local projects, or are -- is there going to be some discretion on the

1 local communities to get these projects done on their own?
2 MR. CASSELMAN: So Mr. Chairman, Board Member
3 Searle, yes, the money will be funneled through ADOT on a big
4 chunk of the projects. So what that means is we will -- as
5 we've done in previous years, enter into essentially a JPA or an
6 IGA with each of the respective local jurisdictions, whether it
7 is written into the bill to receive the money, and the money
8 will be distributed to that local jurisdiction for
9 administration of the project.
10 VICE CHAIR SEARLE: Meaning who --
11 MR. CASSELMAN: So we essentially (inaudible).
12 VICE CHAIR SEARLE: -- ADOT is going to
13 administer the fund?
14 MR. CASSELMAN: Mr. Chairman, Board Member, so
15 no. We would just pass through the funding --
16 VICE CHAIRMAN SEARLE: Okay.
17 MR. CASSELMAN: -- for most of the local
18 projects.
19 CHAIRMAN KNIGHT: Member Maxwell.
20 MR. MAXWELL: Thank you, Mr. Chair.
21 Anthony, the budget has -- is over three-year
22 cycles. Like when you talked about the changes earlier, those
23 were of the years that have not occurred yet, the changes -- the
24 ups and downs. It's not -- just want the public to understand.
25 It's not going back and rewriting what occurred in fiscal

1 year '22. It's just changing what's in the current, ongoing
2 years and budgets, additions and subtractions. I think that's
3 where they add up.
4 So my question is: On all these local projects,
5 are they all in fiscal year '24 dollars, or is this spread over
6 the three years? Because much like we've seen, the Legislature
7 will go through with no further (inaudible) allocation and
8 reduce funds, the program comes out as being advertised as a
9 billion dollars. It's only dependent on the continued support
10 from the Legislature. So are these all the current year or are
11 they spread out over the three years?
12 MR. CASSELMAN: Mr. Chairman, Board Member
13 Maxwell, yes. So all the local projects I've highlighted on the
14 last two slides are the current FY 2024 rotation.
15 MR. MAXWELL: Thank you very much. Thank you,
16 Mr. Chair.
17 CHAIRMAN KNIGHT: Thank you. Continue.
18 MR. CASSELMAN: And then the --
19 CHAIRMAN KNIGHT: Please continue.
20 MR. CASSELMAN: Yeah. The next slide, this will
21 kind of get to some of the questions that were asked, but again,
22 I just wanted to highlight sort of a broad overview of our
23 implementation process for these projects. For the state
24 projects, you know, we'll work to incorporate them into our
25 five-year program. For the local projects, as I mentioned

earlier, we'll enter into an IPA or JPA with the local jurisdiction and distribute those funds.

So next slide.

That's all I've got. That's a lot of information. If you have any questions, I'm happy to answer any questions, and again, any follow-up information, I'd be happy to explain that as well. Thank you.

MR. MECK: Mr. Chair.

CHAIRMAN KNIGHT: Yes. Member Meck.

MR. MECK: Just out of curiosity, the prior three pages, are those already engineered, or is some of that money going into engineering before the development of that project?

MR. CASSELMAN: Yeah. Mr. Chairman, Board Member Meck, it's a variety of different things. There's -- I think there's some moneys for design and some moneys for construction. It's a variety of different projects.

MR. MECK: Thank you.

MR. CASSELMAN: But the -- Mr. Chairman and Board Member Meck, that list will have -- should have a brief description of the projects. Obviously, if you want more information, please let me know. I'll be happy to get that to you.

CHAIRMAN KNIGHT: Member Maxwell.

MR. MAXWELL: Yes, Mr. Chair. Thanks again.

And Anthony, and on the 12.5 that you mentioned

1 was deposited in the SMART Fund, at the last board meeting we
2 had a couple significant requests, which we probably had one of
3 the heartiest debates we've had on this board about how
4 (inaudible) elected not to provide the entire request because we
5 were concerned about the amount of funding that was coming into
6 the SMART Fund in the out years.
7 While I appreciate the Legislature putting 12.5
8 in there, is that number lower than what we had originally
9 anticipated? Because I recall we were talking putting in --
10 larger numbers coming into that SMART fund.
11 MR. CASSELMAN: Mr. Chairman, Board Member
12 Maxwell, I think the Governor's executive budget proposal was a
13 $25 million deposit into the SMART Fund, and ultimately, through
14 the negotiation process, they (inaudible) and a half.
15 MR. MAXWELL: Yeah. I understand, and I know
16 there's been a lot of good feedback from the folks that we
17 authorized that use of the SMART Fund, but I think now, 20/20
18 hindsight, the reflection of our discussion and decision not to
19 fund it all has made more funds available for other communities
20 as well, which was probably good in hindsight.
21 CHAIRMAN KNIGHT: And I certainly agree if it
22 will add 2.5 million to each pot, I think we made a great
23 decision at the last meeting by limiting the amount to any one
24 municipality. I think it's best if we could spread it as far as
25 we can spread it. So the additional two and a half million in

each pot will certainly be helpful.

Any other comments or questions?

Yes. Member Thompson.

MR. THOMPSON: Chairman and Board Members, I notice that this particular allocation that we had made at the last meeting to the transportation organization, I know they did a lot of work over the many years just to get to the point where they're at during the time, and with that extra amount given to them for the SMART Fund, (inaudible) and I'm sure that all the projects, you know, experience the same thing. And I really believe this is a real good program (inaudible) some funding that the rural, the remote communities can, you know, get ahold of some. So again, I do really support this.

CHAIRMAN KNIGHT: Thank you.

Any other comments?

Thank you --

MR. CASSELMAN: Thank you.

CHAIRMAN KNIGHT: -- for your presentation.

And Floyd, are there any last minute items to report?

MR. ROEHRICH: Mr. Chairman, there are none. That would end the director's report.

CHAIRMAN KNIGHT: Okay. If there are no further questions, we will move on to Item Number 2, the district report.

MR. KISER: Good morning, Chairman Knight and Board Members. My name is Kirk Kiser. I'm the assistant district engineer for ADOT Central construction district.

Next slide.

A little bit about Central District, I guess. That's our location there shown up on the slide, with over 240 personnel, currently at 225 today, and a multimillion operating budget.

Central District has about 10 construction units, including a major project unit and 16 maintenance units. Our area serves two counties, 26 incorporated communities and a resident population of about 6.3 million. Getting larger every week, it seems. Its boundaries contain 9 to 10 of the largest cities in Arizona and roughly about 5,500 maintenance lane miles.

Central District takes part in scoping and designing projects. It fully administers the construction, then operates and maintains the state's roads and roadsides. Central District has the highest traffic volumes in Arizona and boasts an exemplary record for accommodating special events like Super Bowls or NCAA Final Four events.

We also manage risk associated with severe weather, and in the winter, we also help snow plowing on State Route 87 on -- our partners up in the Northcentral District as well.

1 Our operations and resources include 11
2 maintenance units, 3 contract units, blue stake, and permits
3 units. And then our 10 construction units currently oversee the
4 largest highway construction program for the state in addition
5 to administering many local public agency projects.
6 Next slide, please.
7 So right now we have 11 active state route
8 construction projects and 3 active operation projects, which are
9 primarily pavement preservation and/or diamond grinding-type
10 projects, such as what you see out on the State Route 202 Red
11 Mountain Freeway and the US-60 Superstition and Grand Avenue.
12 In addition to that, we have five ongoing LPA or local public
13 agency projects with a value of about 5.2 million in the
14 contract.
15 Next slide, please.
16 This is an example of our I-10 Broadway Curve
17 major project. It has a contract of $615.6 million. We're
18 about 51 percent spent. 60 percent complete with our time. It
19 encompasses basically being an alternate delivery-type method of
20 project. It's ADOT's largest urban freeway reconstruction job.
21 The major components are -- include widening of I-10, the 6 GPL
22 lanes, two HOV lanes in each direction between US-60 and I-17
23 split, and then a fourth general purpose lane in each direction
24 between Ray Road and the US-60.
25 Add in some collector and distributor roads on

I-10 between Baseline and 40th Street, rebuilding the I-10 and 143 TI, replacing Broadway and 48th Street bridges over I-10, widening the I-10 bridge over the Salt River, and building two pedestrian bridges over I-10, including some sound walls and improving a trail crossing that's on the Guadalupe bridge as well. And then last but not least, some formal urban freeway landscape aesthetic treatments.

Next slide.

This next project is the I-10, State Route 85 to Verrado Way. It's an $83.29 million project. It's 99 percent spent and about 94 percent complete. It's just about wrapped up. It's a design/bid/build-type project on I-10. Ten miles of adding a third general purpose lane in each direction in the city of Buckeye, two new bridges with divergent diamond interchanges at Miller and Watson, reconstruction of a half mile of Watson Road, placement of AR ACFC, sound walls, drainage, signing, striping, lighting, FMS and some other related work as well.

Next slide, please.

This project here is the State Route 303, 51st Avenue and 43rd Avenue TI. Has a contract value of 70 million. It's about 65 percent spent, 68 percent complete. It's a three-mile-long project on Loop 303, constructing two bridges at 43rd and 51st Avenues. Roadway excavation has some pieces and paving, drainage facilities, AC pavement and ACFC, signing,

striping, FMS signals, lighting and other related work that's in coordination then with the City of Phoenix's TSMZ development site, which we've all heard of in the news. And their schedule as well, which is adjacent on the project.

Next slide.

This project is the I-17 drainage, Peoria Avenue to Greenway Road project. It's 29.6 million is the contract. It's 107 percent spent and about 186 percent complete. It's a construction project on the I-17 frontage road to improve the cross street drainage systems along the I-17 corridors between Greenway and the ACDC canal at Dunlap, and improving the ADOT gravity-powered drainage facilities for culverts and the removal of the existing pump stations that were there at (inaudible), and some other drainage related work as well.

CHAIRMAN KNIGHT: Can I stop you for just a moment? I think Board Member Searle has a question.

VICE CHAIR SEARLE: You know, I understand 107 percent spent, but I don't understand 186 percent complete.

MR. KISER: You're absolutely right for questioning that. There seems to have been some issues, I guess, with some of the construction work related to the boring operation which delayed the project.

VICE CHAIR SEARLE: So, I mean, it's --

UNIDENTIFIED BOARD MEMBER: Either 86.

VICE CHAIRMAN SEARLE: It's either 86 percent

complete or it's --

MR. KISER: Well, that's a time. So we're over time on that.

VICE CHAIRMAN SEARLE: You're over time.

MR. KISER: Right. Yeah. We're 107 percent spent on the budget amount.

VICE CHAIR SEARLE: Okay. So I guess what you're saying is it's taking you twice as long to do it than you thought.

MR. KISER: It's taking a very long time. Yeah.

VICE CHAIRMAN SEARLE: All right.

MR. KISER: (Inaudible) issues during construction on that job.

VICE CHAIRMAN SEARLE: I think then it's 50 percent complete is what you're at, but that's okay.

MS. DANIELS: Are you almost complete with the project?

MR. KISER: No. The project's over time.

MS. DANIELS: I understand that.

MR. KISER: So but --

MS. DANIELS: So how far along are we in the project?

MR. KISER: So the project is nearing completion. Yes.

MS. DANIELS: Oh, so we are probably, like, 90

1 percent complete, but we're over time?
2 MR. KISER: That's right.
3 MS. DANIELS: Oh, that's helpful.
4 VICE CHAIR SEARLE: That's -- another 14 percent
5 and it will be complete at 200 percent.
6 (Speaking simultaneously.)
7 MR. ROEHRICH: It will take twice as long
8 (inaudible) --
9 UNIDENTIFIED BOARD MEMBER: Did you go to school
10 at ASU or what?
11 UNIDENTIFIED BOARD MEMBER: You could say that.
12 Never mind.
13 MR. KISER: All right. (Inaudible.) Go ahead?
14 CHAIRMAN KNIGHT: Yeah, go ahead.
15 MR. KISER: Next slide.
16 All right. The next project is a project to
17 repair the pavement on I-17 with elements to remove existing
18 asphalt concrete, or AC, a repair to existing concrete pavement
19 underneath it, diamond grinding it for a smoother surface,
20 longer lasting, and make the bridge repairs and pavement
21 repairs, and then restriping the new markings on the job as
22 well. That project is 15.9 million for construction contract at
23 88 percent spent of the $15.9 million and 73 percent complete on
24 time.
25 Okay. Next slide.

The next one is a same or similar-type project then, okay, out on I-10, a mill and diamond grind. Had a $12.4 million budget, and 107 percent spent, and then it's a little bit over on time as well. Okay? 112 percent complete.

All right. Next slide.

Some other active state route construction projects would include the I-17, Anthem Way to Van Buren FMS project for a contract value of 4.1 million. On the I-10, Riggs Road to Gila River pavement for about 4.1 million. I-10, 3rd Avenue pump station, 2.7 million. US-60, Gilbert Road pump station at 1.7 million. The I-10 Deck Park Tunnel fire line repairs, about 1.7 million. And then the State Route 88, Tomahawk Road to Buffalo drainage project is about 1.6 million. All of these active project information can be found on the ADOT website, which is AZDOT.gov, Projects and Central District Projects.

Next slide, please.

Projects currently in the fiscal year '23 development phase. We have six ongoing. The State Route 101 Pima, Princess to Shea. We're constructing general purpose lanes. Tentatively scheduled to bid in August of this year. 134 and a half million dollars is the program amount for that. The I-10 Gila River Bridge, which is scheduled to bid at or around June '23, this year, at 112 million. The US-60 X Sossaman to Meridian, which is scheduled to bid in August of

this year. 48 million for that one. State Route 101, 16th Street wall was just recently awarded, as you probably well know. 8.1 million. State Route 347, the widening at Lakeview, which is scheduled to bid in July, is 4 million. State Route 51 PCCP replacement at Camelback, is also scheduled to bid in July of this year at 1 million. And then there's 26 LPA projects at a value of about 27.1 million.

A key note here. I guess the I-10 Gila River Bridge project was pulled out of the other portion of the I-10 corridor so that we could get started on that.

So future, future projects to talk about.

Next slide, please.

I-10, GRIC access improvements from State Route 202 to 387. I think Mr. Patane covered that corridor already. We are showing on our books $888 million for that altogether. State Route 202, San Tan, Val Vista to the 101. It's set to bid this late fall, early winter, for 188.3 million. State Route 101, Agua Fria, 75th Avenue to I-17 is scheduled tentatively to bid in May of '24 with 126.2 million. State Route 347 widening between Milepost 175.1 to I-10. Tentatively scheduled to bid in May '24. I don't know what the programmed amount is yet for that. Things are kind of fluid. I-17, Happy Valley to State Route 74, pavement preservation project. That's scheduled to bid January in 2024 at 12.3 million. And then an additional 22 LPA projects as well.

Okay. Next slide.

Any questions?

CHAIRMAN KNIGHT: Do any board members have questions?

MR. MAXWELL: Mr. Chair. Mr. Chair.

CHAIRMAN KNIGHT: Yes. Member Maxwell.

MR. MAXWELL: Mr. Chair, thank you.

And thank you for the brief. There's no doubt that the Central District is kind of like the -- you said -- talked about sporting events, the Super Bowl of the infrastructure (inaudible), because there's -- there are a lot of projects going on here.

I've got a question specifically on the I-10. So the Gila River Bridge is pulled out and it was separate (inaudible), and they're showing 880 to complete the rest of I-10 without the bridge, or is the bridge number still in that 880 million -- 88 million dollars.

MR. KISER: Chairman Knight and Member Maxwell, I believe that's correct.

MR. MAXWELL: Okay.

MR. KISER: Yeah.

MR. MAXWELL: So if we're showing we've got roughly 400 million from last year's appropriation, another 89 million this year, so we're saying we're roughly 400 million still short to complete the project to get it done?

MR. ROEHRICH: So Mr. Chairman, Mr. Maxwell, no. The Legislature (inaudible), but remember, MAG had some money in there. We had money in the program. We're not $400 million short. I don't remember the exact amount, but I believe it's --

UNIDENTIFIED SPEAKER: 100 million.

MR. ROEHRICH: -- maybe under $100 million short.

UNIDENTIFIED SPEAKER: It's 130 million, now counting -- not counting the 89.

MR. ROEHRICH: Yeah, I don't know who said that, but I don't know if that's right, Greg. You're standing up like you've got something to say.

MR. BYRES: Mr. Chairman, Board Members, right now, today, with the $89 million that came into the I-10 project through the Legislature, we're roughly about 69, 70 million dollars shy of being fully funded for the project as of today.

MR. MAXWELL: And Greg, can you confirm that that's fully funded to get three lanes each way, all the way between Tucson and Phoenix?

MR. BYRES: It is -- it is, but the extra lanes along with all of the TIs and TI work between 202 and 387. Complete corridor improvement.

MR. MAXWELL: And Floyd, for the record, that was Representative Martinez that gave those numbers, and we fully trust her on her assessment on that when she's really engaged.

MR. ROEHRICH: I would -- I believe -- I could

1 not see it. I heard a voice, but I did not see anybody out
2 there.
3 MR. MAXWELL: So Greg, the follow-up to that
4 question is, because this is the question I get asked all the
5 time, when do we have the money, and now we're getting -- we're
6 approaching it really quickly thanks in the legislators,
7 (inaudible) and all it's greatly appreciated. We've talked
8 about going back for another MEGA grant. Since we're looking
9 for another 80, 90 million, is that what we -- and we were
10 talking about 125, I think, at the last meeting with this latest
11 appropriation. Are we going to try to match that up through the
12 MEGA grant? And then more importantly what the people want to
13 know is how many years will it take? So I'm just wanting the
14 professional answer to what I could tell them and not get you
15 guys in trouble.
16 MR. BYRES: So Mr. Chairman, Board Member, so as
17 far as timeline goes, at this point in time, we're looking at
18 complete construction end of the year 2026 is what we're looking
19 at. That's provided we do get the final amount funded. Now,
20 there's a timeline that basically starts with the full funding
21 of the corridor. So that's -- we're not there yet.
22 MR. MAXWELL: I understand.
23 MR. BYRES: So that's the biggest issue we have.
24 MR. MAXWELL: Well, thank you for that, and if
25 we're anywhere close to the end of the year '26, there will be a

lot of happy people that make that drive routinely both ways. So thank you.

Thank you, Mr. Chair.

CHAIRMAN KNIGHT: Thank you.

Any other questions? I see none.

So Kirk, thank you very much for your presentation.

MR. KISER: Thank you.

CHAIRMAN KNIGHT: We'll now move on to Item Number 3, the consent agenda. Does any member want an item removed from the consent agenda for separate consideration, or does any member have any comments, or is there any discussion on any item in the consent agenda? Hearing none.

Do I have a motion to approve the consent agenda as presented?

MR. THOMPSON: I will move for approval as presented.

CHAIRMAN KNIGHT: I have a motion from Member Thompson.

VICE CHAIR SEARLE: I'll second.

CHAIRMAN KNIGHT: And a second from Member Searle to approve the motioned consent agenda as presented.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed? Motion carries.

And we'll move on to Item 4, which is the financial report. Kristine.

MS. WARD: I appreciate how you expressed that with such joy (inaudible).

CHAIRMAN KNIGHT: Well, that's just -- I might have some questions.

MS. WARD: Uh-oh. Very good.

Okay. First slide, please.

Okay. So we'll start out with the normal presentation, and then I've got some additional information I'll cover with you.

So in terms of the Highway User Revenue Fund, we're within forecast range. We are very happy about that. We got 167 million in revenues in the month of April and about 1.4 billion year to date.

If you go on to the next slide for me, it breaks it -- whoa. Can we shrink that a little? (Inaudible), because I'm sure you all are all reading those slides with great interest.

In terms of our actual experience in April, there's really actually nothing much to report. We were pretty much right on forecast. We had 6.3 percent of above FY '22, about 4.6 above forecast. Again, overall, year to date, we're .4 percent off year to date.

Moving on to the Regional Area Road Fund.

We can go to the next slide. (Inaudible.)

MR. ROEHRICH: So it looks like it's cutting off the bottom of the slide a little. Is that what you're seeing, Kristine? Because that's what we see.

MS. WARD: Yes, sir. That's what I'm -- but you know what? I can cover restaurant and bar verbally.

With Regional Area Road Fund, again, the forecasts are -- much like HURF, RARF is within our overall forecast range. We've collected about -- we've got about 58 million worth of revenues in March, about 535 million year to date. We continue to see -- even though you can't see it, we continue to see strong growth in restaurant and bar.

To see the individual categories, we can go to the next slide. This is activity for March, which would reflect, actually, February. And for the month of March, again, nothing significant. 8 percent over the March last year and .6 below forecast for the month.

So if you could go to the next slide for me.

So we don't have anything to report on the federal program, but I do want to kind of give you a heads up that next month I'll be coming -- pretty certain next month we'll be coming back to you to talk about a bond issue. We have an opportunity that we're vetting out right now that I think will result in some savings. I'll give you -- that number's probably -- we're looking at a savings around 30 to 40 million

1 dollars, but I'll report out to and bring that back to you next
2 month as we finish vetting this out, but I thought I'd give you
3 just a -- just a heads up it's coming your way. I will come and
4 seek your authority to issue bonds. It's the Board's program,
5 so... That's one item.
6 And then if we could go in -- Anthony -- if you'd
7 go to the next slide.
8 I'm going to give you a slight budget update as
9 well. Anthony covered with you the capital outlay bill that
10 largely -- the portion of the capital outlay bill that dealt
11 with the projects. I'm going to cover some of the operating
12 budgets. Not something I typically cover with you much, because
13 it's handled separately over the -- under the authority of the
14 Legislature, but I thought I'd touch on a couple of items with
15 you.
16 If you could go to the next slide.
17 So just so you know, the overall department's
18 operating budget for '24 is about 580 million. That's what came
19 out in the most recent -- the most recent bills. You'll see
20 that that is a decrease of about $20 million over the prior
21 year's budget, FY '23 budget. That is merely because of some
22 one-time changes that they backed that funding out. That was
23 largely associated where we had previously gotten some
24 inflationary dollars for maintenance. We've gotten some -- and
25 we got some (inaudible) funding and so forth. This one-time

1 funding, that one-time funding that we backed out, that's why
2 you see that $80 million negative. Do not be concerned about
3 that.
4 We do have -- so that takes care of those
5 technical changes. Notice that we have -- I would point out the
6 restoration of interstate passenger rail. There's $300,000
7 appropriated for that in the (inaudible) feed bill, which
8 Anthony was talking about, and there's another 3 million, 3.5 in
9 the capital outlay side, and that is for -- if you recall,
10 you'll remember that IIJA came out with a number of
11 discretionary grants. This is one that comes through the
12 Federal Railway Administration. Going to be applying for a
13 grant there, and the purpose of it is to kind of just -- to
14 support the development of planning of intercity passenger rail.
15 What's proposed here is that we apply for a grant to establish a
16 passenger rail corridor between Phoenix and Tucson, so they --
17 the budget provided funding for that.
18 The next item I would point out to you is that
19 we -- the budget provides funding for -- additional funding for
20 litter hot spots. That's always a certain issue for the public.
21 These -- that funding is for outside of Maricopa County, and
22 that's because Maricopa County has got a significant -- more
23 significant funding within the county than we do for the Greater
24 Arizona area. So this money, this $3.1 million would be for
25 outside of that area and really focus on, you know, the -- our

1 high visibility roadways.
2 And let's see. Last item I would point out is we
3 also got a supplemental, and Mr. Chair, Mr. Maxwell, you had
4 asked about the -- you had touched on time and money. This is a
5 supplemental that will come to us in this fiscal year, fiscal
6 year '23 as opposed to those other ones, these other (inaudible)
7 fiscal year '24, and we were provided $15.2 million additional
8 for pavement repair in '23.
9 If we could go to the next slide. Oh, all of
10 these are fitting in (inaudible) all right.
11 So additional items. We were also provided some
12 funding, 2.5 million for electric vehicle charging stations, for
13 public use. Those are largely where we're looking at --
14 currently examining where we will put those stations. The
15 department is seeking a grant to perform a study on, you know,
16 the optimal locations for those.
17 We were also provided $5 million and -- ADOT was
18 provided $5 million. A sister agency was provided $10 million,
19 I believe, in the Department of Administration, who were looking
20 at the vehicle charging stations and advanced fuel
21 infrastructure for the state fleet and the ADOT fleet, for
22 charging stations.
23 And that concludes the presentation. I'd be
24 happy to take any questions.
25 CHAIRMAN KNIGHT: Do any board members have

1 questions for Kristine?
2 Kristine, I have one ask.
3 MS. WARD: Yes.
4 CHAIRMAN KNIGHT: I would like to know what the
5 projected state revenue will be from -- and I know it's going to
6 have to be a guesstimate -- from when the state income tax goes
7 down to 2 and a half, the flat tax, the 2 and a half -- what's
8 the projected state revenue income going to be from that, and
9 also for corporate? Whatever that goes down to, what -- that
10 would be -- because I'm working on something for funding for
11 ADOT with existing taxes. Anyway, but I need some dollars, and
12 I know they'll be a guesstimate. I know they'll be approximate,
13 so I'm fine with that, but it gives me a starting place.
14 MS. WARD: Mr. Knight, those are actually from
15 one of my alma maters where I previously worked at the
16 Department of Revenue. Those are not numbers that we have here
17 at ADOT so much, but we can -- we can see about reaching out to
18 friends.
19 CHAIRMAN KNIGHT: I thought maybe you could. I
20 know they're -- I know they're not really in our wheelhouse, but
21 I figured you might be able to avail yourself through your
22 connections to get me those numbers.
23 MS. WARD: If I may, I'll touch base with you
24 after the board meeting just to confirm my understanding on
25 that.

CHAIRMAN KNIGHT: Okay. Thank you.

MR. MAXWELL: Mr. Chairman.

CHAIRMAN KNIGHT: Yes, Mr. Maxwell.

MR. MAXWELL: Mr. Chair, Kristine, if I actually could ask a question that I thought you were going to ask.

So 2.5 million for public use vehicle charging and advanced fuel infrastructure. Who's going to have the ongoing maintenance costs to keep those sites functioning?

MS. WARD: Mr. Knight, Mr. Maxwell, I believe we are looking at a potential P3 option for that; is that correct, Floyd?

MR. ROEHRICH: Mr. Chairman, Mr. Maxwell, that is correct. It will -- it will be private industry. We will enter in the public-private partnership, but we will use these funds to either seek towards grant funds or to seek private industry to come in and install those charging stations. It's going to be done in cooperation with the Department of Administration on their sites as well. We're looking at pooling some of their funds with our funds and go after the larger grant, possibly with these four, for that infrastructure, but it will be a public-private partnership. ADOT will not be operating or managing those.

MR. MAXWELL: Thank you, Floyd. I appreciate that. Thank you, Mr. Chair.

CHAIRMAN KNIGHT: Thank you.

MS. WARD: Thank you very much.

CHAIRMAN KNIGHT: Thank you, Kristine.

Moving on to Agenda Item Number 5, the Multimodal Planning Division report with Paul Patane for information and discussion only. Paul.

MR. PATANE: Thank you, Mr. Chair, Board Members. Today I'll give you the Multimodal Planning Division update.

Next slide, please.

So the topics I'll cover today are the tribal transportation update, the City of Douglas International Port of Entry Connector Road Study -- the Mayor did a good job there, so my update will be brief there -- along with the SR-88 design concept report update.

Next slide, please.

So as far as the tribal transportation, the statewide activities, the date has been set for the 2023 Arizona Tribal Transportation Safety and Injury Prevention Summit. It will be held in Phoenix at the Desert Willow Creek (sic) Conference Center on August 10th and 9th.

Next we have some out -- current outreach going on related to a couple plans we've got going on as far as the ITS systems and architecture update, along with the statewide truck parking plan that has just kicked off. ADOT staff is working with the tribal outreach on these projects. It's important to get their feedback and to hear some of their

1 concerns.
2 Next slide, please.
3 So some of the activities going on in northern
4 Arizona region, those activities we're currently working with
5 ADOT and the Navajo Nation parks on the encroachment permit
6 process. The encroachment permit process is a tool that ADOT
7 uses to manage highway encroachments either for access utility
8 installations or any type of discussion (inaudible). So we're
9 working with Navajo parks (inaudible) operators along SR-98 and
10 89 near Page.
11 Next slide, please.
12 So the ongoing activities in the southern Arizona
13 region. We're working with the San Carlos Apache Healthcare
14 Corporation. They're in the process of developing a new nursing
15 healthcare center on tribal land, and so they're needing access,
16 direct access from US-70. So they're working with the district
17 on the necessary encroachment permits, traffic study needs, that
18 way we can ensure that the entrance to this facility is a safe
19 and reasonable access.
20 Next we have the SR-73 road safety assessment,
21 working with the White Apache Mountain Tribe coordination.
22 There was a kickoff meeting held on April 23rd to look at the
23 traffic study along SR-73 for RSA in Whiteriver, Arizona. The
24 RSA focused on bicycle/pedestrian crash issues. The White
25 Mountain Apache Tribe DOT was contacted to provide input into

the RSA, and the report is currently being finalized.

Next slide, please.

So just to add to a little bit of what the mayor from Douglas added. The Douglas port connector study is ongoing. The notice to proceed was January, and we're looking for a study completion toward the end of 2024. Currently ongoing activities is additional traffic report and (inaudible) report. It's ongoing. Environmental field work is currently ongoing as well. And they recently had a -- the first public meeting held in -- was held on in Douglas on April 27th (inaudible) get some feedback. I thought it was a great turnout. Over 50 people were in attendance (inaudible).

So some of the next milestones is development of the alignment alternatives with the environmental overview. We will get that completed by June, and there's going to be three alternatives to be analyzed -- excuse me -- along with we anticipate the next public meeting will be held this summer.

Next slide, please.

And so here's just a couple pictures of the study area (inaudible) the new port of entry facility and connector road. We're currently evaluating the vehicle (inaudible) support (inaudible) evaluation for different alternatives, and at this time these are the three alternatives shown.

Next slide, please.

Next is the SR-88, Apache Trail. This project is

a seven-mile segment that's currently closed to traffic. The scope of work is provide a design concept with alternatives along with environmental overview.

Next slide, please.

This is where we're at in the process. We currently have three alternatives that are currently being evaluated. We can anticipate to hold a public meeting sometime later this summer and look to -- throughout completion of the study in early fall.

Next slide, please.

This is an over -- aerial of the project (inaudible). Some of the challenges is working within the wilderness area. The wilderness area is just to the west of Fish Creek. Fish Creek Canyon there shown, shown kind of in the middle of the picture, but to the left, just up the road from Fish Creek Canyon is where the closure is.

Some of the challenges that we've recently found out that we have to deal with is we're really limited because of the top of hill there, that's all wilderness area, and you know, we're prohibited from any type of new vegetation or any type of structures there that will be needed to kind of slow down some of the effects of the water from the (inaudible).

Next slide, please.

Any questions?

CHAIRMAN KNIGHT: Yes. Member Searle.

VICE CHAIR SEARLE: Just, I guess, a point of clarification. On the Douglas port issue, you -- one of the -- one of the challenges, you said, is acquiring the right-of-way. You know, with conversations with the county, they're very frustrated with the whole process, because they've been wanting to get the right-of-way and donate the right-of-way for the last five years, and it's a catch-22, because until ADOT will say what the right-of-way should be, they can't get it. But I think it's really not a challenge. The right-of-way will -- the county is in the position to acquire the right-of-way and donate it.

MR. PATANE: Okay. Understood. (Inaudible.) You know, I know some of these processes can seem frustrating because of the length of time, but it's important that we follow them, because (inaudible) program is, you know, based on federal funding, so we just want to make sure, you know, we're eligible for those federal funds.

CHAIRMAN KNIGHT: Any other questions for Paul?

Thank you, Paul.

And we will move on to --

MR. PATANE: (Inaudible.)

CHAIRMAN KNIGHT: You're still up.

We'll move on to Agenda Item 6 with Paul, for presentation and action.

MR. PATANE: So Chairman Knight, Board Members,

1 for your consideration of changes to the FY 2023-2027 Statewide
2 Transportation Facilities Construction Program, Items 6A through
3 6P project modifications.
4 MR. ROEHRICH: Next slide, please. Thank you.
5 CHAIRMAN KNIGHT: There we go. And maybe one
6 more that will include Item P. There you go.
7 Are there any questions from members of the Board
8 on these projects? Items 6A through 6P?
9 VICE CHAIRMAN SEARLE: I just noticed in the
10 agenda on 6N there wasn't any supporting information on it. It
11 was...
12 MR. ROEHRICH: So Mr. Chairman, Mr. Searle,
13 actually, the supporting document was, like, two pages down. It
14 just got out of sequence. It's part of the next one.
15 VICE CHAIR SEARLE: Okay. Yeah.
16 MR. ROEHRICH: So it is included in the packet,
17 but it doesn't follow the original request. It's, like, two
18 pages down.
19 VICE CHAIR SEARLE: All right. Yeah. It was out
20 of order but it was here. A little confusing. Okay.
21 CHAIRMAN KNIGHT: Yeah.
22 MR. PATANE: Thank you, Floyd.
23 CHAIRMAN KNIGHT: Any other questions?
24 Hearing none, is there a motion to approve PPAC
25 project modifications, Items 6A through 6P as presented?

1 MR. MAXWELL: So moved.
2 MR. MECK: Second.
3 CHAIRMAN KNIGHT: I have a motion from -- I have
4 a motion from Member Maxwell and a second from Member Meck to
5 approve PPAC project modifications, Items 6A through 6P.
6 All those in favor signify by saying aye.
7 BOARD MEMBER: Aye.
8 CHAIRMAN KNIGHT: Any opposed? The motion
9 carries.
10 Continue, Paul.
11 MR. PATANE: Thank you, Chairman Knight, Board
12 Members.
13 For your consideration are additional changes to
14 the FY 2023-2027 Statewide Transportation Facilities
15 Construction Program, Items 6Q through 6AV, new projects.
16 CHAIRMAN KNIGHT: Okay. He's going through the
17 slides.
18 MR. ROEHRICH: (Inaudible) the next slide, and I
19 think then one more. There's a lot of new slides.
20 CHAIRMAN KNIGHT: Yes, there are. That should do
21 it.
22 Okay. Any questions for Paul on Items 6Q through
23 6AV? Yes. Member Searle.
24 VICE CHAIRMAN SEARLE: Yes. A number of these
25 projects, Paul, are establishing new projects for pavement

rehabilitation, which are basically repair jobs, and most of them are amounts -- I think they're supposed to cover design. I'm not sure. It's -- you know, for example, 6S, it's $750,000. It's not enough to do the project.

MR. PATANE: Is it 6AS? Is that --

VICE CHAIRMAN SEARLE: I'm just -- 6S. Then you got 6B, you got 6... There a number of them here, but I'm just -- just some clarification.

MR. PATANE: Yeah. A lot of them, you know, when you go -- if you look at -- if it's the OMD phase, it's for design, and ONC is for construction. If you look at, like, on -- where -- on your (inaudible) it says number 13 (inaudible) there's -- so depending on if it's 6S, you know, 6AS (inaudible).

UNIDENTIFIED SPEAKER: I'm trying.

UNIDENTIFIED SPEAKER: 6S is inside.

VICE CHAIRMAN SEARLE: So just for clarification, let's go to 6S, where we're all looking at the same thing.

MR. PATANE: Is this the SR-69 project?

VICE CHAIRMAN SEARLE: Yeah. It's real easy --

MR. ROEHRICH: No, sir.

UNIDENTIFIED SPEAKER: 6S.

MR. ROEHRICH: 6S is the SR-187 at Milepost 186. It's page 96 of the agenda.

MR. PATANE: All right. Okay. Let me

(inaudible) this project here, this one is for design. Okay. They're requesting $750,000 for design for this project.

VICE CHAIRMAN SEARLE: All right. So this is a rehab. We do these on a regular basis, so we're going to spend 750,000 to design a mill and fill project. Is that basically what I'm hearing?

MR. PATANE: Well, this one's -- you know, there is some guardrails, some tree removal. So there is additional, you know, (inaudible) and, you know, the price, just like the cost of our construction -- our projects are going (inaudible), so is the cost to deliver these projects, but we're using consultant services to deliver the program, the majority of the program.

VICE CHAIRMAN SEARLE: So once it's -- we're going to spend 750,000 to design this repair. Then we're going to come back with the actual cost; is that correct?

MR. PATANE: Right. As part of design, they'll -- you know, they'll have probably two or three phases of design that will come up with the final cost for construction. So there should be a funnel of action here unless it's a line item in the program where we'll ask for construction funding. If there's a line item in the program, (inaudible) ask for construction funds.

VICE CHAIRMAN SEARLE: So -- but we're talking pavement rehabilitation, which basically means there's -- they

1 don't have to redesign the highway, do they?
2 MR. PATANE: No. (Inaudible) design effort
3 involved. These are the costs that we're seeing to deliver.
4 (inaudible).
5 MR. ROEHRICH: Mr. Chairman -- hold on.
6 Mr. Chairman, Mr. Searle, if you do look at the request, this
7 project does have shoulder widening. It also has turnouts. So
8 there's going to be design, because we'll have to (inaudible) to
9 verify the drainage requirements. So it's more than just
10 rehabilitating the existing pave- -- like you said, a mill and
11 fill. There is additional, you know, off-pavement work that
12 does require a little more extensive survey effort than just the
13 pavement part.
14 VICE CHAIRMAN SEARLE: Fair enough. I'll just --
15 I was just wanting clarification, because going through this,
16 there's one, two, three, four, five, six, seven, eight, nine,
17 ten projects that are all basically repair projects that we're
18 getting proposed here, and just the cost of implementing the
19 projects and design for those repairs comes up to five and a
20 half million dollars, and as a board, where we're constantly
21 looking for places to come up with money to do things, it's
22 really kind of frustrating to see this kind of money spent on
23 design on repair projects, and that's just a comment I just want
24 to put out there.
25 MR. BYRES: So Mr. Chairman, Board Member Searle,

I think we're kind of getting a little confused here on the type of project.

VICE CHAIRMAN SEARLE: Okay. That -- and I --

MR. BYRES: So when it says rehabilitation, that -- that's an over-encompassing project. In other words, exactly what Floyd had said. We're now having to look at not just the pavement surface. It's not a mill and fill project. It's -- we're looking at the entire roadway (inaudible) and the right-of-way itself. So there may be signs in there. There might be guardrail projects. There might be shoulder widening. There could be drainage improvements, all of that. So if it's -- if it's pavement preservation, then that's your mill and fill projects. So those are the ones that should be, you know, (inaudible).

VICE CHAIRMAN SEARLE: Well, thank you, Greg. I appreciate that, and I understand there's probably some more to this than meets the eye.

UNIDENTIFIED SPEAKER: Don't go anywhere yet.

VICE CHAIR SEARLE: I do -- I do -- just as an individual, it's very frustrating to see this kind of money laid out for actually no gravel on the ground. So I'll just leave it at that.

CHAIRMAN KNIGHT: Board Member Maxwell.

MR. MAXWELL: Mr. Chair, as a follow-up to Vice Chair Searle's question, so if we go to then Item T, 6T, I see

on 6S there's -- you're right, there's turnouts, tree removal, guardrail. 6T, existing pavement has experienced a stress cracking and is in substandard poor condition. The project will rehabilitate the existing pavement.

Now, that seems like a pretty straightforward one, but it's the same exact price as the previous one. So I agree with the concerns and (inaudible) you know, you're the experts. We get that. But we're always finding a shortfall on infrastructure funding. We've heard (inaudible) from, you know, call to the audience.

I've many times spoken on the need to start modernizing our funding, you know, process, and that is -- does not mean raise taxes. It just means modernizing, (inaudible) it out. But when we see these numbers, I express the same concern that Member Searle has on it, that to me -- one -- you're right. The first project looks much more complicated. The second looks pretty straightforward as it's described to us, yet it's the same large number for the design, so...

MR. BYRES: So Mr. Chairman, Board Member Maxwell, this particular project is one of -- one of the issues that we have with it is the pavement section itself has to be completely reanalyzed. So we have to go through and do a considerable amount of testing just to see how to reconstruct the roadway. It's blown apart, but the big thing is it has -- we've got (inaudible) in the pavement. We've got other issues

in this pavement. We don't want to just go in and put the same thing down and have the same thing occur. So there's some preliminary work that has to occur, which is why it goes into this, so that we don't have that same issue occur again.

MR. MAXWELL: I understand. I think for us on this one, this is a large number of projects that are all coming to us at one shot. I think if you go all the way to AV, it's over 40, you know, and so I think there may have been some (inaudible) that look a little bit concerning as we went through.

Now, my question is: Does this include the 54 million -- I'm assume the answer would be no, that was just (inaudible) the budget for -- because there's a lot of road rehabilitation on this (inaudible) but now we're just going to give them 54 million to do more road rehabilitation.

MR. BYRES: So Mr. Chairman, Board Member Maxwell, the 54 million was for pavement preservation of the existing surface, and they're basically (inaudible) projects --

MR. MAXWELL: Okay.

MR. BYRES: -- to take care of the pothole issues that we have. So that's a -- that one is where -- we're -- we don't even -- we're not --

MR. MAXWELL: But those will never come in front of us?

MR. BYRES: Right.

MR. MAXWELL: Thank you. Appreciate that answer. Thank you, Mr. Chair.

CHAIRMAN KNIGHT: Member Searle.

VICE CHAIR SEARLE: And just to finish the discussion, I'm in full support of moving forward with these projects. I just -- I just find it frustrating that there's this much -- I'll just call it administrative bureaucracy that we're having to deal with. Yeah. Just wanted to bring it up. That's it.

CHAIRMAN KNIGHT: All right. And I would just like to comment any moneys that might be unused in these would be rolled over into construction?

MR. BYRES: So Mr. Chairman, yes, this is -- this is the O1B phase. So, basically, it's the design phase. So when it goes to the construction, if there's -- if we still have funding in there, we would come back to -- to before, because we'd be shifting that money from O1B to O1C, which is the construction (inaudible).

CHAIRMAN KNIGHT: Thank you.

Any other questions for Greg or Paul? Hearing none.

Do I have a motion to approve PPAC new projects Items 6Q through 6AV as presented?

VICE CHAIRMAN SEARLE: Don't everybody jump at the same time.

MS. DANIELS: So moved.

VICE CHAIRMAN SEARLE: And I will second it.

CHAIRMAN KNIGHT: Motion from Member Daniels.

VICE CHAIRMAN SEARLE: And I'll second.

CHAIRMAN KNIGHT: And I have a second from Member Searle.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed? Motion carries.

MR. PATANE: Thank you.

CHAIRMAN KNIGHT: And we'll now move on to Agenda Item Number 7, the state engineer's report with Greg Byres.

MR. BYRES: Thank you, Mr. Chairman, Board Members. The -- for the state engineer's report, we have 108 projects currently under construction. We're at $2.1 billion. Four projects were finalized in the month of April. We're at $34.3 million. Fiscal year to date, 58 projects have been finalized.

And we have -- actually, that concludes my state engineer's report, Item 7.

CHAIRMAN KNIGHT: Thank you. Questions for Greg?

Go ahead. We're moving on to Agenda Item Number 8.

MR. BYRES: So for Item 8, new construction contracts, we have -- if you could go to the second slide. Next

slide, please. Oops, we're missing a slide. So there's -- in your packets you should also have a second slide that goes into it that has a cumulative to date.

Fiscal year to date totals are -- the difference that we've seen in projects is $16,063,118.29, so we're at 2.5 percent over, currently, for construction costs that are under contract.

MR. ROEHRICH: Greg, that is at the bottom of this slide.

MR. BYRES: Yeah. There's a -- there's a second slide.

MR. ROEHRICH: Oh, okay.

MR. BYRES: Board Member Howard had asked us to keep a running total going, and so there's -- that information is included in there. (Inaudible.)

With that, we'll go ahead and go on to the next item, which is item 8A. This is a bridge scour retrofit on US-70. There were four bidders on this project. The low bid was $860,000. The State estimate was $625,325, a difference of $234,675, or 37.5 percent over the State's estimate.

For this project, the low bidder, there was discrepancies in the Disadvantaged Business Enterprise documentation that was submitted by the low bidder, and our Business Engagement and Compliance Office is currently evaluating the discrepancy. It will take them roughly about

another week to get that completed. So at this point in time, we are recommending postponement of award for this project.

CHAIRMAN KNIGHT: Any questions from the Board? Do I have a motion to --

VICE CHAIRMAN SEARLE: I'll make a motion to postpone Item 8A.

CHAIRMAN KNIGHT: Thank you, Mr. Searle.

I've got a -- I got a -- a motion from Board Member Searle.

MR. MECK: Second.

CHAIRMAN KNIGHT: I have a second from Board Member Meck to postpone Item 8A as recommended.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed? The motion carries.

MR. BYRES: The next item we have is Item 8B. This project is a bridge rehabilitation project on US-89. There was one bidder on this project. The low bid was $2,713,181. The State's estimate was $1,916,371, a difference of $796,809, or 41.6 percent over the State's estimate.

One of the items that we had on this is because of the isolated area and the fact that there are three different sites being accessed with this project, the production rates were much slower than what we had anticipated. Also, there is

the cost of getting materials into this area was more than we had anticipated as well. After going through and analyzing the differences that we saw, it does appear that the bid is a responsive and responsible bid, and we recommend award to Combs Construction Company, Inc.

CHAIRMAN KNIGHT: Any discussion from the Board?

MR. MAXWELL: I have a question.

CHAIRMAN KNIGHT: Member Maxwell.

MR. MAXWELL: Greg, the last couple board meetings we've been great at getting multiple bids. Any idea why we didn't get a single bidder on this one?

MR. BYRES: One of biggest things that we saw is because of the remoteness of this site and because there was -- there's three different sites going through, we didn't get a lot of response.

MR. MAXWELL: Thank you.

CHAIRMAN KNIGHT: Any other questions?

Then I'll entertain a motion to award Item 8B to Combs Construction Company, Inc., as presented.

MR. THOMPSON: Chairman.

CHAIRMAN KNIGHT: Jesse.

MR. THOMPSON: I'd like to move for approval of awarding funding to 8B as presented.

CHAIRMAN KNIGHT: I have a motion from Member Thompson to approve award. Do I have a second?

VICE CHAIRMAN SEARLE: I'll second it.

CHAIRMAN KNIGHT: I have a second from Member Searle.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed? Motion carries.

MR. BYRES: Thank you.

The next item is Item 8C. This is a pavement rehabilitation project, SR-347 from south of I-10 to SR-87. We had four bidders on this project. The low bid was 5,021,000. The State's estimate was $6,132,134. The difference is $1,111,134, or 18.1 percent under the State's estimate.

One of the biggest items that we saw in this was a much higher production rate than what we had estimated for the project. The other thing that we saw was lower costs for asphalt binder and asphalt products for this particular project. So with that, after the analysis of the low bid, the bid was determined to be responsive and responsible, and we recommend award to Nesbitt Contracting Company, Inc.

CHAIRMAN KNIGHT: Any board member have questions? Yes. Member Maxwell.

MR. MAXWELL: I've got to ask. I didn't want -- we've had so many people speak out about 347 and get all excited about (inaudible) but I look at the map, and it's actually SR-387.

MR. BYRES: You are -- you are correct.

MR. MAXWELL: Okay. So just want to make sure that that's -- we're not approve funding for SR-347 (inaudible) it's close, (inaudible) it's 387.

CHAIRMAN KNIGHT: Any other questions?

MR. MAXWELL: And based on that, Mr. Chair, I will move Item 8C as proposed.

CHAIRMAN KNIGHT: I have a motion from Member Maxwell to approve Item 8C as presented.

MS. HOWARD: I'll second.

CHAIRMAN KNIGHT: I have a second from Member Howard.

All those in favor for awarding Item 8C to Nesbitt Contracting Company, Inc., please signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed? Motion carries.

We'll move on to 8D.

MR. BYRES: Thank you.

Next item is 8D. This is a tree removal project on SR-87 between SR-179 and SR-260. The low bid was 3,745,000. The State's estimate was $3,303,485, a difference of $441,515, or 13.4 percent.

On this particular project, one of the items that we found was that the cost of traffic control that's required for the project and maintenance of the traffic control was

higher than what we had expected. The contractor in his did actually close a lane, where we weren't intending for a lane to be closed, but he's doing that for safety purposes. One of the other things is as a requirement through The Forest Service roadway or right-of-way that we have through there, the contractor is required to maintain fire suppression equipment on site during all work, which is a cost that we did not take into account in our estimate. After analysis of the low bid, it appears that the bid is a responsive and responsible bid, and we recommend award to Fann Contracting, Inc.

CHAIRMAN KNIGHT: Any questions from a board member?

Then I will entertain a motion to award Item 8D to Fann Contracting, Inc. This is statewide, so anybody can take it.

MS. HOWARD: So moved.

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. DANIELS: Second.

UNIDENTIFIED SPEAKER: I've been very helpful.

CHAIRMAN KNIGHT: I have a motion from -- who was first? I have a -- I have a motion from Board Member Howard and a second from Board Member Daniels to award Item 8D to Fann Contracting, Inc.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed? Motion carries.

We'll move on to 8E.

MR. BYRES: Thank you.

Item 8E is the installation of speed feedback signs. There's four roadway segments in the city of Kingman. The low bid was $198,119. The State's estimate was $248,467, a difference of $50,349, or 20.3 percent under the State's estimate.

The biggest difference that we saw in this particular one was the cost of the feedback signs itself was much lower than what we had anticipated. After analysis of the low bid, it appears to be responsive and a responsible bid, and we recommend award to AJP Electric, Inc.

CHAIRMAN KNIGHT: Any questions from the Board on Item 8E?

Well, since it's in my district, I'll move to award Item 8E to AJP Electric, Inc.

VICE CHAIRMAN SEARLE: And since it's in your district, I'll second it.

CHAIRMAN KNIGHT: Thank you.

So we have a motion from myself, a second from Member Searle to award Item 8E to AJP Electric.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed?

Okay. We'll move on to 8D -- 8F.

MR. BYRES: Thank you.

On Item 8F, this is the installation of rumble strips. This is on Overfield Road and Casa Grande and Signal Peak Road. The low bid was $313,313 -- or -313 dollars. Excuse me. The State's estimate was $240,671. The difference was $72,642, or 30.2 percent above the State's estimate.

The big item with this was mobilization as well as daily production rates. There's -- the project is somewhat spread out, and consequently, production rates are much lower than what we had anticipated. After analysis of the low bid, it appears to be a responsible and responsive bid. We recommend award to Hawk Contracting, LLC.

CHAIRMAN KNIGHT: Greg, one quick question. Are there any comments on the bid protest?

MR. BYRES: On this one there were -- there were no bid -- there was no -- after our initial analysis and response, we did not receive anything (inaudible).

CHAIRMAN KNIGHT: Okay. So the bid protest that's listed on the agenda --

MR. BYRES: (Inaudible.)

CHAIRMAN KNIGHT: -- is off the table?

MR. BYRES: (Inaudible.)

CHAIRMAN KNIGHT: Okay. Thank you.

Any other questions for Greg? Then I will

1 entertain a motion to award Item 8F to Hawk Contracting, Inc.
2 MS. HOWARD: So moved.
3 CHAIRMAN KNIGHT: I have a motion from Member
4 Howard and a second from Member --
5 VICE CHAIR SEARLE: Searle. I'll second it.
6 CHAIRMAN KNIGHT: Good. Thank you. You turned
7 your microphone on, so...
8 MS. HOWARD: You were ready.
9 CHAIRMAN KNIGHT: -- and a second from Member
10 Searle.
11 All those in favor, signify by saying aye.
12 BOARD MEMBERS: Aye.
13 CHAIRMAN KNIGHT: Any opposed? Motion carries.
14 MR. BYRES: Thank you very much.
15 CHAIRMAN KNIGHT: Thank you, Greg.
16 Does any board member have any suggestions for
17 future board meetings?
18 I would just like to say that I'm extremely happy
19 to have all board members present for this meeting. It's great,
20 and I think I would -- I would hope that we all endeavor, and I
21 know there's always things that come up, medical and whatever
22 that keep us from coming to these meetings, but we know well in
23 advance when they're going to be, so I would hope that we all
24 strive to make the meetings in person. The municipalities that
25 we hold these meetings in really -- it's important to them that

we all be here to listen to their concerns, and so I'm really happy that we were all able to make this meeting, and I hope that we can do the same for the rest of the meetings.

Anyway, having covered this entire agenda, Floyd, would you like to comment on our next meetings?

MR. ROEHRICH: Just a reminder that the June 1st study session that Paul had talked about is part of the tentative program. It is a virtual meeting, and it is open for discussion on a couple of items that we will bring to the Board, and then the regular meeting on June 16th will be in the town of Florence, and that will be the meeting where we will look towards finalizing and getting the Board to adopt the five-year program so we can submit it to the Governor by the end of the month.

CHAIRMAN KNIGHT: Thank you, Floyd.

Having covered all the agenda items on this agenda, we are now adjourned.

(Meeting adjourned at 12:09 p.m.)

STATE OF ARIZONA)
) ss.
COUNTY OF MARICOPA)

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 62 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 19th day of September 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 May 19, 2023.

Meeting adjourned at 12:09 a.m. PST.

Not Available for Signature_____
Gary Knight, Chairman
State Transportation Board

Not Available for Signature_____
Jennifer Toth, Director
Arizona Department of Transportation

Multimodal Planning Division

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, Deputy Director/State Engineer
Paul Patane, Division Director

MEMORANDUM

To: State Transportation Board

From: Paul Patane, MPD Division Director

RE: State Fiscal Year 2022 through 2024 Legislative Appropriations
Federal Fiscal Year 2024 Federal Earmarks (Congressionally Directed Spending)

Date: October 11, 2023

This item is on the October 20, 2023 agenda for information only.

In the FY 2023 and 2024 state budgets, the Arizona Legislature appropriated funds to ADOT for the projects listed on pages 1-4 of the attached. In 2024, the Legislature also made changes to amounts appropriated in 2022 and 2023, as shown on these pages in the column titled "Revised Amount (as amended by SB 1722)."

In the 2024 federal budget, Congress also appropriated federal monies to ADOT for the projects listed on page 5.

Some of these appropriations and federal earmarks have or will be passed through to the project owner, while ADOT will administer those on the state system as well as some of the local projects. Any construction contracts which need to be awarded for these projects will be brought before the Board in the future.

FY 22-24 Legislative Appropriations

Bill	Project	Recipient	Original Amount	Revised Amount (as amended by SB 1722)
SB 1820 (FY 22)	Widen Interstate 10 between Chandler and Casa Grande	ADOT	$50,000,000	
SB 1820 (FY 22)	Pavement rehabilitation projects	ADOT	$90,000,000	
SB 1820 (FY 22)	Rehabilitate pavement on road projects	ADOT	$31,500,000	
SB 1820 (FY 22)	Rehabilitate pavement along State Route 77 near Oro Valley	ADOT	$13,600,000	$15,807,500
SB 1820 (FY 22)	Improve United States Route 95 near Yuma proving ground	ADOT	$10,000,000	$0
SB 1490 (FY 22)	Distribute to Yuma county to construct, widen, repair and upgrade Cesar Chavez Boulevard in the city of San Luis.	Yuma County	$33,000,000	
HB 2858 (FY 23)	Widen Interstate 10 between Chandler and Casa Grande	ADOT	$400,000,000	
HB 2858 (FY 23)	Design and construct additional vehicle lanes, separated by a lighted median, on Interstate 10 between State Route 85 and Citrus Road	ADOT	$64,200,000	$60,910,000
HB 2858 (FY 23)	State Match Advantage for Rural Transportation (AZ SMART)	ADOT	$50,000,000	
HB 2858 (FY 23)	Rehabilitate pavement along State Route 90 between Campus Drive and the U.S. Border Patrol Station in Huachuca City	ADOT	$39,200,000	$38,620,000
HB 2858 (FY 23)	Rehabilitate pavement along US Route 60 between Loop 101 and Loop 202	ADOT	$38,482,000	
HB 2858 (FY 23)	Conduct a tier 2 study for Interstate 11 in Maricopa county	ADOT	$25,000,000	
HB 2858 (FY 23)	Rehabilitate pavement along United States Route 191 between Mile Post 163 and Mile Post 173	ADOT	$22,152,000	
HB 2858 (FY 23)	Improve Jackrabbit Trail between Thomas Roadand McDowell Road	ADOT	$20,080,000	
HB 2858 (FY 23)	Repave State Route 95 in Mohave county	ADOT	$19,534,600	$13,373,000
HB 2858 (FY 23)	Design to widen lanes along State Route 347 between Interstate 10 and city of Maricopa	ADOT	$19,000,000	$6,000,000
HB 2858 (FY 23)	Design work for the interchange at State Route 303 and Interstate 17	ADOT	$19,000,000	
HB 2858 (FY 23)	Rehabilitate pavement along United States Route 191 between Armory Road and East Safford	ADOT	$16,330,000	$18,981,000
HB 2858 (FY 23)	Acquire right-of-way to extend State Route 24	ADOT	$15,000,000	
HB 2858 (FY 23)	Conduct a tier 2 study for the North-South Corridor in Pinal county	ADOT	$15,000,000	
HB 2858 (FY 23)	Conduct a tier 2 study for the Sonoran Corridor in Pima county	ADOT	$14,000,000	
HB 2858 (FY 23)	Distribute the monies to the Navajo Nation for the improvements to N9402 Road near Lupton, Arizona and Houck, Arizona.	Navajo Nation	$10,000,000	
HB 2858 (FY 23)	Design and construct a screen wall along Loop 101 between 51st Avenue and 59th Avenue	ADOT	$9,514,000	
HB 2858 (FY 23)	Construct an overpass at Riggs Road and State Route 347	ADOT	$8,750,000	$24,000,000
HB 2858 (FY 23)	Design and construct a screen wall along the east side of Loop 101 near 16th Street	ADOT	$7,250,000	
HB 2858 (FY 23)	Construct and improve former State Route 279	ADOT	$6,142,800	$0
HB 2858 (FY 23)	Distribute the monies to the Navajo Nation for the improvements to N35 Road.	Navajo Nation	$6,000,000	
HB 2858 (FY 23)	Distribute to the northern Arizona intergovernmental public transportation authority for capital costs of the Flagstaff downtown connection center	NAIPTA	$6,000,000	
HB 2858 (FY 23)	Construct a traffic circle at the intersection of North Lake Powell Boulevard and U.S. Route 89 in Page, Arizona and to install traffic control devices at the intersection of U.S. Route 89 and the road to the Horseshoe Bend parking lot	ADOT	$5,000,000	$8,100,000
HB 2858 (FY 23)	Study and design traffic interchange on State Route 74 at Lake Pleasant Parkway	ADOT	$5,000,000	
HB 2858 (FY 23)	Design work for State Route 303 improvements from Interstate 17 to Lake Pleasant Parkway	ADOT	$4,000,000	

FY 22-24 Legislative Appropriations

Bill	Project	Recipient	Original Amount	Revised Amount (as amended by SB 1722)
HB 2858 (FY 23)	Improve State Route 90 from Moson Road to Campus Drive	ADOT	$3,710,000	$3,300,000
HB 2858 (FY 23)	Improve United States Route 95 near Yuma proving ground	ADOT	$3,500,000	$0
HB 2858 (FY 23)	Design traffic interchange on State Route 89 at State Route 89A	ADOT	$3,000,000	$600,000
HB 2858 (FY 23)	improve Ruby Road bridge near Nogales.	ADOT	$3,000,000	
HB 2858 (FY 23)	Final design plan, right-of-way and easements for an overpass at Riggs Roadand State Route 347	ADOT	$2,625,000	
HB 2858 (FY 23)	Repave State Route 69 in Prescott Valley	ADOT	$1,645,000	$1,182,300
HB 2858 (FY 23)	Construct roundabout at intersection of State Route 69 and State Route 169	ADOT	$1,500,000	$8,022,500
HB 2858 (FY 23)	Repair State Route 186 and State Business 21 Route 10 in Willcox	ADOT	$1,464,100	$1,455,000
HB 2858 (FY 23)	Distribute the monies to Apache county for the construction, repairs and upgrades of County Road C- 420 Ganado School Loop Road.	Apache County	$1,000,000	
HB 2858 (FY 23)	Design to improve State Route 238 between State Route 347 and Green Road	ADOT	$800,000	
HB 2858 (FY 23)	Distribute to the Prescott regional airport for the strategic academic flight education complex if the airport demonstrates to the department that the airport has a commitment for matching monies of gifts, grants and donations for the strategic academic flight education complex from sources other than this state	Prescott Regional Airport	$600,000	
HB 2858 (FY 23)	Install lighting on the Sentinel exit in Gila Bend	ADOT	$568,000	$1,085,000
HB 2858 (FY 23)	Study the construction of an emergency evacuation bridge in Lake Havasu City	ADOT	$200,000	
HB 2858 (FY 23)	Assess intersection of State Route 79 and Hunt Highway	ADOT	$100,000	
HB 2858 (FY 23)	Assess intersection of State Route 87 and Skousen Road	ADOT	$100,000	
HB 2858 (FY 23)	Assess intersection on State Route 389 at Arizona Avenue	ADOT	$100,000	
SB 1722 (FY 24)	Construct an emergency evacuation bridge in Lake Havasu City	ADOT	$35,000,000	
SB 1722 (FY 24)	Widen Interstate 10 between Chandler and Casa Grande	ADOT	$89,000,000	
SB 1722 (FY 24)	Distribute to the town of Queen Creek to extend State Route 24 including a traffic interchange at State Route 24 and Ironwood Road	Queen Creek	$87,500,000	
SB 1722 (FY 24)	Expand Interstate 17 between Anthem and Black Canyon City	ADOT	$76,200,000	
SB 1722 (FY 24)	Pavement rehabilitation projects	ADOT	$54,300,000	
SB 1722 (FY 24)	Improve U.S. Route 95 between Wellton Mohawk Canal Road and Aberdeen Road	ADOT	$33,300,000	
SB 1722 (FY 24)	Improve intersection on State Route 347 at Casa Blanca Rd and Cement Plant access	ADOT	$18,000,000	
SB 1722 (FY 24)	Distribute to the city of Tucson for improvements to the Drexel Road bridge	Tucson	$15,000,000	
SB 1722 (FY 24)	Distribute to the City of Phoenix for improvements on Happy Valley Road between 35th Ave and 67th Ave	Phoenix	$12,500,000	
SB 1722 (FY 24)	State Match Advantage for Rural Transportation (AZ SMART)	ADOT	$12,500,000	
SB 1722 (FY 24)	Repave U.S. Route 60 between Morristown and Wickenburg	ADOT	$10,500,000	
SB 1722 (FY 24)	Distribute to the Navajo Nation for improvements to N9402 Road near Lupton and Houck	Navajo Nation	$10,000,000	
SB 1722 (FY 24)	Distribute to the town of Marana for design costs for traffic interchanges between I-10 and Cortaro Rd	Marana	$10,000,000	
SB 1722 (FY 24)	Distribute to the town of Prescott Valley to improve Glassford Hill Road	Prescott Valley	$9,900,000	
SB 1722 (FY 24)	Distribute to Pinal county for engineering and design of the West Pinal Parkway East-West Corridor	Pinal County	$9,240,000	
SB 1722 (FY 24)	Improve State Route 83 within Santa Cruz County	ADOT	$9,000,000	

FY 22-24 Legislative Appropriations

Bill	Project	Recipient	Original Amount	Revised Amount (as amended by SB 1722)
SB 1722 (FY 24)	Distribute to Santa Cruz county for improvements to traffic interchange at Interstate 19 and Rio Rico Drive and traffic interchange at Interstate 19 and Ruby Road	Santa Cruz County	$8,600,000	
SB 1722 (FY 24)	Distribute to the city of Douglas for road development and construction connecting the Douglas international commercial port of entry and State Route 80	Douglas	$8,170,000	
SB 1722 (FY 24)	Construct turn lanes along State Route 95 near Bullhead City	ADOT	$8,000,000	
SB 1722 (FY 24)	Design work and engineer improvements on State Route 85 between mile post 123 and Maricopa Road	ADOT	$6,500,000	
SB 1722 (FY 24)	Distribute to the city of Phoenix to extend 43rd Avenue between Dove Valley Road and State Route 74	Phoenix	$6,500,000	
SB 1722 (FY 24)	Distribute to the town of Clarkdale to replace the current bridge over Bitter Creek Wash	Clarkdale	$6,321,400	
SB 1722 (FY 24)	Distribute to Cochise county for Moson Road drainage and safety improvements between State Route 90 and Hereford Road	Cochise County	$6,100,000	
SB 1722 (FY 24)	Distribute to Yuma county for U.S. Route 95 pavement rehabilitation between County 22nd Street and County 11th Street	Yuma County	$5,910,400	
SB 1722 (FY 24)	Distribute to the city of Coolidge for Coolidge Avenue reconstruction between Christensen Rd and Clemans Rd	Coolidge	$5,300,000	
SB 1722 (FY 24)	Design a freeway interchange on Interstate 10 at Jackrabbit Trail	ADOT	$5,000,000	
SB 1722 (FY 24)	Distribute to the city of Eloy for Sunland Gin Road I-10 overpass and road improvements between I-10 and Arica Rd	Eloy	$5,000,000	
SB 1722 (FY 24)	Distribute to the town of Thatcher for 8th Street improvements between 1st Avenue and 20th Avenue	Thatcher	$4,526,400	
SB 1722 (FY 24)	Improve the interchange at State Route 303 and U.S. Route 60	ADOT	$4,500,000	
SB 1722 (FY 24)	Improve State Route 260 within Navajo county	ADOT	$4,250,000	
SB 1722 (FY 24)	Distribute to the city of Globe for sidewalk construction along Jesse Hayes Road and Six Shooter Canyon Road	Globe	$3,501,100	
SB 1722 (FY 24)	Distribute to the town of Superior for Panther Drive bridge design and construction at Queen Creek	Superior	$2,486,700	
SB 1722 (FY 24)	Distribute to the town of Pinetop-Lakeside for Porter Mountain Road improvements in the vicinity of Blue Ridge elementary school	Pinetop-Lakeside	$2,242,200	
SB 1722 (FY 24)	Distribute to the city of Sierra Vista for Theater Drive corridor improvements between 7th Street and Carmichael Avenue	Sierra Vista	$1,800,000	
SB 1722 (FY 24)	Distribute to Graham county for Safford Bryce Road improvements in the vicinity of Talley Wash Crossing	Graham County	$1,781,500	
SB 1722 (FY 24)	Distribute to the town of Huachuca City for Skyline Drive reconstruction between State Route 90 and Huachuca City Landfill	Huachuca City	$1,565,200	
SB 1722 (FY 24)	Distribute to the town of Winkelman for improvements to Golf Course Road and Quarelli Street	Winkelman	$1,560,900	
SB 1722 (FY 24)	Distribute to the town of Payson for roundabout construction and improvements at intersection of Longhorn Road and McLane Road	Payson	$1,529,800	
SB 1722 (FY 24)	Distribute to the town of Patagonia for McKeown Avenue reconstruction between Fourth Avenue West and State Route 82	Patagonia	$1,500,000	
SB 1722 (FY 24)	Design of State Route 87 intersection improvements at Arica Road and Shedd Road	ADOT	$700,000	
SB 1722 (FY 24)	Distribute to the city of Globe for Jesse Hayes Road bridge replacement and improvements at Pinal Creek	Globe	$643,200	

FY 22-24 Legislative Appropriations

Bill	Project	Recipient	Original Amount	Revised Amount (as amended by SB 1722)
SB 1722 (FY 24)	Distribute to the city of Globe for Cottonwood Street bridge replacement and improvements at Pinal Creek	Globe	$632,500	
SB 1722 (FY 24)	Distribute to the Canyon Water improvement district to make improvements to infrastructure, including fire hydrants and other related water needs	Canyon Water Improvement District	$610,000	
SB 1722 (FY 24)	Distribute to Apache county for State Route 264 turn lane construction into the Ganado senior citizens center and veterans building development area	Apache County	$538,700	
SB 1722 (FY 24)	Distribute to the town of Huachuca City for Skyline Pathway development along Skyline Drive between Gila Avenue and Edgewood Street	Huachuca City	$506,000	
SB 1722 (FY 24)	Distribute to Graham county for intersection reconstruction at Norton Road and Reay Lane	Graham County	$500,000	
SB 1722 (FY 24)	Distribute to the town of Cave Creek to study the construction of expanding lanes along Cave Creek Road between Loop 101 and Carefree Highway	Cave Creek	$250,000	
SB 1722 (FY 24)	Distribute to Gila county for Houston Mesa Road improvements between State Route 260 and .4 miles south of Forest Road 198	Gila County	$243,600	
SB 1722 (FY 24)	$10,300,000 to the department of transportation to distribute to the city of Maricopa to design and construct improvements to State Route 238 or State Route 347, or both	Maricopa		$10,300,000
SB 1722 (FY 24)	$2,000,000 to the department of transportation to distribute to the Gila River Indian Community for transportation infrastructure.	Gila River Indian Community		$2,000,000
SB 1722 (FY 24)	$700,000 to the department of transportation for engineering and design costs associated with improvements along State Route 87 near the city of Coolidge.	ADOT		$700,000

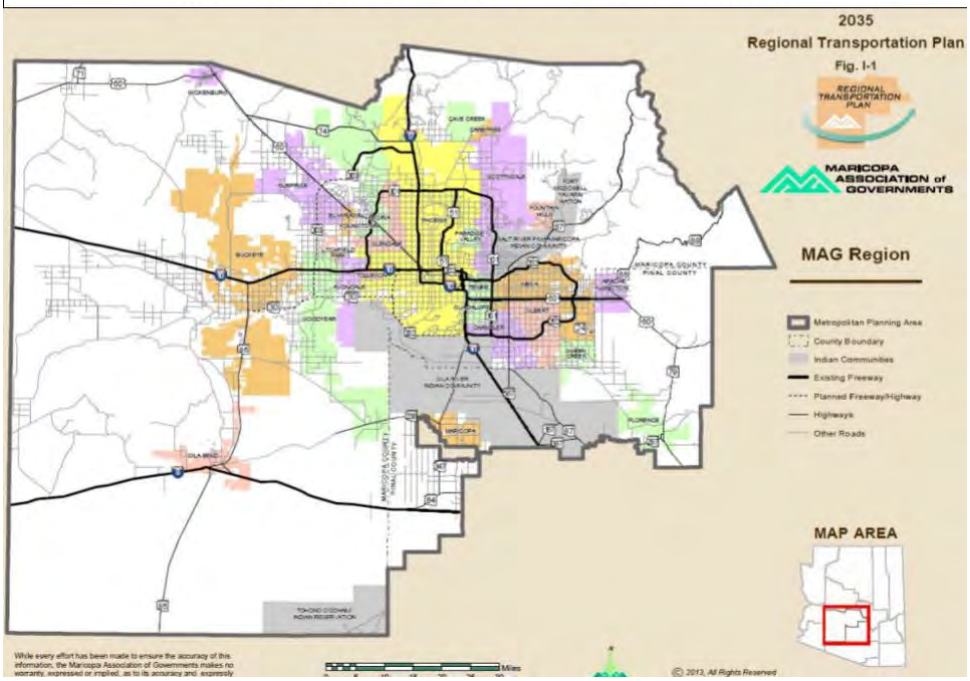
FFY 2024 Federal Earmarks

Amount	Project	Recipient	Project Description
$3,200,000	Buffalo Soldier Trail Reconstruction Phase I	Sierra Vista	Design and Reconstruction of Buffalo Soldier Trail (BST), between Hatfield/SR90 Bypass to 7th Street.
$2,500,000	Ash Avenue Roundabout	Casa Grande	Due to increasing traffic related to new manufacturing jobs in Casa Grande, the need for safety and traffic flow improvement has been identified at the existing intersection of Florence Street and Ash Avenue.
$685,000	Honeybee Wash Bridge Deck Repairs	Oro Valley	Rancho Vistoso is a major corridor for Oro Valley residents and visitors, connecting directly to a state highway, SR77. Rancho Vistoso at Honeybee Wash consists of two separate bridge structures, one for West bound travel and one for East bound travel. Both bridges are in need of maintenance/repair.
$3,600,000	Ruby Road Bridge over the Potrero Creek and Union Pacific Railroad	Santa Cruz County	This project would replace the Ruby Road Bridge over Potrero Creek and create a grade separated crossing for the Union Pacific Railroad line. This would improve safety and connectivity for this underserved community.
$3,600,000	I-10 Frontage Road	Tolleson	This project is to address traffic congestion and safety concerns in the area of 91st Avenue and I-10. Currently, there is not a connection between 99th Ave and 91st Ave at I-10.

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7a.	**Route & MP:**	Various Routes
	Project Name:	MAG AREA PROJECTS
	Type of Work:	PROGRAMMATIC ADJUSTMENTS
	County:	Maricopa
	District:	Central
	Schedule:	
	Project:	_
	Project Manager:	Lisa Danka
	Program Amount:	$0
	New Program Amount:	$0
	Requested Action:	Changes to projects in the Maricopa County Regional Transportation Plan Freeway Program (RTPFP).

MAG Regionwide - Management Consultant for RTPFP



PRB Item #:

15

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 7/11/2023 2. Teleconference: No

3. Form Date / 5. Form By:

9/27/2023

Lisa Danka

4. Project Manager / Presenter:

Lisa Danka @ (602) 712-4675

1611 W Jackson St, , 200B - 4210 MPD PLANNING TEAM

6. Project Name:

MAG AREA PROJECTS

7. Type of Work:

PROGRAMMATIC ADJUSTMENTS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
-					_ ?		

16. Program Budget: $0

17. Program Item #:

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$0	$0

CURRENTLY APPROVED:	**CHANGE / REQUEST:**
19. BUDGET ITEMS:	**19A. BUDGET ITEMS:**
CURRENT SCHEDULE:	**CHANGE REQUEST\NEW SCHEDULE:**
21. CURRENT FISCAL YEAR:	21A. REQUEST FISCAL YEAR:
22. CURRENT BID READY:	22A. REQUEST BID READY:
23. CURRENT ADV DATE:	23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a: PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:	NOT APPLICABLE	24f. MATERIALS MEMO COMP:	NOT APPLICABLE
24g. U&RR CLEARANCE:	NOT APPLICABLE	24h. C&S CLEARANCE:	NOT APPLICABLE
24i. R/W CLEARANCE:	NOT APPLICABLE	24j. CUSTOMIZED SCHEDULE:	NOT APPLICABLE
24k. SCOPING DOCUMENT:	NOT APPLICABLE		

25. DESCRIPTION OF REQUEST

Changes to projects in the Maricopa County Regional Transportation Plan Freeway Program (RTPFP)

26. JUSTIFICATION OF REQUEST

Pursuant to ARS §28-6353, the Maricopa Association of Governments (MAG) is responsible for approving any change in the Regional Transportation Plan (RTP) and the projects funded in the Regional Transportation Plan. The MAG Regional Council approved numerous changes to projects included in the RTP as shown in the attached spreadsheet. These changes will be included in the FY24 - FY28 Five Year Program.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:	**APPROVED / RECOMMENDED ACTIONS:**
MAG REGIONWIDE PROGRAMMATIC UPDATES	REQUEST APPROVED SUBJECT TO PPAC APPROVAL - 10/4/2023

PRB APPROVED

TABLE A: Requested Freeway Life Cycle Program (FLCP) Project Changes to the FY 2024 Freeway Life Cycle Program, FY 2022-2025 MAG Transportation Improvement Program (TIP), and 2050 Regional Transportation Plan[1], TIP AMENDMENT #16

Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date Open:	AQ Area	In Program	Miles	Through Lanes		Performance Categories							ON NHS	TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Apport. Year[3]	Federal	Regional	Local	Total	TIP Change Request
												PM1	PM2T	PM2N	PM2B	PM3F	PM3S	PM3E													
										Before	After	Safety	Transit Asset Condition	Pavement Condition	Bridge Condition	Travel Reliability	Non SOV Travel	CMAQ Emissions													
ADOT	Highway	22227	10 (Maricopa): Knox Road Pedestrian Bridge	Principal Arterial - Interstate	Freeway	APR-JUN 2024	Maricopa	FLCP	0	0	0	No	No	No	No	Yes	No	No	Yes	DOT26-010D			Design pedestrian bridge	2023	NHPP	2023	1,243,723	70,395	-	1,314,118	Amend: Advance work and apportionment year from 2026 to 2023. Project scope to be combined with 10 (Maricopa): I-17 Split - SR-202L Santan (Near-Term Improvement Strategy) (TIP Segment ID 40575). Estimated open to traffic updated from OCT-DEC 2027 to APR-JUN 2024. Update costs; amounts reflect year of expenditure basis. Update funding type from RARF to NHPP and transfer funding from regional to federal accordingly.
ADOT	Highway	22227	10 (Maricopa): Knox Road Pedestrian Bridge	Principal Arterial - Interstate	Freeway	APR-JUN 2024	Maricopa	FLCP	0	0	0	No	No	No	No	Yes	No	No	Yes	DOT27-010C			Construct pedestrian bridge	2024	NHPP	2024	10,307,918	2,621,823	-	12,929,741	Amend: Advance work and apportionment year from 2027 to 2024. Project scope to be combined with 10 (Maricopa): I-17 Split - SR-202L Santan (Near-Term Improvement Strategy) (TIP Segment ID 40575). Estimated open to traffic updated from OCT-DEC 2027 to APR-JUN 2024. Update costs; amounts reflect year of expenditure basis. Update funding type from RARF to NHPP and transfer funding from regional to federal accordingly.
~~ADOT~~	~~Highway~~	~~14950~~	~~MAG regionwide~~	~~Principal Arterial - Interstate~~	~~Freeway~~	~~N/A~~	~~Maricopa~~	~~FLCP~~	~~0~~	~~0~~	~~0~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~DOT23-810~~	~~-----~~	~~-----~~	~~Minor Improvements~~	~~2023~~	~~RARF~~	~~2023~~	~~-~~	~~5,000,000~~	~~-~~	~~5,000,000~~	Amend: Delete TIP listing. Funding transferred to TIP IDs DOT24-203 and DOT25-200.
~~ADOT~~	~~Highway~~	~~14950~~	~~MAG regionwide~~	~~Principal Arterial - Interstate~~	~~Freeway~~	~~N/A~~	~~Maricopa~~	~~FLCP~~	~~0~~	~~0~~	~~0~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~DOT24-806~~	~~-----~~	~~-----~~	~~Minor Improvements~~	~~2024~~	~~RARF~~	~~2024~~	~~-~~	~~5,000,000~~	~~-~~	~~5,000,000~~	Amend: Delete TIP listing. Funding transferred to TIP IDs DOT24-203 and DOT25-200.
ADOT	Highway	22188	10 (Maricopa): Riggs Rd	Principal Arterial - Interstate	Freeway Interchange	JAN-MAR 2027	Maricopa	FLCP	1	0	0	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT24-698	-----	F0252 01C	Construct freeway interchange	2024	Leg Approp	2024	-	-	33,000,000	33,000,000	Amend: New segment.. Add local funding of $33,000,000 for construction of the interchange at Riggs Road. Funding allocated from 2022-2023 State Legislative Budget, as per HB2858.
ADOT	Highway	12382	10 (Maricopa): Wild Horse Pass Blvd	Principal Arterial - Interstate	Freeway Interchange	JAN-MAR 2027	Maricopa	FLCP	1	0	0	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT24-699	-----	F0252 01C	Construct freeway interchange	2024	Leg Approp	2024	-	-	37,600,000	37,600,000	Amend: New segment. Funding allocated for construction of the I-10 interchange at Wild Horse Pass Blvd. Funding allocated from 2022-2023 State Legislative Budget, as per HB2858.
ADOT	Highway	19989	202 (South Mountain): Litter, Landscape, Sweep	Principal Arterial - Other Freeway or Expressway	Freeway	N/A	Maricopa	FLCP	22	8	8	No	No	No	No	Yes	No	No	Yes	DOT22-826	-----	-----	P3 Maintenance	2024	RARF	2024	-	3,459,601	-	3,459,601	Amend: Defer work and apportionment year from 2023 to 2024. Update costs; amounts reflect year of expenditure basis.
ADOT	Highway	15426	10 (Papago): Jackrabbit Trail TI	Principal Arterial - Interstate	Freeway	OCT-DEC 2030	Maricopa	FLCP	0	0	0	No	No	No	No	Yes	No	No	Yes	DOT22-018D	010-B(222)T	F0486 01D	Design traffic interchange	2024	Leg Approp	2024	-	-	5,000,000	5,000,000	Amend: Update funding type from RARF to Leg Approp. Regional and total funding of $4,184,390 replaced with local funding of $5,000,000 allocated from the 2022-2023 state legislative budget as per SB 1722.
ADOT	Highway	10296	101 (Agua Fria): I-10 System Interchange Improvements	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2027	Maricopa	FLCP	0	0	0	No	No	No	No	Yes	No	No	Yes	DOT23-017	-----	-----	Design for Interchange Improvements	2023	NHPP	2023	9,148,456	2,628,085	-	11,776,541	Amend: Remove $2,000,000 of state legislative funding as per SB 1722. Update regional amount from $628,085 to $2,628,085. Additional regional funding of $2,000,000 provided from TIP ID DOT23-803. Project total remains the same.
ADOT	Highway	10296	101 (Agua Fria): I-10 System Interchange Improvements	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2027	Maricopa	FLCP	0	0	0	No	No	No	No	Yes	No	No	Yes	DOT23-803	-----	-----	Right-of-Way Acquisition for Interchange Improvements	2023	RARF	2023	-	2,148,778	-	2,148,778	Amend: Decrease regional and total amount from $4,148,778 to $2,148,778. Balance of $2,000,000 transferred to TIP ID DOT23-017.
ADOT	Highway	10296	101 (Agua Fria): I-10 System Interchange Improvements	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2027	Maricopa	FLCP	0	0	0	No	No	No	No	Yes	No	No	Yes	DOT25-013	-----	-----	Construction for Interchange Improvements	2025	NHPP	2025	111,845,328	140,449,055	-	252,294,383	Amend: Remove $23,000,000 of state legislative funding as per SB 1722. Project total updated from $275,294,383 to $252,294,383 accordingly.

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4. For federal projects, this is the year the project will authorize. For transit projects, this is the year the project will appear in a grant.

5. Changes made since Transportation Review Committee

6. Changes made since Management Committee are tinted in purple highlight.

7. Changes made since Transportation Policy Committee are tinted in Green highlight.

8. Changes since conformity mail out are tinted in brown highlight.

TABLE A-1: Requested Freeway Life Cycle Program (FLCP) Project Changes (Conformity) to the FY 2024 Freeway Life Cycle Program, FY 2022-2025 MAG Transportation Improvement Program (TIP), and 2050 Regional Transportation Plan[1], TIP AMENDMENT #16

Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date Open:	AQ Area	In Program	Miles	Through Lanes		ON NHS	TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Federal	Regional	Local	Total	TIP Change Request	
										Before	After													
ADOT	Highway	56320	10 (Maricopa): Germann Road	Principal Arterial - Interstate	Freeway	OCT-DEC 2027	Maricopa	FLCP	1	0	2	Yes	DOT22-820	-----	-----	Construct access improvements	2025	RARF	-	50,000,000	-	50,000,000	Amend: Update location from 10 (Maricopa): Gila River Indian Community Access Improvements to 10 (Maricopa): Germann Road. Change Miles from 0 to 1. Change Lanes Before from 4 to 0. Change Lanes After from 4 to 2. Change Work and Apportionment Year from 2024 to 2025.	
ADOT	Highway	45051	10 (Maricopa): Sky Harbor West Airport Access	Principal Arterial - Interstate	Freeway	APR-JUN 2027	Maricopa	FLCP	0	0	0	Yes	DOT14-145	-----	-----	Design/Pre-design airport access improvements	2025	RARF	-	5,500,000	-	5,500,000	Amend: Change Open to Traffic from APR-JUN 2026 to APR-JUN 2027. Change Work and Apportionment Year from 2024 to 2025.	
ADOT	Highway	45051	10 (Maricopa): Sky Harbor West Airport Access	Principal Arterial - Interstate	Freeway	APR-JUN 2027	Maricopa	FLCP	0	0	0	Yes	DOT14-146	-----	-----	Right of way acquisition for airport access improvements	2025	NHPP	6,090,000	3,410,000	-	9,500,000	Amend: Change Open to Traffic from APR-JUN 2026 to APR-JUN 2027. Change Work and Apportionment Year from 2024 to 2025.	
ADOT	Highway	45051	10 (Maricopa): Sky Harbor West Airport Access	Principal Arterial - Interstate	Freeway	APR-JUN 2027	Maricopa	FLCP	0	0	0	Yes	DOT15-171	-----	-----	Construct airport access improvements	2026	NHPP	42,500,000	42,500,000	-	85,000,000	Amend: Change Open to Traffic from APR-JUN 2026 to APR-JUN 2027. Change Work and Apportionment Year from 2025 to 2026.	
ADOT	Highway	30916	17: Indian School Road TI	Principal Arterial - Interstate	Freeway	APR-JUN 2028	Maricopa	FLCP	0	0	0	Yes	DOT25-032	-----	F0166	Design traffic interchange	2025	RARF	-	6,468,758	-	6,468,758	Amend: New TIP listing.	
ADOT	Highway	30916	17: Indian School Road TI	Principal Arterial - Interstate	Freeway	APR-JUN 2028	Maricopa	FLCP	0	0	0	Yes	DOT25-033	-----	F0166	Acquire right of way for traffic interchange	2025	RARF	-	24,133,587	-	24,133,587	Amend: New TIP listing.	
ADOT	Highway	30916	17: Indian School Road TI	Principal Arterial - Interstate	Freeway	APR-JUN 2028	Maricopa	FLCP	0	0	0	Yes	DOT20-832	-----	F0166	Construct traffic interchange	2026	NHPP	58,419,529	18,456,142	-	76,875,671	Amend: Change Open to Traffic from APR-JUN 2026 to APR-JUN 2028. Change Work and Apportionment Year from 2024 to 2026. Increase Federal amount from $37,392,340 to $58,419,529. Increase Regional amount from $11,980,348 to $18,456,142. Increase Total amount from $49,902,688 to $76,875,671.	
ADOT	Highway	39146	85: Warner Street Bridge	Principal Arterial - Other	Freeway	OCT-DEC 2027	Maricopa	FLCP	0.2	0	4	Yes	DOT20-866	-----	H8006	Design new bridge	2025	RARF	-	200,000	-	200,000	Amend: Change Open to Traffic from OCT-DEC 2026 to OCT-DEC 2027. Change Work and Apportionment Year from 2023 to 2025.	
ADOT	Highway	39146	85: Warner Street Bridge	Principal Arterial - Other	Freeway	OCT-DEC 2027	Maricopa	FLCP	0.2	0	4	Yes	DOT11-105	-----	H8006	Construct Bridge	2026	RARF	-	5,300,000	-	5,300,000	Amend: Change Open to Traffic from OCT-DEC 2026 to OCT-DEC 2027. Change Work and Apportionment Year from 2025 to 2026.	
ADOT	Highway	15580	10 (Papago): SR85 - Citrus Rd	Principal Arterial - Interstate	Freeway	OCT-DEC 2027	Maricopa	FLCP	12	6	8	Yes	DOT24-203			Design HOV lanes	2024	RARF	-	9,302,100	-	9,302,100	For information only.	0
ADOT	Highway	15580	10 (Papago): SR85 - Citrus Rd	Principal Arterial - Interstate	Freeway	OCT-DEC 2027	Maricopa	FLCP	12	6	8	Yes	DOT24-204			Acquire Right of Way for HOV lanes	2024	Leg Approp	-	-	500,000	500,000	Amend: Change funding from regional to local.	0
ADOT	Highway	15580	10 (Papago): SR85 - Citrus Rd	Principal Arterial - Interstate	Freeway	OCT-DEC 2027	Maricopa	FLCP	12	6	8	Yes	DOT25-200			Construction of HOV lanes	2025	RARF	-	697,900	3,000,000	3,697,900	Amend: New TIP listing. Funds programmed for construction of HOV lanes. Add regional funds of $697,900 transferred from the FLCP fund balance and local funds of $3,000,000 contributed from the City of Buckeye.	0

ADOT	Highway	15580	10 (Papago): SR85 - Citrus Rd	Principal Arterial - Interstate	Freeway	OCT-DEC 2027	Maricopa	FLCP	12	6	8	Yes	DOT25-201			Construction of HOV lanes	2025	Leg Approp	-	-	112,600,000	112,600,000	Amend: New TIP listing. Funds programmed for construction of HOV lanes. Local funding of $112,600,000 added from the 2022-2023 state budget as per HB 2858, later amended under SB 1722.	0

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4. For federal projects, this is the year the project will authorize. For transit projects, this is the year the project will appear in a grant.

5. Changes made since Transportation Review Committee

6. Changes made since Management

7. Changes made since Transportation Policy Committee are tinted in Green highlight.

8. Changes since conformity mail out are tinted in brown highlight.

TABLE A-2: Requested Freeway Life Cycle Program (FLCP) Clerical Project Changes to the FY 2024 Freeway Life Cycle Program, FY 2022-2025 MAG Transportation Improvement Program (TIP), and 2050 Regional Transportation Plan[1], TIP AMENDMENT #16

Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date Open:	AQ Area	In Program	Miles	Through Lanes		Performance Categories							ON NHS	TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Apport. Year[3]	Federal	Regional	Local	Total	TIP Change Request
										Before	After	PM1 Safety	PM2T Transit Asset Condition	PM2N Pavement Condition	PM2B Bridge Condition	PM3F Travel Reliability	PM3S Non SOV Travel	PM3E CMAQ Emissions													
ADOT	Highway	46658	101 (Agua Fria): 75th Ave - I-17	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2025	Maricopa	FLCP	6	8	10	No	No	No	No	Yes	No	No	Yes	DOT23-019C	-----	-----	Construct screenwall for 51st Ave - 59th Ave	2023	Leg Approp	2023	-	-	9,314,000	9,314,000	Clerical: Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature.
ADOT	Highway	46658	101 (Agua Fria): 75th Ave - I-17	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2025	Maricopa	FLCP	6	8	10	No	No	No	No	Yes	No	No	Yes	DOT23-019D	-----	-----	Design screen wall for 51st Ave - 59th Ave	2023	Leg Approp	2023	-	-	200,000	200,000	Clerical: Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature.

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3. The year the federal funds (if any) were apportioned by Congress. This item is included only for informational purposes.

4. For federal projects, this is the year the project will authorize. For transit projects, this is the year the project will appear in a grant.

5. Changes made since Transportation Review Committee are tinted in orange highlight.

6. Changes made since Management Committee are tinted in purple highlight.

7. Changes made since Transportation Policy Committee are tinted in Green highlight.

TABLE A-3: Requested Freeway Life Cycle Program (FLCP) Administrative Project Changes to the FY 2024 Freeway Life Cycle Program, FY 2022-2025 MAG Transportation Improvement Program (TIP), and 2050 Regional Transportation Plan[1], TIP AMENDMENT #16

Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date Open:	AQ Area	In Program	Miles	Through Lanes		Performance Categories							ON NHS	TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Apport. Year[3]	Federal	Regional	Local	Total	TIP Change Request
										Before	After	PM1 Safety	PM2T Transit Asset Condition	PM2N Pavement Condition	PM2B Bridge Condition	PM3F Travel Reliability	PM3S Non SOV Travel	PM3E CMAQ Emissions													
ADOT	Highway	10389	30 (Tres Rios): SR303L - SR202L South Mountain, Phase 1	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2030	Maricopa	FLCP	13.8	0	6	No	No	No	No	Yes	No	No	Yes	DOT24-804	-----	-----	Right of way and utilities for new freeway	2024	NHPP	2024	29,251,397	27,507,244	-	56,758,641	Administrative Amend: Decrease regional and total funding by $10,500,000 to accommodate additional funds from FY 2024 State Appropriation Bill (SB 1720), added under TIP ID DOT24-804R. Total funding programmed in FY 2024 for right of way/utility work in remains the same ($67,258,641).
ADOT	Highway	10389	30 (Tres Rios): SR303L - SR202L South Mountain, Phase 1	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2030	Maricopa	FLCP	13.8	0	6	No	No	No	No	Yes	No	No	Yes	DOT24-804R	-----	-----	Right of way and utilities for new freeway	2024	Leg Approp	2024	-	-	10,500,000	10,500,000	Administrative Amend: New TIP listing. $10,500,000 added for SR 30 right of way/utility work as per the FY 2024 State General Appropriations Bill (SB 1720). Regional funding of $10,500,000 decreased from TIP ID DOT24-804 to keep total funding programmed in FY 2024 the same ($67,258,641).

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3. The year the federal funds (if any) were apportioned by Congress. This item is included only for informational purposes.

4. For federal projects, this is the year the project will authorize. For transit projects, this is the year the project will appear in a grant.

5. Changes made since Transportation Review Committee are tinted in orange highlight.

6. Changes made since Management Committee are tinted in purple highlight.

7. Changes made since Transportation Policy Committee are tinted in Green highlight.

TABLE B: Requested General Roadway Project Changes to the FY 2022-2025 MAG Transportation Improvement Program (TIP) and 2050 Regional Transportation Plan[1], TIP AMENDMENT #16

Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date Open:	AQ Area	In Program	Miles	Through Lanes		Performance Categories							ON NHS	TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Apport. Year[3]	Federal	Regional	Local	Total	TIP Change Request
										Before	After	PM1 Safety	PM2T Transit Asset Condition	PM2N Pavement Condition	PM2B Bridge Condition	PM3F Travel Reliability	PM3S Non SOV Travel	PM3E CMAQ Emissions													
ADOT	Highway	32940	10 (Maricopa): Gila River - SR 587	Principal Arterial - Interstate	Freeway	JAN-MAR 2027	Pinal	5-year	3.3	4	6	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT24-242	010-C(222)T	F0252 03C	Construct freeway widening, interchange and crossroad	2024	Leg Approp	2024	-	-	140,100,000	140,100,000	Amend: New segment. Funding allocated for construction of I-10 mainline widening, the crossroad at Nelson Road, and the interchange at Casa Blanca Road (SR 587). Funding allocated from 2022-2023 State Legislative Budget, as per HB2858.
~~ADOT~~	~~Highway~~	~~18616~~	~~10 (Maricopa): MP164 - MP186~~	~~Principal Arterial - Interstate~~	~~Freeway~~	~~OCT-DEC 2025~~	~~Pinal~~	~~5-year~~	~~22~~	~~4~~	~~4~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~DOT23-015C~~		~~F059901C~~	~~Construction - Install Dynamic Message Signs (DMS) and CCTV Cameras~~	~~2024~~	~~HSIP-AZ~~	~~2024~~	~~3,657,344~~	~~-~~	~~219,425~~	~~3,876,769~~	Amend: Delete TIP listing. Funding is being captured under the I-10 mainline project.
ADOT	Highway	18616	10 (Maricopa): MP164 - MP186	Principal Arterial - Interstate	Freeway	OCT-DEC 2025	Pinal	5-year	22	4	4	Yes	No	No	No	Yes	No	No	Yes	DOT24-247	010-C(222)T	F0252	Design FO/FMS improvements	2024	HSIP-AZ	2024	272,505	-	16,350	288,855	Amend: New TIP listing for design of fiber optic and freeway management system improvements in the I-10 Wild Horse Pass corridor. Funding allocated from ADOT's Highway Safety Improvement Program funds, as per the 5-year program.
ADOT	Highway	18616	10 (Maricopa): MP164 - MP186	Principal Arterial - Interstate	Freeway	OCT-DEC 2025	Pinal	5-year	22	4	4	Yes	No	No	No	Yes	No	No	Yes	DOT24-248	010-C(222)T	F0252	Construct FO/FMS improvements	2024	Leg Approp	2024	-	-	7,811,767	7,811,767	Amend: New TIP listing for construction of fiber optic and FMS improvements in the I-10 Wild Horse Pass corridor. Funding allocated from 2023-2024 State Legislative Budget, as per SB1722.
ADOT	Highway	18616	10 (Maricopa): MP164 - MP186	Principal Arterial - Interstate	Freeway	OCT-DEC 2025	Pinal	5-year	22	4	4	Yes	No	No	No	Yes	No	No	Yes	DOT25-251	010-C(222)T	F0252	Construct FO/FMS improvements	2025	HSIP-AZ	2025	10,083,269	-	604,954	10,688,223	Amend: New TIP listing for construction of fiber optic and freeway management system improvements in the I-10 Wild Horse Pass corridor. Funding allocated from ADOT's Highway Safety Improvement Program funds, as per the 5-year program.
ADOT	Highway	29113	10 (Maricopa): Riggs Rd - Gila River	Principal Arterial - Interstate	Freeway	JAN-MAR 2027	Maricopa /Pinal	5-year	4	4	6	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT24-241	010-C(222)T	F0252 02C	Construct freeway widening and crossroad	2024	Leg Approp	2024	-	-	150,400,000	150,400,000	Amend: New segment. Funding allocated for construction of I-10 mainline widening and the Goodyear Road crossroad. Funding allocated from 2022-2023 State Legislative Budget, as per HB2858.
~~ADOT~~	~~Highway~~	~~26177~~	~~10 (Maricopa): Sacaton Rest Area~~	~~Principal Arterial - Interstate~~	~~Freeway~~	~~OCT-DEC 2025~~	~~Pinal~~	~~5-year~~	~~0~~	~~4~~	~~4~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~DOT24-205C~~	~~-----~~	~~-----~~	~~Construct truck parking~~	~~2024~~	~~NHFP~~	~~2024~~	~~19,149,501~~	~~-~~	~~1,157,499~~	~~20,307,000~~	Amend: New TIP listing. Request made by ADOT as part of FY 2024-28 Program development. ADOT has removed project from final FY 2024-2028 Five-Year Program.
ADOT	Highway	12335	10 (Maricopa): Seed Farm Rd	Principal Arterial - Interstate	Freeway Interchange	JAN-MAR 2027	Pinal	5-year	1	0	0	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT24-243	010-C(222)T	F0252 04C	Construct freeway interchange	2024	Leg Approp	2024	-	-	29,200,000	29,200,000	Amend: New segment. Funding allocated for construction of the interchange at I-10 and Seed Farm Road. Funding of $29,200,000 allocated from 2022-2023 State Legislative Budget, as per HB2858.
ADOT	Highway	12335	10 (Maricopa): Seed Farm Rd	Principal Arterial - Interstate	Freeway Interchange	JAN-MAR 2027	Pinal	5-year	1	0	0	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT24-244	010-C(222)T	F0252 04C	Construct freeway interchange	2024	State	2024	-	-	8,200,000	8,200,000	Amend: New TIP listing. Funding allocated for construction of the interchange at I-10 and Seed Farm Road. Funding allocated from ADOT state funds, as per the 5-year program.

ADOT	Highway	29378	10 (Maricopa): SR 387	Principal Arterial - Interstate	Freeway Interchange	JAN-MAR 2027	Pinal	5-year	1	0	0	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT24-245	010-C(222)T	F0252 04C	Construct freeway interchange	2024	Leg Approp	2024	-	-	14,200,000	14,200,000	Amend: New segment. Funding allocated for construction of the interchange at I-10 and SR 387 (Pinal Avenue). Funding of $14,200,000 allocated from 2023-2024 State Legislative Budget, as per SB1722.
ADOT	Highway	29378	10 (Maricopa): SR 387	Principal Arterial - Interstate	Freeway Interchange	JAN-MAR 2027	Pinal	5-year	1	0	0	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT24-246	010-C(222)T	F0252 04C	Construct freeway interchange	2024	State	2024	-	-	11,800,000	11,800,000	Amend: New TIP listing. Funding allocated for construction of the interchange at I-10 and SR 387 (Pinal Avenue). Funding allocated from ADOT state funds, as per the 5-year program.
ADOT	Highway	3967	10 (Maricopa): SR 587 - SR 387	Principal Arterial - Interstate	Freeway	JAN-MAR 2027	Pinal	5-year	11	4	6	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT24-249	010-C(222)T	F0252 04C	Construct freeway improvements	2024	Leg Approp	2024	-	-	66,988,233	66,988,233	Amend: New segment. Funding allocated for construction of I-10 mainline widening and interchanges at Gasline Road and Dirk Lay Road. Funding allocated from 2023-2024 State Legislative Budget, as per SB1722.
ADOT	Highway	3967	10 (Maricopa): SR 587 - SR 387	Principal Arterial - Interstate	Freeway	JAN-MAR 2027	Pinal	5-year	11	4	6	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT25-252	010-C(222)T	F0252 04C	Construct freeway improvements	2025	NHPP	2025	28,302,000	-	1,698,000	30,000,000	Amend: New segment. Funding allocated for construction of I-10 mainline widening and interchanges at Gasline Road and Dirk Lay Road. Funding allocated from ADOT's National Highway Performance Program formula funds, as per the 5-year program.
ADOT	Highway	13761	10 (Papago): W of Salome Rd - W of Tonopah	Principal Arterial - Interstate	Freeway	OCT-DEC 2026	Maricopa	5-year	10	4	4	No	No	Yes	No	No	No	No	Yes	DOT21-007	010-A(235)T	F0583	Construct Pavement Rehabilitation Project	2025	NHPP	2025	44,279,712	-	2,656,595	46,936,307	Amend: Change Open to Traffic Date from JAN-MAR 2025 to OCT-DEC 2026. Add Fed ID. Increase Federal amount by $9,205,987 from $35,073,725 to $44,279,712. Increase Local amount by $552,320 from $2,104,275 to $2,656,595. Increase Total amount by $9,758,307 from $37,178,000 to $46,936,307. Request made by ADOT as part of FY 2024-
ADOT	Highway	42587	17: Happy Valley Rd - SR 74	Principal Arterial - Interstate	Freeway	OCT-DEC 2025	Maricopa	5-year	6.2	6	6	No	No	Yes	No	No	No	No	Yes	DOT23-018C	017-A(261)T	F0495	Construct pavement rehabilitation	2024	NHPP	2024	15,304,890	-	925,110	16,230,000	Amend: Set Pavement Condition to Yes. Add Fed ID. Add TRACS. Increase Federal amount by $3,651,088 from $11,653,802 to $15,304,890, Increase Local amount by $225,931 from $699,179 to $925,110. Increase Total amount by $3,877,019 from $12,352,981 to $16,230,000. Request made by ADOT as part of FY 2024-28 Program development.
ADOT	Highway	38757	202L: 24th St - Scottsdale Rd	Principal Arterial - Other Freeway or Expressway	Freeway	APR-JUN 2026	Maricopa	5-year	8	10	10	Yes	No	No	No	No	No	Yes	Yes	DOT23-218C	202-A(209)T	F062101C	Convert HPS Lighting to LED Lighting	2025	Carbon-AZ	2025	1,320,200	-	79,800	1,400,000	Amend: New TIP listing. Request made by ADOT as part of FY 2024-28 Program development.
ADOT	Highway	23704	27th Ave and Thomas at BNSF crossings (025-430G & 025-617C)	Major Collector	Safety	OCT-DEC 2025	Maricopa	5-year	0.1	0	0	Yes	No	No	No	No	No	No	No	DOT21-070R1	PHX-0(249)T	SR24501R	Rail Safety Improvements	2023	HSIP-RHC	2023	1,233,000	-	137,000	1,370,000	Amend: New TIP listing. Request made by ADOT as part of FY 2024-28 Program development. ADOT has advanced listing from to FY 2023.
ADOT	Highway	28516	347: Riggs Road Overpass	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2024	Maricopa	Other	0.5	0	0	No	No	No	No	Yes	No	No	Yes	DOT22-011	-----	F047601D	Pre-design study for Design new overpass	2022	Leg Approp	2022	-	-	2,500,000	2,500,000	Amend: Add TRACS. Change Funding Type from State to Leg Approp. Adjust apportionment Year from 2022 to 2023. Change Funding
ADOT	Highway	28516	347: Riggs Road Overpass	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2024	Maricopa	Other	0.5	0	0	No	No	No	No	Yes	No	No	Yes	DOT22-011D	-----	F047601D		2023	Leg Approp	2022	-	-	4,657,000	4,657,000	Amend: Add TRACS. Change Apportionment Year from 2023 to 2022. Change Funding
ADOT	Highway	28516	347: Riggs Road Overpass	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2024	Maricopa	Other	0.5	0	0	No	No	No	No	Yes	No	No	Yes	DOT22-011R	-----	F047601R	Right of way and easements for new overpass	2024	Leg Approp	2022	-	-	2,843,000	2,843,000	Amend: Add TRACS. Change Work Year from 2023 to 2024. Change Apportionment Year
ADOT	Highway	28516	347: Riggs Road Overpass	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2024	Maricopa	Other	0.5	0	0	No	No	No	No	Yes	No	No	Yes	DOT22-011C1	-----	F047601C	Construct new overpass	2025	Leg Approp	2023	-	-	24,000,000	24,000,000	Amend: New TIP listing. Adding state appropriation associated with HB 2858 Sec. 12, Item 4 ($8,750,000) and as amended by SB 1722 ($15,250,000).
ADOT	Highway	28516	347: Riggs Road Overpass	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2024	Maricopa	Other	0.5	0	0	No	No	No	No	Yes	No	No	Yes	DOT22-011C	-----	F047601C	Construct new overpass	2025	Leg Approp	2022	-	-	25,000,000	25,000,000	Amend: Add TRACS. Change Work Year from 2023 to 2025. Change Apportionment Year
ADOT	Highway	39741	60 (Grand Ave): 83rd Ave to I-10	Principal Arterial - Other	Freeway	OCT-DEC 2027	Maricopa	5-year	10	6	6	No	No	Yes	No	No	No	No	Yes	DOT24-208	-----	F067501D	Design pavement rehabilitation	2023	State	2023	-	-	550,000	550,000	Amend: New TIP listing.
ADOT	Highway	44579	60 (Grand): 103rd Ave - Cotton St	Principal Arterial - Other Freeway	Safety	N/A	Maricopa	5-year	0.1	6	6	Yes	No	No	No	No	No	No	Yes	DOT21-071X	060-B(229)T	F0390	Rail Safety Upgrades	2023	HSIP-RHC	2023	913,500	-	101,500	1,015,000	Amend: New TIP listing. Request made by ADOT to add additional funding.
ADOT	Highway	44579	60 (Grand): 103rd Ave - Center St	Principal Arterial - Other Freeway	Safety	N/A	Maricopa	5-year	0.1	6	6	Yes	No	No	No	No	No	No	Yes	DOT21-071C1	060-B(229)T	F0390	Rail Safety Upgrades	2024	HSIP-RHC	2024	500,000	-	-	500,000	Amend: New TIP listing. Request made by ADOT as part of FY 2024-28 Program
ADOT	Highway	2142	88: Fish Creek Hill - Apache Lake Marina	Minor Arterial	Freeway	OCT-DEC 2028	Maricopa	5-year	7	2	2	No	No	No	No	No	No	No	No	DOT23-238D1		F049401L	Develop design concept report	2023	Leg Approp	2023	-	-	700,000	700,000	Amend: New TIP listing. Funding consists of FY 22 legislative appropriation for $700K. Request made by ADOT.

ADOT	Highway	2142	88: Fish Creek Hill - Apache Lake Marina	Minor Arterial	Freeway	OCT-DEC 2028	Maricopa	5-year	7	2	2	No	No	No	No	No	No	No	No	DOT23-238D2		F049401L	Develop design concept report	2023	State	2023	-	-	150,000	150,000	Amend: New TIP listing. Funding consists of FY 2023 State Highway Funds. Request made by ADOT.
ADOT	Highway	24862	I-8 Gila Bend Sentinel Exit Lighting Agua Caliente Rd TI	Principal Arterial - Interstate	Freeway	OCT-DEC 2025	Maricopa	5-year	1.3	2	2	No	No	No	No	No	No	No	Yes	DOT23-227	-----	F0571	Install lighting at Sentinel TI on I-8 (Design)	2023	Leg Approp	2023	-	-	175,000	175,000	Amend: Change ON NHS from No to Yes. Change Funding Type from State to Leg Approp. Funding comes from HB2858 Sec. 8 Item 21.
ADOT	Highway	24862	I-8 Gila Bend Sentinel Exit Lighting Agua Caliente Rd TI	Principal Arterial - Interstate	Freeway	OCT-DEC 2025	Maricopa	5-year	1.3	2	2	No	No	No	No	No	No	No	Yes	DOT24-201	-----	F0571	Install lighting at Sentinel TI on I-8 (Construction)	2024	Leg Approp	2024	-	-	910,000	910,000	Amend: Change ON NHS from No to Yes. Change Funding Type from State to Leg Approp. Increase Local amount and Total amount by $517,000 from $393,000 to $910,000. Additional funding comes from HB2858 Sec. 8 Item 21 (as amended by SB 1722).
ADOT	Highway	37270	SR 347: Juan St to I-10	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2027	Pinal	5-year	13	4	4	No	No	Yes	No	No	No	No	Yes	DOT24-206	-----	F0673	Design pavement preservation	2023	State	2023	-	-	554,000	554,000	Amend: New TIP listing. Request made by ADOT as part of FY 2024-28 Program development. ADOT has advanced listing from to FY 2023.
ADOT	Highway	24066	SR 79: MP 140 - MP 148	Principal Arterial - Other	Safety	OCT-DEC 2026	Pinal	5-year	8	2	2	Yes	No	No	No	No	No	No	No	DOT24-207	-----	-----	Design passing lanes	2024	HSIP-AZ	2024	544,036	-	32,884	576,920	Amend: New TIP listing. Request made by ADOT as part of FY 2024-28 Program development.
ADOT	Highway	8575	US 60: Loop 101 to Loop 202	Principal Arterial - Other	Freeway	OCT-DEC 2023	Maricopa	5-year	13	12	12	No	No	No	No	No	No	No	Yes	DOT23-204C	060-C(220)T	F055001C	Rehabilitate pavement construction	2023	Leg Approp	2023	-	-	34,332,000	34,332,000	Amend: Change Funding Type from State to Leg Approp. Decrease Local amount and Total amount by $3,270,000 from
ADOT	Highway	8575	US 60: Loop 101 to Loop 202	Principal Arterial - Other	Freeway	OCT-DEC 2023	Maricopa	5-year	13	12	12	No	No	No	No	No	No	No	Yes	DOT23-204C1	060-C(220)T	F055001C	Rehabilitate pavement construction	2023	State	2023	-	-	3,270,000	3,270,000	Amend: Add new TIP listing. Additional funding was added for indirect costs. Funding is from State Highway Fund.
ADOT	Highway	8575	US 60: Loop 101 to Loop 202	Principal Arterial - Other	Freeway	OCT-DEC 2023	Maricopa	5-year	13	12	12	No	No	No	No	No	No	No	Yes	DOT23-204D	060-C(220)T	F055001D	Rehabilitate pavement design	2023	Leg Approp	2023	-	-	50,000	50,000	Amend: Change Funding Type from State to Leg Approp.
ADOT	Highway	28143	US 60: Mill Ave - SR 101L	Principal Arterial - Other Freeway or Expressway	Freeway	APR-JUN 2025	Maricopa	5-year	2.8	8	8	Yes	No	No	No	No	No	Yes	Yes	DOT23-214C	-----	F062201C	Convert HPS Lighting to LED Lighting	2024	Carbon-AZ	2024	707,250	-	42,750	750,000	Amend: New TIP listing. Request made by ADOT as part of FY 2024-28 Program development.
ADOT	Highway	28329	Various locations in Maricopa County	Principal Arterial - Other	Freeway	OCT-DEC 2026	Maricopa	5-year	0	0	0	No	No	No	No	No	No	No	No	DOT23-239	999-A(566)T	F058701D	Design pump station connectivity	2023	NHPP	2023	440,381		26,619	467,000	Amend: New TIP listing. Request made by ADOT.
Apache Junction	Highway	23478	Winchester Road: 29th Ave to 16th Ave	Major Collector	Street	OCT-DEC 2024	Pinal	Other	0.9	2	3	No	No	No	No	Yes	No	No	No	APJ23-030	APJ-0(219)T	T0324	Expansion Capacity of Roadway from 29th Ave to Southern	2024	STBGP-MAG	2024	1,349,784	-	1,002,144	2,351,927	Amend: Change Work Year and Apportionment Year from 2023 to 2024. This represents the 1st deferral for this project
Avondale	Highway	9782	Agua Fria Shared Use Path Connector: Agua Fria Channel to Friendship Park (Phase 2)		Bike/Ped	OCT-DEC 2027	Maricopa	Other	0.2	0	0	No	No	No	No	No	Yes	No	No	AVN15-441C2	-----	-----	Construct bridge and connection to Friendship Park	2024	Local	2024	-	-	6,407,825	6,407,825	Amend: Change Estimated Date for Completion from OCT-DEC 2023 to OCT-DEC 2027. Change Work and Apportionment Year from 2023 to 2024. Increase Local and Total amount by $5,348,681 from $1,059,144 to $6,407,825. Request made by City of Avondale.
Chandler	Highway	37312	Citywide: Chandler	Minor Arterial	ITS	OCT-DEC 2024	Maricopa	SM+O	4.5	4	4	No	No	No	No	Yes	No	Yes	No	CHN23-280C-CI	CHN-0(253)D	T0401	Detection and Communication	2023	STBGP-MAG	2023	477,620	-	28,870	506,490	Amend: Change funding type from HIP-MAG to STBGP-MAG
El Mirage	Highway	18023	121st Avenue: WWTP to Ramirez Road	Minor Collector	Air Quality	OCT-DEC 2025	Maricopa	Other	0.4	2	2	No	No	No	No	No	No	Yes	No	ELM23-230D	-----	-----	Design Paving Unpaved Roads	2023	Local	2023	-	-	135,000	135,000	Amend: Change location from "121st Avenue Roadway Improvements, Cinnabar Avenue alignment to 200 feet south" to "121st Avenue: WWTP to Ramirez Road" based on the project application. Request made by El Mirage.
El Mirage	Highway	18023	121st Avenue: WWTP to Ramirez Road	Minor Collector	Air Quality	OCT-DEC 2025	Maricopa	Other	0.4	2	2	No	No	No	No	No	No	Yes	No	ELM23-230D1	-----	-----	ADOT Review Fee	2023	Local	2023	-	-	30,000	30,000	Amend: Change location from "121st Avenue Roadway Improvements, Cinnabar Avenue alignment to 200 feet south" to "121st Avenue: WWTP to Ramirez Road" based on

El Mirage	Highway	18023	**121st Avenue: WWTP to Ramirez Road**	Minor Collector	Air Quality	OCT-DEC 2025	Maricopa	Other	0.4	2	2	No	No	No	No	No	No	Yes	No	ELM24-000C	-----	-----	Construct Paving Unpaved Roads	2024	CMAQ	2024	835,297	-	50,490	885,787	Amend: Change location from "121st Avenue Roadway Improvements, Cinnabar Avenue alignment to 200 feet south" to "121st Avenue: WWTP to Ramirez Road" based on
Florence	Highway	23481	SR 79 at Hunt Highway	Minor Arterial	Freeway	N/A	Maricopa	5-year	0	0	0	No	No	No	No	No	No	No	No	DOT23-225	-----	**F060001L**	Assess intersection	2023	**Leg Approp**	2023	-	-	100,000	100,000	Amend: Change Agency from ADOT to Florence. Add TRACS. Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature.
Fountain Hills	Highway	19917	Palisades Blvd between Fountain Hills Blvd and Saguaro Blvd and Saguaro Blvd between Fountain Hills Blvd to	Minor Arterial	Bike/Ped	OCT-DEC 2024	Maricopa	Other	0	4	4	No	No	No	No	No	Yes	Yes	No	FTH23-040-CL	FTH-0(210)T	T031401C	Construct meandering 8-foot sidewalk, utility relocations, driveway	2023	**STBGP-MAG**	2023	1,284,227	-	77,626	1,361,853	Amend: Change funding type from HIP-MAG to STBGP-MAG.
Glendale	Highway	33143	67th Ave & Montebello	Local	Safety	OCT-DEC 2025	Maricopa	5-year	0	0	0	Yes	No	No	No	No	No	No	No	GLN23-071D	GLN-0(266)T	T034301D	Design Pedestrian Hybrid Beacon (PHB)	**2022**	HSIP-AZ	**2022**	199,500	-	-	199,500	Amend: Change Work and Apportionment Year from 2023 to 2022. Adjustment made to reflect authorization.
Glendale	Highway	35936	67th Ave Bike Lanes - Missouri to Cholla	Minor Arterial	Bike/Ped	OCT-DEC 2024	Maricopa	Other	5	4	4	No	No	No	No	No	No	Yes	No	GLN24-040C1-CL	GLN-0(265)T	T0318	Construct bike lanes on both sides of 67th Avenue.	2023	**CMAQ**	2023	4,815,695	-	291,087	5,106,782	Amend: Change funding type from HIP-MAG to CMAQ.
Glendale	Highway	8785	City of Glendale Various Locations - Intersections	Principal Arterial - Other	Safety	OCT-DEC 2024	Maricopa	5-year	0	0	0	Yes	No	No	No	No	No	No	No	GLN22-070D	GLN-0(267)T	T0349	Design Flashing Yellow Arrows, 3-inch reflective tape, offset	**2023**	HSIP-AZ	2022	**210,000**	-	-	**210,000**	Amend: Change Work Year from 2022 to 2023. Decrease Federal amount and Total amount by $33,000 from $243,000 to $210,000. Funding is being shifted to construction. Request made by ADOT.
Glendale	Highway	8785	City of Glendale Various Locations - Intersections	Principal Arterial - Other	Safety	OCT-DEC 2024	Maricopa	5-year	0	0	0	Yes	No	No	No	No	No	No	No	GLN22-070C	GLN-0(267)T	T0349	Construct Flashing Yellow Arrows, 3-inch reflective tape, offset	2023	HSIP-AZ	2023	**682,588**	-	-	**682,588**	Amend: Increase Federal amount and Total amount by $33,000 from $649,588 to $682,588. Funding is being shifted from design. Request made by ADOT.
Guadalupe	**Highway**	**28389**	**Calle Guadalupe: I-10 to Highline Canal**	**Minor Arterial**	**Street**	**OCT-DEC 2025**	**Maricopa**	**Other**	**0.7**	**2**	**2**	**No**	**No**	**Yes**	**No**	**No**	**Yes**	**No**	**No**	**GDL24-240C**	**-----**	**-----**	**Roadway reconstruction and pedestrian improvements**	**2024**	**Local**	**2024**	**-**	**-**	**2,867,100**	**2,867,100**	Amend: Add new TIP listing.
MAG	Highway	5339	Regionwide		Other	N/A	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	Yes	No	MAG24-007	-----	-----	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail	2024	CMAQ	**2023**	**7,413,076**	**1,853,269**	-	**9,266,345**	Amend: Change Apportionment Year from 2024 to 2023. Reduce Federal amount by $12,485,153 from $19,898,229 to $7,413,076. Increase Regional amount by $650,513 from $1,202,756 to $1,853,269. Decrease Total
MAG	**Highway**	**5339**	**Regionwide**		**Other**	**N/A**	**Maricopa**	**Other**	**0**	**0**	**0**	**No**	**Yes**	**No**	**No**	**No**	**Yes**	**Yes**	**No**	**MAG24-009**	**-----**	**-----**	**FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects**	**2024**	**STBGP-MAG**	**2023**	**12,485,153**	**3,121,288**	**-**	**15,606,441**	Amend: New TIP listing. Funding comes from TIP ID MAG24-009.
Maricopa County	Highway	29289	Wintersburg Rd: Buckeye Rd to Van Buren St		Safety	N/A	Maricopa	5-year	0	0	0	Yes	No	No	No	No	No	No	No	MMA24-271D	-----	-----	Design Passing Lane, shoulder Widening and Center and Edge line	2024	HSIP-AZ	2024	353,201	-	**21,349**	**374,550**	Amend: Increase Local amount by $7,440 from $13,909 to $21,349. Increase Total amount by $7,440 from $367,110 to $374,550. Adjustment made to align with ADOT 5-Year Program.
Phoenix	Highway	33982	Citywide: Phoenix	Minor Arterial	ITS	OCT-DEC 2021	Maricopa	SM+O	80	6	6	No	No	No	No	Yes	No	Yes	No	PHX23-261D	**PHX-0(374)D**	**T040601D**	40 CCTV cameras and 100 APIP	2023	Local	2023	-	-	80,000	80,000	Amend: Add Fed ID and TRACS.
Phoenix	Highway	33982	Citywide: Phoenix	Minor Arterial	ITS	OCT-DEC 2021	Maricopa	SM+O	80	6	6	No	No	No	No	Yes	No	Yes	No	PHX23-261D1	**PHX-0(374)D**	**T040601D**	ADOT Design Review For	2023	Local	2023	-	-	10,000	10,000	Amend: Add Fed ID and TRACS.
Phoenix	Highway	33982	Citywide: Phoenix	Minor Arterial	ITS	OCT-DEC 2021	Maricopa	SM+O	80	6	6	No	No	No	No	Yes	No	Yes	No	PHX23-261C	**PHX-0(374)D**	**T040601C**	40 CCTV cameras and 100 APIP	**2024**	CMAQ	**2024**	1,041,072	-	62,928	1,104,000	Amend: Add Fed ID and TRACS. Change Work and Apportionment Year from 2023 to
Pinal County	Highway	13015	Pinal County Combined Safety Improvement Project: Hunt	Minor Arterial	Safety	OCT-DEC 2021	Pinal	5-year	0	0	0	Yes	No	No	No	Yes	No	No	No	PNL24-070C	PPN-0(228)T	T0352	Construct Flashing Yellow Arrow (FYA)	2024	HSIP-AZ	2024	996,730	-	22,191	1,018,921	Amend: Increase Federal amount by $23,500 from $967,164 to $996,730. Increase Total
Queen Creek	Highway	16987	Town Limit North of Ocotillo Rd	Principal Arterial - Other	ITS	OCT-DEC 2025	Maricopa	SM+O	5.2	6	6	No	No	No	No	Yes	No	Yes	No	QNC23-200D2-CL	-----	-----	Fiber Infrastructure and ITS Equipment	2023	**STBGP-MAG**	2023	141,450	-	8,550	150,000	Amend: Change funding type from HIP-MAG to STBGP-MAG.
Queen Creek	Highway	31404	Town limits South of Ocotillo Rd	Principal Arterial - Other	ITS	OCT-DEC 2025	Maricopa	SM+O	5.2	6	6	No	No	No	No	Yes	No	Yes	No	QNC23-201D2-CL	QCR-0(220)T	T0388	Fiber Infrastructure and ITS Equipment	2023	**STBGP-MAG**	2023	143,336	-	8,664	152,000	Amend: Change funding type from HIP-MAG to STBGP-MAG.
Scottsdale	Highway	26628	Thomas Rd, 56th Str to 73rd St	Minor Arterial	Bike/Ped	OCT-DEC 2022	Maricopa	Other	2.2	5	4	No	No	No	No	No	Yes	No	No	SCT22-804C	SCT-0(240)D	T0367	construct road diet, bike lanes, and	2023	**STBGP-MAG**	2023	2,736,836	-	165,429	2,902,265	Amend: Change funding type from HIP-MAG to STBGP-MAG.
Tolleson	**Highway**	**26342**	**Van Buren St at 95th Ave**	**Minor Arterial**	**Street**	**OCT-DEC 2025**	**Maricopa**	**Other**	**0**	**2**	**2**	**Yes**	**No**	**No**	**No**	**No**	**Yes**	**Yes**	**No**	**TOL24-240C**	**-----**	**-----**	**Construct pedestrian bridge**	**2024**	**HIP-CPF**	**2023**	**3,500,000**	**-**	**211,559**	**3,711,559**	Amend: Add new TIP listing. City was awarded Congressionally Directed Spending

Notes

1. Rows in the report are sorted in order by the following columns: Agency, Location, and Work Year. Changes are in red font. Deletions are shown in strike through font.

2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Review Committee, MC = Management Committee, TPC = Transportation Policy Committee.

3. The year the federal funds (if any) were apportioned by Congress. This item is included only for informational purposes.

4. For federal projects, this is the year the project will authorize. For transit projects, this is the year the project will appear in a grant.

5. Changes made since Transportation Review Committee are tinted in orange highlight.

6. Changes made since Management Committee are tinted in purple highlight.

7. Changes made since Transportation Policy Committee are tinted in Green highlight.

ADOT	Highway	49351	SR 74 at Lake Pleasant Parkway	Principal Arterial - Other Freeway or Expressway	Freeway Interchange	APR-JUN 2023	Maricopa	5-year	4	2	2	No	No	No	No	Yes	No	No	Yes	DOT23-208	-----	F058801D	Design traffic interchange	2023	Leg Approp	2023	-	-	4,650,000	4,650,000	Clerical: Add TRACS. Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature
Apache Junction	Highway	1764	Apache Trail & Superstition: Meridian to SR88	Minor Arterial	Safety	OCT-DEC 2025	Pinal	5-year	0	0	0	Yes	No	No	No	No	No	No	No	APJ24-070C	APJ24-070C	T036501C	Construct Lighting	2024	HSIP-AZ	2024	2,016,000	-	-	2,016,000	Clerical: Update TRACS.
Buckeye	Highway	46791	Jackrabbit Tr: Thomas Rd to McDowell Rd	Minor Arterial	Freeway	OCT-DEC 2024	Maricopa	5-year	1	2	4	No	No	No	No	No	No	No	No	BKY23-200	-----	-----	Roadway widening	2023	Leg Approp	2023	-	-	20,080,000	20,080,000	Clerical: Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature
Florence	Highway	21897	Butte Ave - Florence/Casa Grande Bridge	Major Collector	Street	OCT-DEC 2024	Pinal	Other	0	2	2	No	No	No	Yes	No	No	No	No	FLO22-030C	-----	-----	Construct Bridge Replacement	2022	Leg Approp	2022	-	-	1,000,000	1,000,000	Clerical: Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature
Gilbert	Highway	19275	Ocotillo Road: Greenfield to Higley	Minor Arterial	Street	OCT-DEC 2026	Maricopa	Other	1	0	4	No	No	No	No	Yes	No	No	No	GLB20-801D	-----	-----	Design of Ocotillo Road from approximately 1/4 mile east of Greenfield Road to Higley	2022	Leg Approp	2022	-	-	5,520,000	5,520,000	Clerical: Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature
Gilbert	Highway	19275	Ocotillo Road: Greenfield to Higley	Minor Arterial	Street	OCT-DEC 2026	Maricopa	Other	1	0	4	No	No	No	No	Yes	No	No	No	GLB20-801R	-----	-----	Right of Way acquisition for Ocotillo Road from approximately 1/4 mile east of	2022	Leg Approp	2022	-	-	2,380,000	2,380,000	Clerical: Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature
Goodyear	Highway	31623	Camelback Road - SR303 to 152nd Avenue	Minor Collector	Street	OCT-DEC 2024	Maricopa	Other	2	2	6	No	No	No	Yes	No	No	No	No	GDY22-030D	-----	T042001D	Design	2022	Leg Approp	2022	-	-	3,600,000	3,600,000	Clerical: Add TRACS. Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature
Goodyear	Highway	31623	Camelback Road - SR303 to 152nd Avenue	Minor Collector	Street	OCT-DEC 2024	Maricopa	Other	2	2	6	No	No	No	Yes	No	No	No	No	GDY22-030R1	-----	T042001R	ROW Acquisition	2022	Leg Approp	2022	-	-	4,400,000	4,400,000	Clerical: Add TRACS. Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature

Notes

1. Rows in the report are sorted in order by the following columns: Agency, Location, and Work Year. Changes are in red font. Deletions are shown in strike through font.

2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Review Committee, MC = Management Committee, TPC = Transportation Policy Committee.

3. The year the federal funds (if any) were apportioned by Congress. This item is included only for informational purposes.

4. For federal projects, this is the year the project will authorize. For transit projects, this is the year the project will appear in a grant.

5. Changes made since Transportation Review Committee are tinted in orange highlight.

6. Changes made since Management Committee are tinted in purple highlight.

7. Changes made since Transportation Policy Committee are tinted in Green highlight.

TABLE B-1: Requested General Roadway Project Changes (Conformity) to the FY 2022-2025 MAG Transportation Improvement Program (TIP) and 2050 Regional Transportation Plan[1], TIP AMENDMENT #16

Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimat	AQ Area	In Program	Miles	Through Lanes		Performance Categories							ON NHS	TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Apport. Year[3]	Federal	Regional	Local	Total	TIP Change Request
										Before	After	PM1 Safety	PM2T Transit Asset Condition	PM2N Pavement Condition	PM2B Bridge Condition	PM3F Travel Reliability	PM3S Non SOV Travel	PM3E CMAQ Emissions													
Avondale	Highway	10086	107th Ave: Van Buren St to I-10	Minor Arterial	Street	OCT-DEC 2025	Maricopa	Other	2	4	5	No	No	No	No	Yes	No	No	No	AVN20-701R	-----	-----	Add 1 NB Lane	2025	Local	2025	-	-	2,000,000	2,000,000	Amend: Change Location from '107th Avenue: Van Buren Street to I-10' to '107th Ave: Van Buren St to I-10'. Change Open to Traffic from 'OCT-DEC 2022' to 'OCT-DEC 2025'. Change Work Year and Apportionment Year from '2022' to '2025'.
Avondale	Highway	2359	99th Ave: Indian School Rd to Osborn Rd	Minor Arterial	Street	OCT-DEC 2023	Maricopa	Other	0.5	4	6	No	No	No	No	Yes	No	No	No	AVN08-801	-----	-----	Construct Roadway Widening	2023	Private	2023	-	-	2,000,000	2,000,000	Amend: Change Location from '99th Ave: Indian School Rd to Osborn' to '99th Ave: Indian School Rd to Osborn Rd'. Change Open to Traffic from 'OCT-DEC 2017' to 'OCT-DEC 2023'. Change Work Year and Apportionment Year from '2017' to '2023'.
Avondale	Highway	11076	99th Avenue: Thomas Rd to Encanto Blvd	Minor Arterial	Street	OCT-DEC 2025	Maricopa	Other	0.5	4	6	No	No	No	No	Yes	No	No	No	AVN16-401	-----	-----	Construct Roadway Widening	2025	Private	2025	-	-	2,000,000	2,000,000	Amend: Change Location from '99th Avenue: Thomas to Encanto' to '99th Avenue: Thomas Rd to Encanto Blvd'. Change Open to Traffic from 'OCT-DEC 2022' to 'OCT-DEC 2025'. Change Work Year and Apportionment Year from '2022' to '2025'.
Avondale	Highway	31352	Indian School: .14 mi east of Dysart to .43 mi east of Dysart (S 1/2, .30 mi.)	Principal Arterial - Other	Street	OCT-DEC 2023	Maricopa	Other	0.3	4	5	No	No	No	No	Yes	No	No	No	AVN18-403	-----	-----	Add 1 lane, curb, gutter, sidewalks	2023	Private	2023	-	-	1,000,000	1,000,000	Amend: Change Open to Traffic from 'OCT-DEC 2015' to 'OCT-DEC 2023'. Change Work Year and Apportionment Year from '2015' to '2023'.
Gilbert	Highway	4129	Recker Rd: Elliot Rd to Warner Rd	Minor Arterial	Street	OCT-DEC 2023	Maricopa	Other	1	2	4	No	No	No	No	Yes	No	No	No	GLB02-808	-----	-----	Construct roadway widening and improvements	2022	Private	2022	-	-	4,000,000	4,000,000	Amend: Change Open to Traffic from 'OCT-DEC 2019' to 'OCT-DEC 2023'. Change Length from 0 to 1. Change Work Year and Apportionment Year from '2018' to '2022'.
Gilbert	Highway	14677	Warner Rd: Higley Rd to Recker Rd	Minor Arterial	Street	OCT-DEC 2023	Maricopa	Other	1	2	6	No	No	No	No	Yes	No	No	No	GLB08-714	-----	-----	Construct roadway widening	2022	Private	2022	-	-	3,000,000	3,000,000	Amend: Change Open to Traffic from 'OCT-DEC 2019' to 'OCT-DEC 2023'. Change Work Year and Apportionment Year from '2018' to '2022'.
Maricopa (City)	Highway	6133	Bowlin Rd: White and Parker Rd to Anthony Blvd	Minor Collector	Street	OCT-DEC 2025	Pinal	Other	1.2	2	4	No	No	No	No	Yes	No	No	No	MAR24-230D	-----	-----	Roadway Widening (Design)	2024	Local	2024	-	-	2,600,000	2,600,000	Amend: New TIP listing. Request made by City of Maricopa.
Maricopa (City)	Highway	6133	Bowlin Rd: White and Parker Rd to Anthony Blvd	Minor Collector	Street	OCT-DEC 2025	Pinal	Other	1.2	2	4	No	No	No	No	Yes	No	No	No	MAR24-230C	-----	-----	Roadway widening (Construction)	2025	Local	2025	-	-	16,500,000	16,500,000	Amend: New TIP listing. Request made by City of Maricopa.
Maricopa (City)	Highway	30143	Farrell Rd: Porter Rd to SR 347 (East West Corridor)	Minor Arterial	Street	JUL-SEP 2023	Pinal	Other	2.3	0	4	No	No	No	No	Yes	No	No	No	MAR23-232C	-----	-----	New roadway (Construction)	2023	Local	2023	-	-	32,996,289	32,996,289	Amend: New TIP listing. Request made by City of Maricopa.
Maricopa (City)	Highway	14188	Farrell Rd: Hartman Rd to Murphy Rd	Local	Street	OCT-DEC 2024	Pinal	Other	1	0	2	No	No	No	No	No	No	Yes	No	MAR23-231D	-----	-----	Paving unpaved road (Design)	2023	Private	2023	-	-	383,000	383,000	Amend: New TIP listing. Request made by City of Maricopa.
Maricopa (City)	Highway	14188	Farrell Rd: Hartman Rd to Murphy Rd	Local	Street	OCT-DEC 2024	Pinal	Other	1	0	2	No	No	No	No	No	No	Yes	No	MAR23-231C	-----	-----	Paving unpaved road (Construction)	2024	Private	2024	-	-	1,913,300	1,913,300	Amend: New TIP listing. Request made by City of Maricopa.
Maricopa (City)	Highway	7664	Green Rd Bypass: SR 347 to SR 238	Minor Arterial	Street	OCT-DEC 2031	Pinal	Other	2.7	0	4	No	No	No	No	Yes	No	No	No	MAR25-231D	-----	-----	New roadway (Design)	2024	Local	2024	-	-	300,000	300,000	Amend: New TIP listing. Request made by City of Maricopa.
Maricopa (City)	Highway	33604	Porter Rd: Smith Enke Rd to Honeycutt Rd	Minor Arterial	Street	OCT-DEC 2022	Pinal	Other	1	2	4	No	No	No	No	Yes	No	No	No	MAR22-230C	-----		Roadway widening (Construction)	2022	Private	2022	-	-	2,336,779	2,336,779	Amend: New TIP listing. Request made by City of Maricopa.
Maricopa (City)	Highway	25209	Smith Enke Rd: Chase Dr to White and Parker Rd	Minor Arterial	Street	APR-JUN 2022	Pinal	Other	0.5	2	4	No	No	No	No	Yes	No	No	No	MAR22-231C	-----		Roadway widening (Construction)	2022	Private	2022	-	-	1,323,000	1,323,000	Amend: New TIP listing. Request made by City of Maricopa.

Maricopa County	Highway	11374	Olive Ave: Reems Rd to Litchfield Rd	Minor Collector	Street	OCT-DEC 2026	Maricopa	Other	1	2	4	No	No	No	No	Yes	No	No	No	MMA25-230C	-----	-----	Roadway widening	2025	Local	2025	-	-	11,000,000	11,000,000	Amend: Change Location from "Olive, Reems to Litchfield" to "Olive Ave: Reems Rd to Litchfield Rd". Change Open to Traffic Date from OCT-DEC 2022 to OCT-DEC 2026. Change Work and Apportionment Year from 2017 to 2025.
Mesa	Highway	9857	Hawes Rd: Elliot Rd to Peralta Ave	Local	Street	OCT-DEC 2024	Maricopa	Other	0.5	2	4	No	No	No	No	Yes	No	No	No	MES08-805	-----	-----	Construct roadway widening and improvements	2024	Private	2024	-	-	2,800,000	2,800,000	Amend: Change Location from 'Hawes Rd: Elliot Rd to Paloma Ave alignment' to 'Hawes Rd: Elliot Rd to Peralta Ave'. Change Open to Traffic Date from OCT-DEC 2023 to OCT-DEC 2024. Change Work and Apportionment Year from 2019 to 2024.
Mesa	Highway	40533	Main Street: Gilbert Rd to Sossaman Rd	Minor Arterial	Bike/Ped	OCT-DEC 2029	Maricopa	Other	7	6	4	No	No	No	No	No	Yes	No	No	MES24-003	-----	-----	Construct new roadway to minor	2029	Local	2029	-	-	5,615,827	5,615,827	Amend: Change Open to Traffic from OCT-DEC 2027' to 'OCT-DEC 2029'. Change Through
Peoria	Highway	750	135th Ave: Ridgeline Rd to Sorrento Dr	Minor Arterial	Street	APR-JUN 2024	Maricopa	Other	0.5	0	2	No	No	No	No	Yes	No	No	No	PEO22-030	-----	-----	Construct new 2 lane roadway (1/2 Street)	2023	Private	2023	-	-	2,000,000	2,000,000	Amend. Change Location from '135th Avenue-Ridgeline Cerranto Drive' to '135th Ave: Ridgeline Rd to Sorrento Dr'. Change Open to Traffic from 'APR-JUN 2023' to 'APR-JUN 2024'. Change Work and Apportionment Year from 2022 to 2023.
Peoria	Highway	4936	67th Ave: Pinnacle Peak Rd to Happy Valley Rd	Minor Arterial	Street	OCT-DEC 2025	Maricopa	Other	1	4	6	No	No	No	No	Yes	Yes	No	No	PEO09-714	-----	-----	Widen roadway, bike lanes and sidewalks. Intersection improvements. Storm drain improvements.	2025	Local	2025	-	-	31,500,000	31,500,000	Amend. Change Open to Traffic from OCT-DEC 2024 to OCT-DEC 2025. Change Work and Apportionment Year from 2022 to 2025.
Peoria	Highway	4936	67th Ave: Pinnacle Peak Rd to Happy Valley Rd	Minor Arterial	Street	OCT-DEC 2025	Maricopa	Other	1	4	6	No	No	No	No	Yes	Yes	No	No	PEO09-714C1	-----	-----	Widen the existing arterial Widen roadway, bike lanes and sidewalks. Intersection improvements. Storm drain improvements.	2025	Leg Approp	2022	-	-	8,500,000	8,500,000	Amend. Change Open to Traffic from OCT-DEC 2024 to OCT-DEC 2025. Change Work Year from 2022 to 2025. Change Funding Type from State to Leg Approp. Adjustments made to reflect state appropriation contained in SB 1820 Sec. 33, Item 9.
Peoria	Highway	26608	Vistancia Blvd: White Peak Dr to Calvin Pkwy	Minor Arterial	Street	APR-JUN 2024	Maricopa	Other	1	0	4	No	No	No	No	Yes	No	No	No	PEO22-031	-----	-----	Construct new 4 lane roadway with	2024	Private	2024	-	-	7,200,000	7,200,000	Amend: Change Location from 'Vistancia Boulevard Westland to Sonera' to "Vistancia
Phoenix	Highway	44946	Pinnacle Peak Rd: 35th Ave to 43rd Ave	Minor Arterial	Street	OCT-DEC 2023	Maricopa	Other	1	2	4	No	No	No	No	Yes	No	No	No	PHX12-860	-----	-----	Reconstruct roadway to 7/8 section, adding	2023	Local	2023	-	-	5,500,000	5,500,000	Amend: Change Open to Traffic from OCT-DEC 2024' to 'OCT-DEC 2023'. Change Work year
Pinal County	Highway	6035	Peralta Rd: End of Skyline Rd: Charlotte Dr to Central Rd	Local	Street	OCT-DEC 2024	Pinal	Other	6.1	0	2	No	No	No	No	Yes	No	No	No	PNL24-230C	AZ FLAP PIN FR77(4)	-----	Construct New	2024	FLAP	2024	13,225,000	-	675,000	13,900,000	Amend: New TIP listing. Request made by Pinal County
Pinal County	Highway	25056	Pima Rd, Arizona Canal to Kenji St	Major Collector	Street	OCT-DEC 2024	Pinal	Other	1	0	3	No	No	No	No	Yes	No	No	No	PNL24-231C	-----	-----	Construct New Roadway	2024	Local	2024	-	-	2,500,000	2,500,000	Amend: New TIP listing. Request made by Pinal County
Salt River Pima	Highway	28666	Pima Rd, Chaparral to Jackrabbit Trail	Minor Arterial	Street	OCT-DEC 2025	Maricopa	Other	0.2	2	4	No	No	No	No	Yes	No	No	No	SRP24-207	-----	-----	Widen Roadway	2024	NSFLTP	2024	2,122,253	-	-	2,122,253	Amend: Change Open to Traffic from OCT-DEC 2024' to 'OCT-DEC 2025'
Salt River Pima	Highway	35489	Pima Rd, Indian School Rd to Chaparral	Minor Arterial	Street	OCT-DEC 2025	Maricopa	Other	0.5	2	4	No	No	No	No	Yes	No	No	No	SRP24-204	-----	-----	Widen Roadway	2024	NSFLTP	2024	5,305,632	-	-	5,305,632	Amend: Change Open to Traffic from OCT-DEC 2024' to 'OCT-DEC 2025'
Salt River Pima	Highway	1242	Pima Rd, Jackrabbit Trail to McDonald Rd	Minor Arterial	Street	OCT-DEC 2025	Maricopa	Other	1	2	4	No	No	No	No	Yes	No	No	No	SRP24-203	-----	-----	Widen Roadway	2024	NSFLTP	2024	10,611,265	-	-	10,611,265	Amend: Change Open to Traffic from OCT-DEC 2024' to 'OCT-DEC 2025'
Salt River Pima	Highway	11447	Pima Rd, McDonald Rd to Arizona Canal	Minor Arterial	Street	OCT-DEC 2025	Maricopa	Other	0.5	2	4	No	No	No	No	Yes	No	No	No	SRP24-205	-----	-----	Widen Roadway	2024	NSFLTP	2024	5,305,633	-	-	5,305,633	Amend: Change Open to Traffic from OCT-DEC 2024' to 'OCT-DEC 2025'
Salt River Pima	Highway	11612	Pima Rd, McDowell Rd to Thomas Rd	Minor Arterial	Street	OCT-DEC 2025	Maricopa	Other	0.5	2	4	No	No	No	No	Yes	No	No	No	SRP24-206	-----	-----	Widen Roadway	2024	NSFLTP	2024	5,305,633	-	-	5,305,633	Amend: Change Open to Traffic from OCT-DEC 2024' to 'OCT-DEC 2025'
Salt River Pima	Highway	14511	Pima Rd, Thomas Rd to Indian School Rd	Minor Arterial	Street	OCT-DEC 2025	Maricopa	Other	1	2	4	No	No	No	No	Yes	No	No	No	SRP24-101	-----	-----	Widen Roadway	2024	NSFLTP	2024	10,611,265	-	-	10,611,265	Amend: Change Open to Traffic from OCT-DEC 2024' to 'OCT-DEC 2025'
Salt River Pima	Highway	45153	Pima Rd, Thomas Rd to Indian School Rd	Minor Arterial	Street	OCT-DEC 2025	Maricopa	Other	1	2	4	No	No	No	No	Yes	No	No	No	SRP-202	-----	-----	Widen Roadway	2024	NSFLTP	2024	10,611,265	-	-	10,611,265	Amend: Change Open to Traffic from OCT-DEC 2024' to 'OCT-DEC 2025'
Surprise	Highway	44574	163rd Ave: Jomax Rd to Happy Valley Rd	Minor Arterial	Street	OCT-DEC 2024	Maricopa	Other	1.5	4	6	No	No	No	No	Yes	No	No	No	SUR21-801	-----	-----	Construct 2 additional Northbound lanes in with curb, gutter,raised median and sidewalks	2024	Private	2024	-	-	11,275,000	11,275,000	Amend.Change location from '163rd - Jomax Road to San Ysidro' to '163rd Ave: Jomax Rd to Happy Valley Rd'. Change Open to Traffic from JUL-SEP 2021 to OCT-DEC 2024. Change Work and Apportionment Year from 2021 to 2024.

Notes

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2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Review Committee, MC = Management Committee, TPC = Transportation Policy Committee.

3. The year the federal funds (if any) were apportioned by Congress. This item is included only for informational purposes.

4. For federal projects, this is the year the project will authorize. For transit projects, this is the year the project will appear in a grant.

5. Changes made since Transportation Review Committee are tinted in orange highlight.

6. Changes made since Management Committee are tinted in purple highlight.

7. Changes made since Transportation Policy Committee are tinted in Green highlight.

8. Changes since conformity mail out are tinted in brown highlight.

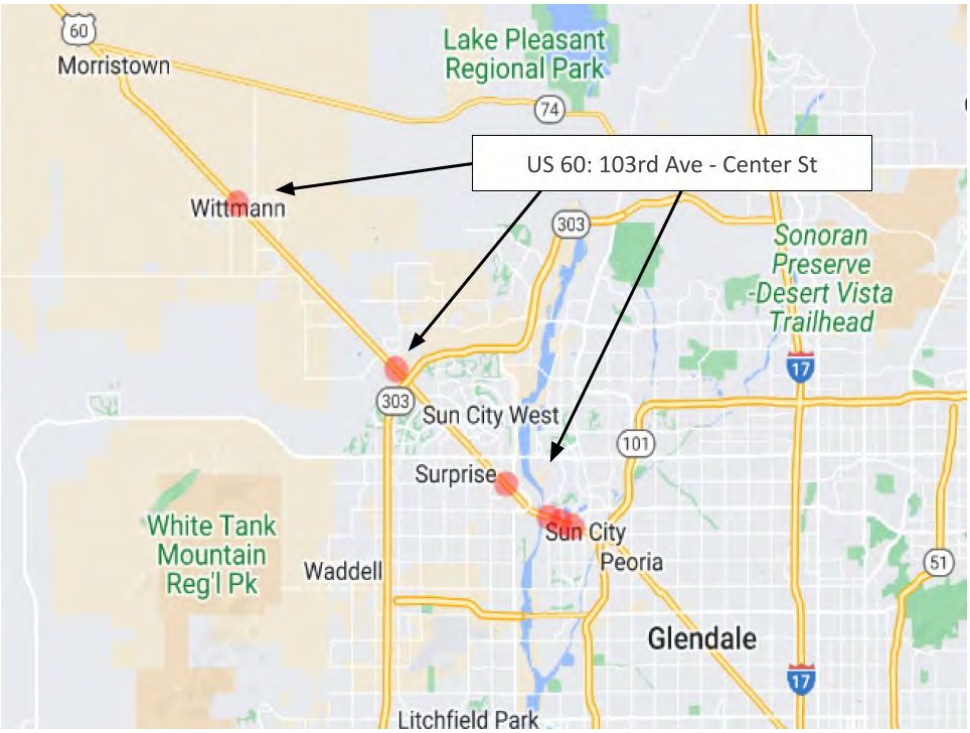
TABLE B-2: Requested General Roadway Clerical Project Changes to the FY 2022-2025 MAG Transportation Improvement Program (TIP) and 2050 Regional Transportation Plan[1], TIP AMENDMENT #16

Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date Open:	AQ Area	In Program	Miles	Through Lanes		Performance Categories							ON NHS	TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Apport. Year[3]	Federal	Regional	Local	Total	TIP Change Request
												PM1	PM2T	PM2N	PM2B	PM3F	PM3S	PM3E													
										Before	After	Safety	Transit Asset Condition	Pavement Condition	Bridge Condition	Travel Reliability	Non SOV Travel	CMAQ Emissions													
ADOT	Highway	38633	10 (Maricopa): Dirk Lay Rd. - South of SR387 (MP 187)	Principal Arterial - Interstate	Freeway	JAN-MAR 2027	Pinal	5-year	6	6	8	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT23-231	010-C(222)T	F0337	Design Roadway Widening	2023	Leg Approp	2022	-	-	700,000	700,000	Clerical: Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature as per SB 1820. Apportionment year updated from 2023 to 2022 to reflect the correct year of state appropriation.
ADOT	Highway	47452	10 (Maricopa): SR202L Santan - South of SR387 (MP 187)	Principal Arterial - Interstate	Freeway	JAN-MAR 2027	Maricopa/ Pinal	5-year	26.5	6	8	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT20-014R	010-C(222)T	F025203L	Right of Way Support	2023	Leg Approp	2022	-	-	1,000,000	1,000,000	Clerical: Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature as per SB 1820. Apportionment year updated from 2023 to 2022 to reflect the correct year of state appropriation.
ADOT	Highway	47452	10 (Maricopa): SR202L Santan - South of SR387 (MP 187)	Principal Arterial - Interstate	Freeway	JAN-MAR 2027	Maricopa/ Pinal	5-year	26.5	6	8	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT23-229	010-C(222)T	F0252001R	Right of Way Acquisition for Roadway Widening	2023	Leg Approp	2022	-	-	26,700,000	26,700,000	Clerical: Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature as per SB 1820. Apportionment year updated from 2023 to 2022 to reflect the correct year of state appropriation.
ADOT	Highway	47452	10 (Maricopa): SR202L Santan - South of SR387 (MP 187)	Principal Arterial - Interstate	Freeway	JAN-MAR 2027	Maricopa/ Pinal	5-year	26.5	6	8	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT23-209	010-C(222)T	F0252	Design Freeway Widening	2023	State	2023	-	-	953,000	953,000	Clerical: Decrease local and total funding from $28,953,000 to $28,000,000 to reflect the portion of funding allocated from the ADOT 5-year program. Remaining funds of $28,000,000 transferred to TIP ID DOT23-229D and DOT23-239D to reflect correct funding types.
ADOT	Highway	47452	10 (Maricopa): SR202L Santan - South of SR387 (MP 187)	Principal Arterial - Interstate	Freeway	JAN-MAR 2027	Maricopa/ Pinal	5-year	26.5	6	8	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT23-229D	010-C(222)T	F0252	Design Freeway Widening	2023	Leg Approp	2022	-	-	17,300,000	17,300,000	Clerical: New TIP listing to separate funding appropriated from State Legislature as per SB 1820. Funding transferred from TIP ID DOT23-209.
ADOT	Highway	47452	10 (Maricopa): SR202L Santan - South of SR387 (MP 187)	Principal Arterial - Interstate	Freeway	JAN-MAR 2027	Maricopa/ Pinal	5-year	26.5	6	8	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT23-239D	010-C(222)T	F0252	Design Freeway Widening	2023	Leg Approp	2023	-	-	10,700,000	10,700,000	Clerical: New TIP listing to separate funding appropriated from State Legislature as per HB 2858. Funding transferred from TIP ID DOT23-209.
ADOT	Highway	5432	10 (Maricopa): SR-587 to Dirk Lay Rd.	Principal Arterial - Interstate	Freeway	JAN-MAR 2027	Pinal	5-year	6.5	6	8	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT23-228	010-C(222)T	F0336	Design Roadway Widening	2023	Leg Approp	2022	-	-	4,300,000	4,300,000	Clerical: Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature as per SB 1820. Apportionment year updated from 2023 to 2022 to reflect the correct year of state appropriation.
ADOT	Highway	45868	101: Near 16th Street	Principal Arterial - Other	Freeway	OCT-DEC 2023	Maricopa	5-year	1	8	8	No	No	No	No	No	No	No	Yes	DOT23-203C	-----	F050501D	Construct screen wall	2023	Leg Approp	2023	-	-	11,300,000	11,300,000	Clerical: Add TRACS. Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature.
ADOT	Highway	45868	101: Near 16th Street	Principal Arterial - Other	Freeway	OCT-DEC 2023	Maricopa	5-year	1	8	8	No	No	No	No	No	No	No	Yes	DOT23-203D	-----	F050501D	Design screen wall	2023	Leg Approp	2023	-	-	50,000	50,000	Clerical: Add TRACS. Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature.
ADOT	Highway	25501	303 (Estrella): I-17 System Interchange Improvements	Principal Arterial - Other Freeway or Expressway	Freeway Interchange	APR-JUN 2035	Maricopa	5-year	3	0	4	No	No	No	No	Yes	No	No	Yes	DOT23-205	-----	F056201D	Design interchange	2023	Leg Approp	2023	-	-	19,000,000	19,000,000	Clerical: Add TRACS. Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature.
ADOT	Highway	27723	303 (Estrella): Lake Pleasant Parkway - I-17, Final	Principal Arterial - Other Freeway or Expressway	Freeway	APR-JUN 2035	Maricopa	5-year	7	4	6	No	No	No	No	Yes	No	No	Yes	DOT23-206	-----	F056101D	Design improvements	2023	Leg Approp	2023	-	-	4,000,000	4,000,000	Clerical: Add TRACS. Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature.
ADOT	Highway	47165	303: Grand Avenue TI	Principal Arterial - Other	Freeway Interchange	N/A	Maricopa	5-year	0	0	0	No	No	No	No	Yes	No	No	Yes	DOT22-004	-----	-----	Study	2022	Leg Approp	2022	-	-	150,000	150,000	Clerical: Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature.
ADOT	Highway	20133	347: I-10 to City of Maricopa	Principal Arterial - Other	Freeway	OCT-DEC 2027	Pinal	5-year	13.4	4	6	No	No	No	No	No	No	No	Yes	DOT23-210	347-A(214)T	F058101D	Design road widening	2023	Leg Approp	2023	-	-	5,900,000	5,900,000	Clerical: Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature.
ADOT	Highway	20133	347: I-10 to City of Maricopa	Principal Arterial - Other	Freeway	OCT-DEC 2027	Pinal	5-year	13.4	4	6	No	No	No	No	No	No	No	Yes	DOT23-210-L	347-A(214)T	F058101L	Roadway Safety Assessment	2023	Leg Approp	2023	-	-	100,000	100,000	Clerical: Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature.
ADOT	Highway	35331	SR 238: SR 347 to Green Rd	Minor Arterial	Freeway	OCT-DEC 2025	Maricopa	5-year	1.25	2	2	No	No	No	No	No	No	No	No	DOT23-226	-----	-----	Corridor study	2023	Leg Approp	2023	-	-	800,000	800,000	Clerical: Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature.
ADOT	Highway	49351	SR 74 at Lake Pleasant Parkway	Principal Arterial - Other Freeway or Expressway	Freeway Interchange	APR-JUN 2033	Maricopa	UPWP	4	2	2	No	No	No	No	Yes	No	No	Yes	DOT23-207	-----	F058801L	Corridor Study	2023	Leg Approp	2023	-	-	350,000	350,000	Clerical: Add TRACS. Change Funding Type from State to Leg Approp to identify funding is appropriated by legislature.

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7b.

Route & MP:	US 60 @ MP -
Project Name:	103rd Ave - Center St
Type of Work:	Railroad Safety Upgrades
County:	Maricopa
District:	Central
Schedule:	
Project:	F039001X TIP#: 102351
Project Manager:	Lisa Danka
Program Amount:	$2,275,000
New Program Amount:	$1,775,000
Requested Action:	Delete FY 2024 funding. Project funded in .



PRB Item #:

15

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 9/12/2023 2. Teleconference: No

3. Form Date / 5. Form By:

9/14/2023

Lisa Danka

4. Project Manager / Presenter:

Lisa Danka @ (602) 712-4675

1611 W Jackson St, , 200B - 4210 MPD PLANNING TEAM

6. Project Name:

103rd Ave - Center St

7. Type of Work:

Railroad Safety Upgrades

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
FA1Q	Central	60	Maricopa		F039001X		060-B(229)T

16. Program Budget: $2,275

17. Program Item #: 102351

18. Current Approved Program Budget: $2,275

18a. (+/-) Program Budget Request: ($500)

18b Total Program Budget After Request: $1,775

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
72621	$835	RAILWAY HIGHWAY CROSSING	.
72323	$940	CONTINGENCY	.
102351	$500	.	

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72624	($500)	RAILWAY HIGHWAY CROSSING	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a: PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Delete FY 2024 funding.

26. JUSTIFICATION OF REQUEST

This project was funded from Statewide Contingency in FY 2023 and therefore the funding in FY 2024 is no longer needed.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET
UPDATE FUNDING SOURCES

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 10/4/2023

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7c.

Route & MP:	I-10 @ MP 24.0
Project Name:	SCADDAN WASH - PLOMOSA
Type of Work:	PAVEMENT REHABILITATION
County:	La Paz
District:	Southwest
Schedule:	FY 2024
Project:	F050201C TIP#: 102470
Project Manager:	Thomas O'Reilly
Program Amount:	$19,962,000
New Program Amount:	$23,062,000
Requested Action:	Increase budget.

PRB Item #:

12

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 9/19/2023 2. Teleconference: No

3. Form Date / 5. Form By:

9/19/2023

Thomas Oreilly

4. Project Manager / Presenter:

Thomas Oreilly @ (602) 712-2587

205 S 17TH AVE - 4983 PROJECT MANAGEMENT

6. Project Name:

SCADDAN WASH - PLOMOSA

7. Type of Work:

PAVEMENT REHABILITATION

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
SC1P	Southwest	10	La Paz	24.0	F050201C ?	5.94	010-A(238)T

16. Program Budget: $19,962

17. Program Item #: 102470

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$19,962	$3,100	$23,062

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
102470	$19,962	.	

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
72524	$3,100	PRESERVATION	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 24

22. CURRENT BID READY:

23. CURRENT ADV DATE: 11/3/2023

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

☑ PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a: PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE V

24e. ENVIRONMENTAL CLEARANCE:	YES	24f. MATERIALS MEMO COMP:	YES
24g. U&RR CLEARANCE:	YES	24h. C&S CLEARANCE:	YES
24i. R/W CLEARANCE:	YES	24j. CUSTOMIZED SCHEDULE:	YES
24k. SCOPING DOCUMENT:	YES		

25. DESCRIPTION OF REQUEST

Increase budget.

26. JUSTIFICATION OF REQUEST

Additional funding is needed due to increases in unit cost for AC and concrete items.

This request includes ICAP.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

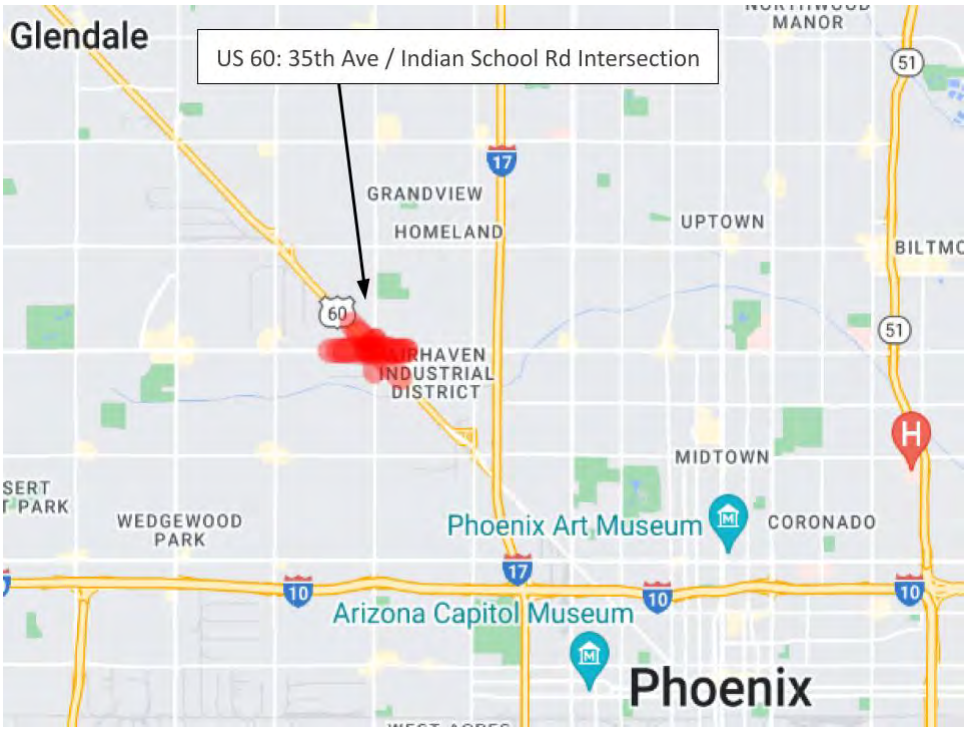
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 10/4/2023

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7d.	**Route & MP:**	US 60 @ MP 159.0
	Project Name:	35TH AVE / INDIAN SCHOOL RD INTERSECTION
	Type of Work:	RECONSTRUCT TI
	County:	Maricopa
	District:	Central
	Schedule:	
	Project:	F027201D TIP#: 8893
	Project Manager:	Olivier Mirza
	Program Amount: New	$6,393,000
	Program Amount:	$12,893,000
	Requested Action:	Increase Project Budget. Contingent upon MAG approval anticipated in October, 2023.



PRB Item #:

16

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 9/26/2023 2. Teleconference: No

3. Form Date / 5. Form By:
9/27/2023
Olivier Mirza

4. Project Manager / Presenter:
Olivier Mirza @
- 4983 PROJECT MANAGEMENT

6. Project Name:
35TH AVE / INDIAN SCHOOL RD INTERSECTION

7. Type of Work:
RECONSTRUCT TI

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
SE1O	Central	60	Maricopa	159.0	F027201D	0.0	

16. Program Budget: $6,393

17. Program Item #: 8893

18. Current Approved Program Budget: $6,393

18a. (+/-) Program Budget Request: $6,500

18b Total Program Budget After Request: $12,893

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
8893	$2,483	.	RARF MATCH
8893	$3,910	.	NHPP

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
49924	$6,500	.	RARF Design Funds

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a: PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: 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

Increase Project Budget.

26. JUSTIFICATION OF REQUEST

Request funds for final design of a raised grade separation (intersection) between 35th Avenue and Indian School Road over US60/Grand Avenue. Project includes three bridge structures, elevated intersection, sidewalks, retaining walls, signalized intersections, utility designation/relocation, and accommodations for future Light-Rail-Transit along Indian School Road.

This action is contingent upon MAG approval anticipated in October 2023.

Staff: $300K
Consultant: $5.571Mil
ICAP: $629K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 10/4/2023

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7e.

Route & MP:	I-10 @ MP 145.7
Project Name:	7TH ST - CHANDLER BLVD
Type of Work:	ROADWAY & SIDEWALK IMPROVEMENTS
County:	Maricopa
District:	Central
Schedule:	
Project:	F069201D TIP#: 104177
Project Manager:	Michelle Medina
Program Amount:	$0
New Program Amount:	$466,000
Requested Action:	Establish Design Project. Contingent upon MAG approval anticipated in October, 2023.

PRB Item #:

10

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 9/12/2023 2. Teleconference: No

3. Form Date / 5. Form By:

9/28/2023

Michelle Medina

4. Project Manager / Presenter:

Michelle Medina @ (602) 712-6530

205 S 17th Ave, , - 4983 PROJECT MANAGEMENT

6. Project Name:

7TH ST - CHANDLER BLVD

7. Type of Work:

ROADWAY & SIDEWALK IMPROVEMENTS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
LJ1Q	Central	10	Maricopa	145.7	F069201D ?	15.1	010-C(231)T

16. Program Budget: $0

17. Program Item #: 104177

18. Current Approved Program Budget: $0

18a. (+/-) Program Budget Request: $466

18b Total Program Budget After Request: $466

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
73324	$466	STATEWIDE MINOR PROJECTS	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a: PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish Design Project

26. JUSTIFICATION OF REQUEST

This is a Minor Program Project to establish the I-10 cross street improvements project.

This action is contingent upon MAG approval anticipated in October 2023.

Staff $63K
Consultant $358K
ICAP $45K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

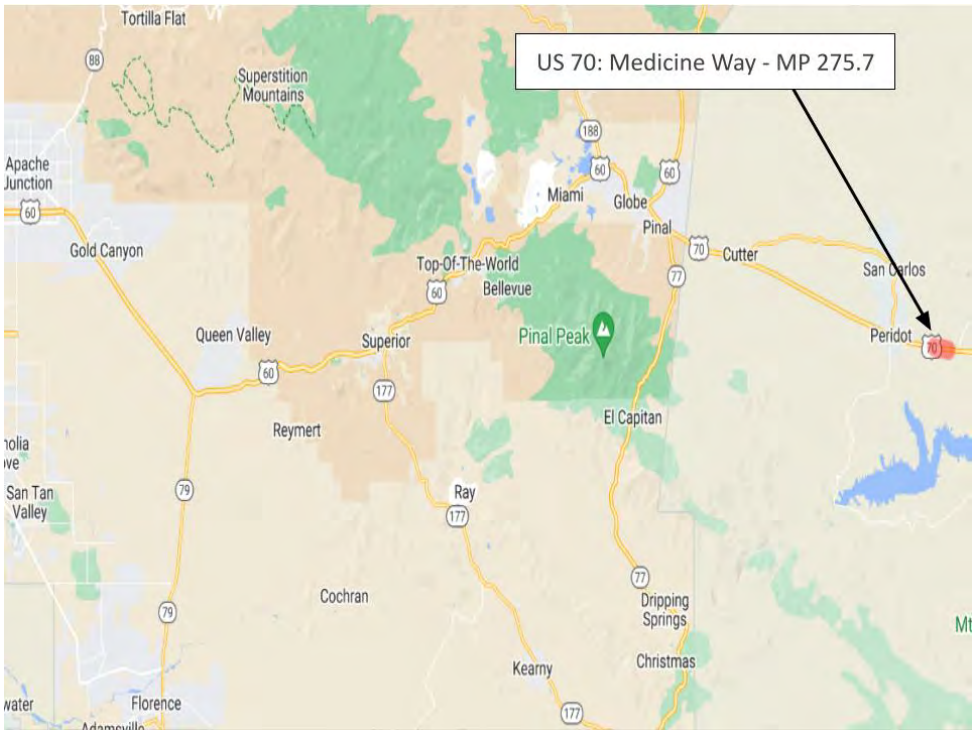
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 10/4/2023

PRB APPROVED

*ITEM 7f.

Route & MP:	US 70 @ MP 274.6
Project Name:	MEDICINE WAY - MP 275.7
Type of Work:	CONSTRUCT PASSING LANE
County:	Graham
District:	Southeast
Schedule:	
Project:	F069801D TIP#: 104175
Project Manager:	Vivian Li
Program Amount:	$0
New Program Amount:	$529,000
Requested Action:	Establish new design project.



PRB Item #:

02

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 9/12/2023 2. Teleconference: No

3. Form Date / 5. Form By:

9/14/2023

Pei-jung Li

4. Project Manager / Presenter:

Pei-jung Li @ (602) 712-8708

205 S 17th Ave, , 605E - 4983 PROJECT MANAGEMENT

6. Project Name:

MEDICINE WAY - MP 275.7

7. Type of Work:

CONSTRUCT PASSING LANE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
LG1Q	Southeast	70	Graham	274.6	F069801D ?	1.1	070-A(226)T

16. Program Budget: $0

17. Program Item #: 104175

18. Current Approved Program Budget: $0

18a. (+/-) Program Budget Request: $529

18b Total Program Budget After Request: $529

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
73324	$529	STATEWIDE MINOR PROJECTS	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a: PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:	NO	24f. MATERIALS MEMO COMP:	NO
24g. U&RR CLEARANCE:	NO	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NO	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish new design project

26. JUSTIFICATION OF REQUEST

This is a Minor Program Project for Construction of a Passing Lane on US 70 from MP 274.55 to MP 275.65.

Staff - $363K
consultant - $115K
ICAP - $51K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 10/4/2023

PRB APPROVED

PPAC - NEW PROJECT - DISCUSSION AND POSSIBLE ACTION

*ITEM 7g.

Route & MP:	I-10 @ MP 256.0
Project Name:	GRANT RD - 29th ST
Type of Work:	MILL & REPLACE BRIDGE DECKS
County:	Pima
District:	Southcentral
Schedule:	FY 2024
Project:	F072001C TIP#: 104179
Project Manager:	Angela Galietti
Program Amount:	$0
New Program Amount:	$488,000
Requested Action:	Establish new project.

PRB Item #:

13

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 10/3/2023 2. Teleconference: No

3. Form Date / 5. Form By:
10/2/2023
Angela Galietti

4. Project Manager / Presenter:
Derek Boland @
- 4983 PROJECT MANAGEMENT

6. Project Name:
GRANT RD - 29TH ST

7. Type of Work:
MILL & REPLACE BRIDGE DECKS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
MH1Q	Southcentral	10	Pima	256	F072001C ?	4.0	

16. Program Budget: $0

17. Program Item #: 104179

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$488	$488

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
79924	$488	.	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:
22. CURRENT BID READY:
23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:
22A. REQUEST BID READY:
23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO ☑ PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a: PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:	NOT APPLICABLE	24f. MATERIALS MEMO COMP:	NOT APPLICABLE
24g. U&RR CLEARANCE:	NOT APPLICABLE	24h. C&S CLEARANCE:	NO
24i. R/W CLEARANCE:	NOT APPLICABLE	24j. CUSTOMIZED SCHEDULE:	NO
24k. SCOPING DOCUMENT:	NO		

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

The work includes milling and replacing ACFC on specific bridge decks along I10 from MP 256 to MP 260. This will be a Procurement Project.
ICAP is included in this request.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 10/4/2023

PRB APPROVED

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7h.

Airport Project Name: Wickenburg Municipal Airport

Grant Manager: Sonia Pizano

Requested Action: Change Project Scope; no change in funding.

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: Wickenburg Municipal Airport
SPONSOR: Town of Wickenburg
CATEGORY: Design/Construct
PROJECT NUMBER: E3S4I 01C
GRANT MANAGER: Sonia Pizano
AIP NUMBER: N/A
DATE: 07/13/2023

☐ **New Project:**
X Changed Project(s)

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Taxiway Lighting Upgrade Taxiway Lighting (LED)	2023	$550,000.00				
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**
'Upgrade Taxiway Lighting (LED)' to 'Main Apron Reconstruction'.	2023	$550,000.00				

Recommended Action is:

- Update FY23 SL project

Aeronautics Recommends for PPAC action

Aeronautics State Engineer Approval: DocuSigned by: Matthew Munden G2D0E33391684F4... **Matthew Munden** **Date:** 7/26/2023

FMS Review and Approval: DocuSigned by: Leticia Pineda-Daley 2EBD55F44A19406... **Leti Pineda-Daley** **Date:** 7/21/2023

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7i.

Airport Project Name: Cochise County Airport

Grant Manager: Margie Cerda

Requested Action: Increase project budget, including State, Sponsor and FAA share and clarify Project Name.

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: COCHISE COUNTY AIRPORT ☐ New Project
SPONSOR: COCHISE COUNTY X Changed Project(s)
CATEGORY: Public GA
PROJECT NUMBER: E3M3D01C
GRANT MANAGER: Margie Cerda
AIP NUMBER: 3-04-0049-011-2022
DATE:

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Install Weather Reporting Equipment	23	$6,793.00	$6,793.00	$138,404.00	$151,990.00	n/a
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**
Install AWOS III P/T	23	$16,278.00	$16,278.00	$331,604.00	$364,160.00	n/a
Recommended Action is:						
This project has increased by more than 15% due to inflation. The bids came in higher than expected. Also, FAA made more specific description and a request is being made to correct it.						

Aeronautics Recommends for PPAC action

Aeronautics Manager Approval: DocuSigned by: Matthew Munden C2B0E33391084F4... **Matthew Munden** **Date:** 7/26/2023

FMS Review and Approval: DocuSigned by: Leticia Pineda-Daley 2EBD55F44A19406... **Leticia Pineda-Daley** **Date:** 7/26/2023

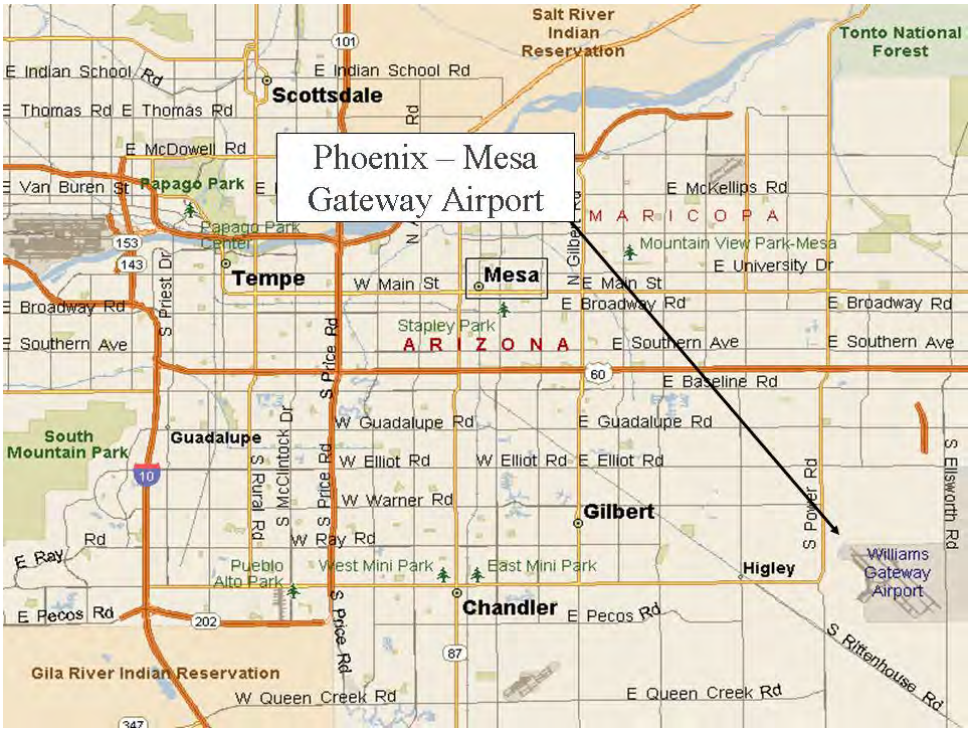
PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7j.

Airport Project Name: Phoenix- Mesa Gateway Airport

Grant Manager: Margie Cerda

Requested Action: Correct Project name; no change in funding.



ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: **PHOENIX-MESA GATEWAY** ☐ **New Project**

SPONSOR: **PHOENIX-MESA GATEWAY AIRPORT AUTHORITY** **X** **Changed Project(s)**

CATEGORY: **Commercial Service**
PROJECT NUMBER: **E3S3T01C**
GRANT MANAGER: **Margie Cerda**
AIP NUMBER: **N/A**
DATE: 8/7/23

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Taxiway Hotel Design & Reconstruction	2023	$1,400,000.00	$0.00	$0.00	$1,400,000.00	164
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**
Taxiway Whisky, Phase II	2023	$1,400,000.00	$0.00	$0.00	$1,400,000.00	164

Recommended Action is:

Sponsor originally requested the wrong description. PPAC action is to correct the project description to "Taxiway Whisky, Phase II".

Aeronautics Recommends for PPAC action

Aeronautics Manager Approval: DocuSigned by: Matthew Munden C2D0E33391684F4... **Matthew Munden** **Date:** 8/14/2023

FMS Review and Approval: DocuSigned by: Leticia Pineda-Daley 2EBD55E44A16406... **Leticia Pineda-Daley** **Date:** 8/15/2023

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7k.

Airport Project Name: Marana Regional Airport

Grant Manager: Sonia Pizano

Requested Action: Increase project budget, including State, Sponsor and FAA share.

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: Marana Regional

SPONSOR: TOWN OF MARANA
CATEGORY: Commercial Services
PROJECT NUMBER: N/A
GRANT MANAGER: Sonia Pizano
AIP NUMBER:
DATE: 09/25/2023

X New Project

☐ **Changed Project(s)**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Air Traffic Control Tower Environmental Assessment	24	6,705	6,705	136,590	150,000	50
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**
Air Traffic Control Tower Environmental Assessment	24	20,854	20,854	424,829	466,537	50

Recommended Action is:

- Requesting State/Local match on the FAA Grant request for the Air Traffic Control Tower Environmental Assessment (EA) in FY23

Aeronautics Recommends for PPAC action

Aeronautics State Engineer Approval: DocuSigned by: Matthew Munden C2D0E33391684F4... **Matthew Munden** **Date:** 9/25/2023

FMS Review and Approval: DocuSigned by: Leticia Pineda-Daley 2EBD55F44A19406... **Leti Pineda-Daley** **Date:** 9/25/2023

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7l.

Airport Project Name: Prescott Airport

Grant Manager: Margie Cerda

Requested Action: Cancel Project due to duplication and return $44,700 to Aeronautics Fund.

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: PRESCOTT AIRPORT ☐ New Project
SPONSOR: CITY OF PRESCOTT ☐ Changed Project(s)
CATEGORY: Commercial Service √ Cancelled Project
PROJECT NUMBER: N/A
GRANT MANAGER: Margie Cerda
AIP NUMBER: N/A
DATE: 9/25/23

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Construct Terminal Building(approximately 17,000 square feet)	2024	$44,700.00	$44,700.00	$910,600.00	$1,000,000.00	N/A
Revised Program Description	**Fiscal Year**	**State Share**	**Sponsor Share**	**FAA Share**	**Total Amount**	**State Priority Number**

Recommended Action is:

The Sponsor has confirmed this proposed project has been cancelled. PPAC action is to reduce the amount back to the Aeronautic funding.

Aeronautics Recommends for PPAC action

Aeronautics Manager Approval: DocuSigned by: Matthew Munden C2D0E33391684F4... **Date:** 9/25/2023
Matthew Munden

FMS Review and Approval: DocuSigned by: Leticia Pineda-Daley 2EBD55F44A19406... **Date:** 9/25/2023
Leticia Pineda-Dailey

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7m.

Airport Project Name: Prescott Airport

Grant Manager: Margie Cerda

Requested Action: Fund New Project; State Share Amount: $19,737.

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: PRESCOTT AIRPORT

SPONSOR: CITY OF PRESCOTT
CATEGORY: Commercial Service
PROJECT NUMBER: E4M3H01P
GRANT MANAGER: Margie Crda
AIP NUMBER: 3-04-0030-054-2023
DATE: 9/25/23

√ New Project

☐ Changed Project(s)

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number

Revised (NEW) Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Focused Planning Study for Rwy Ext 3R/21L	2024	$19,737.00	$19,737.00	$750,000.00	$789,474.00	N/A

Recommended Action is:

The Airport Sponsor is requesting a State Match for FAA Grant AIP 054 Focused Planning Study for Rwy Ext 3R/21L. This is a new project not currently listed on FY 2024 CIP

Aeronautics Recommends for PPAC action

Aeronautics Manager Approval: DocuSigned by: Matthew Munden C2D0E33391884F4... **Matthew Munden** **Date:** 9/25/2023

FMS Review and Approval: DocuSigned by: Leticia Pineda-Daley 2EBD55F44A19406... **Leticia Pineda-Dailey** **Date:** 9/25/2023

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7n.

Airport Project Name: Falcon Field Airport

Grant Manager: Jeff Webbe

Requested Action: Increase Project Budget, including State, Sponsor and FAA share and increase Project Scope.

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group
Project Committee Recommendations

AIRPORT: FALCON FIELD ☐ New Project

SPONSOR: CITY OF MESA ☒ Changed Project(s)

CATEGORY: Reliever
PROJECT NUMBER: E4M2A01C
GRANT MANAGER: Jeff Webbe
AIP NUMBER: 3-04-0023-035-2023
DATE: September 13, 2023

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Construct Midfield Crossover Taxiway East	2024	$112,903	$112,904	$2,300,000	$2,525,807	N/A
AND Reconstruct Taxiway Realign and Reconstruct Taxiway D7, and D8		$13,410	$13,410	$273,180	$300,000	N/A

Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Construct Midfield Crossover Taxiway East and Realignment of Taxiways D7 and D8	2024	$184,948	$184,948	$3,767,638	$4,137,534	N/A

Recommended Action is:

This project has increased by more than 15% due to the FAA combining two projects. The FAA reported to ADOT the wrong description. PPAC action is to correct the project description to Construct Midfield Crossover Taxiway East and Realignment of Taxiways D7 and D8 and to correct the actual dollar amount in effort to create an FSL.

Aeronautics Recommends for PPAC action

Aeronautics State Engineer Approval: DocuSigned by: Matthew Munden — **Date:** 9/15/2023

FMS Review and Approval: DocuSigned by: Leticia Pineda-Daley — **Date:** 9/25/2023

Matthew Munden

Leti Pineda-Daley

AZ SMART Fund Applications
October 4, 2023 Priority Planning Advisory Committee
October 20, 2023 State Transportation Board

Description	Mohave County ATTAIN
Application Summary	
AZ SMART Category	Counties 100K+
COG/MPO	Western Arizona Council of Governments (WACOG)
Project Type	Road
Project Name	V2I Enabled Rural Highway Traffic Control Signs (a.k.a. “Vehicle to TC Signs”)
Project Limits	County-wide
Project Description	Vehicle to TC Signs will deploy Stop Sign Gap Assist (SSGA) applications that utilizes traffic information broadcasting from roadside equipment to warn drivers of potential collisions at stop sign intersections. The Project will further deploy Curve Speed Warning (CSW) applications where alerts are provided to the driver who is approaching a curve at a speed that may be too high for safe travel through that curve. It targets installation of fifty (50) SSGA and CSW applications through secure, (likely) solar powered roadside equipment (RSE) units; however, actual quantity will align with available Project funding at $1.25 million total Federal ATTAIN and matching funds for design and construction.On May 25, 2023, the Federal Highway Administration announced more than $52 million in grants for eight states from the Advanced Transportation Technology and Innovation (ATTAIN) program, which included Mohave County’s $1 million ATTAIN award.
All in Applicant ROW?	Yes
Application Received	8/4/2023 9:33
AZ SMART Request	
Federal Grant	Advanced Transportation Technology and Innovation (ATTAIN)
Federal Grant phase	Design, Construction
GDS requested	0
DOES requested	0
Match Requested	250,000
Applicant Match	0
Applicant Match %*	0%
Project Partners*	NA
Federal Grant Submission	Application submitted and awarded on May 25, 2023
Federal Grant Application Year	FY 2023
Federal Grant Project administration	Request ADOT administration (Project development administration fees will apply)
Cost Estimate Documentation (attached with application)	
Estimates in YOE	Yes
Source of estimates	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 *

latoss@mohave.gov

Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County *

Mohave County

2. Name of Contact Person for Applicant *

Steven Latoski

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. *

- [x] I have read and agree to the Program Guidelines and Application Instructions for the AZ SMART Fund Program.

4. Contact's Title *

Public Works Director

5. Contact's Full Mailing Address *

3715 Sunshine Drive; PO Box 7000, Kingman, AZ 86402-7000

6. Contact's Office Phone # *

9287570910

7. Contact's Business Cell Phone # (if applicable)

9283779138

8. Contact's Business Email Address *

latoss@mohave.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. *

- [x] Road
- [ ] Bridge
- [ ] Transit
- [ ] Rail
- [ ] Other: _____

11. Project Name - enter a brief, intuitive name. *

V2I Enabled Rural Highway Traffic Control Signs (a.k.a. “Vehicle to TC Signs”)

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. *

County-wide

13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". *

MMO-FHWA-24-103

14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). *

COG Approval - S...

15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed and benefits to be realized (25,000 character maximum, including spaces and punctuation). *

Vehicle to TC Signs will deploy Stop Sign Gap Assist (SSGA) applications that utilizes traffic information broadcasting from roadside equipment to warn drivers of potential collisions at stop sign intersections. The Project will further deploy Curve Speed Warning (CSW) applications where alerts are provided to the driver who is approaching a curve at a speed that may be too high for safe travel through that curve. It targets installation of fifty (50) SSGA and CSW applications through secure, (likely) solar powered roadside equipment (RSE) units; however, actual quantity will align with available Project funding at $1.25 million total Federal ATTAIN and matching funds for design and construction. The RSE units may operate under cellular vehicle-to-everything (C-V2X) communications technology. The Project's overarching goal is to deploy SSGA and CSW based V2I technologies on rural, Mohave County highways toward reducing frequency and severity of crashes at locations exhibiting higher than norm crash rates coupled with advancing the County's backbone rural highway network as smart highways. On May 25, 2023, the Federal Highway Administration announced more than $52 million in grants for eight states from the Advanced Transportation Technology and Innovation (ATTAIN) program, which included Mohave County's $1 million ATTAIN award.

16. Please upload a map showing the Project location or study area (PDF format only).

Map - Steven Lat...

17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." *

- [x] 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
- [x] 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
- [x] 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	☐	☑	☐	☐	☐
Construction	☐	☐	☑	☐	☐
Other (for non-infrastructure projects)	☐	☐	☐	☐	☑

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	☐	☐	☐	☑
Design	☑	☐	☐	☐
Right of Way Acquisition	☐	☐	☐	☑
Environmental	☑	☐	☐	☐
Utilities	☐	☐	☐	☑
Construction	☑	☐	☐	☐
Other (for non-infrastructure projects)	☐	☐	☐	☑

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	☑	☐	☐	☐
Stage 2, 30% design	☑	☐	☐	☐
Stage 3, 60% design	☑	☐	☐	☐
Stage 4, 95% design	☑	☐	☐	☐
Stage 5, 100%	☑	☐	☐	☐

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. *

230000

26. Enter the date of the Design estimate. Enter "NA" if not applicable. *

11/7/2022

27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

0

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. *

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. *

1020000

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. *

11/7/2022

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. *

0

34. Enter the date of the Other estimate. Enter "NA" if not applicable. *

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. *

- [x] Yes
- [ ] No

36. Please indicate the source of the Project Cost Estimates entered above. *

- [x] 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.). *

Cost Estimate - S...

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.

250000

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."

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
- [x] Other: Application submitted and awarded on May 25, 2023

45. How does the Applicant intend to administer the Project if awarded a federal grant? *

- [ ] Be a direct recipient if allowed in the NOFO
- [x] 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
- [x] Other: Advanced Transportation Technology and Innovation (ATTAIN)

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? *

- [x] Design
- [ ] Right of Way Acquisition
- [x] 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

224 South 3rd Avenue
Yuma, AZ 85634
928-782-1886
928-329-4248 FAX
1-800-782-1886
www.WACOG.com

WACOG
Western Arizona Council of Governments

208 North 4th Street
Kingman, AZ 86401
928-753-6247
928-753-7038 FAX

Strengthening Communities, Empowering People

Arizona Department of Transportation
Multimodal Planning Division
1611 W Jackson St
Phoenix, AZ 85007

RE: Mohave County Vehicle to TC Signs, Arizona SMART Grant Application

To Whom It Might Concern:

The Western Arizona Council of Governments (WACOG) is pleased to support the Arizona State Match Advantage for Rural Transportation (SMART) Fund grant application for the Vehicle to TC Signs project located at various locations throughout Mohave County, Arizona.

Vehicle to infrastructure sensors are used in intelligent transportation systems (ITS) to capture data and issue road users with real-time advisories about various incidents on the road such as: traffic congestions, construction sites, road conditions and parking zones. The technology is employed in traffic management supervision systems to set speed limits and notify vehicle operators of unsafe conditions. these notifications will aid in maintaining the flow of traffic while concurrently increasing the overall safety for all users of the surface transportation system.

This project will facilitate the deployment of roadside equipment that employs vehicle-to-infrastructure functions and communications to deliver either stop sign gap assistance (SSGA) - warning drivers of potential collisions at stop sign intersections or curve speed warning (CSW) – alerting drivers approaching a curve at a speed that may be too high for safe travel through that curve.

The Western Arizona Council of Governments enthusiastically approves of this project as it will afford Mohave County roadway users with valuable real time safety information.

If you have any further questions, please feel free to contact me at any time.

Sincerely,

Roland Hulse

Roland Hulse
WACOG Transportation Planning Manager

State Match Advantage for Rural Transportation (SMART) Projects

TIP ID #	TRACS #	Project Phase	Project Sponsor	Project Name	Project Location	Length	Functional Classifications	Lanes Before	Lanes After	State Aid Type	State Aid Source	Federal Funds	Other Fed Funds	Local Match	Other Funds Local	Total Cost
2021																
																$ -
											TOTALS	**$0**	**$0**	**$0**	**$0**	**$0**
2022																
																$ -
											TOTALS	**$0**	**$0**	**$0**	**$0**	**$0**
2023																
PAR-SMART-23-101		Design	Town of Parker	Enhanced Mobility and Infrastructure for Town of Parker Surface Streets	Various locations, sidewalk, curb and gutter	51,636 ft	Local	-	-	STBG	ADOT	$208,264				**$208,264**
																$0
											TOTALS	**$208,264**	**$0**	**$0**	**$0**	**$208,264**
2024																
PAR-SMART-23-101		Construction	Town of Parker	Enhanced Mobility and Infrastructure for Town of Parker Surface Streets	Various	0.1 mi.	Local	-	-	STBG	ADOT	$2,285,925	$0	$0	$0	**$2,285,925**
MMO-SMART-24-101		Design	Mohave County	Vehicle to TC Signs, Mohave Co	Various	-	Various	-	-	STBG	**ADOT**	$70,000	$0	$0	$0	**$70,000**
											TOTALS	**$2,285,925**	**$0**	**$0**	**$0**	**$2,285,925**
2025																
MMO-SMART-24-101		Construction	Mohave County	Vehicle to TC Signs, Mohave Co	Various	-	Various	-	-	STBG	**ADOT**	$180,000	$0	$0	$0	**$180,000**
																$0
											TOTALS	**$180,000**	**$0**	**$0**	**$0**	**$180,000**
2026																
																$0
																$0
											TOTALS	**$0**	**$0**	**$0**	**$0**	**$0**

Notes:

1. Only "STBG" funded programs are selected by WACOG; projects with other funding sources are required to be included, but are selected through various grant applications

2. Projects highlighted in "RED" show an amended change in this updated summary

3. Projects highlighted in "BLUE" show UNAWARDED/UNFUNDED WACOG REGIONAL FHWA/Federal PROJECTS

Note: This is an overall listing of all WACOG projects that have been preliminarily approved by the TAC, by year, for 2020 to 2026. Some projects will need to be moved or reprogrammed due to funding availability.

TERMS:

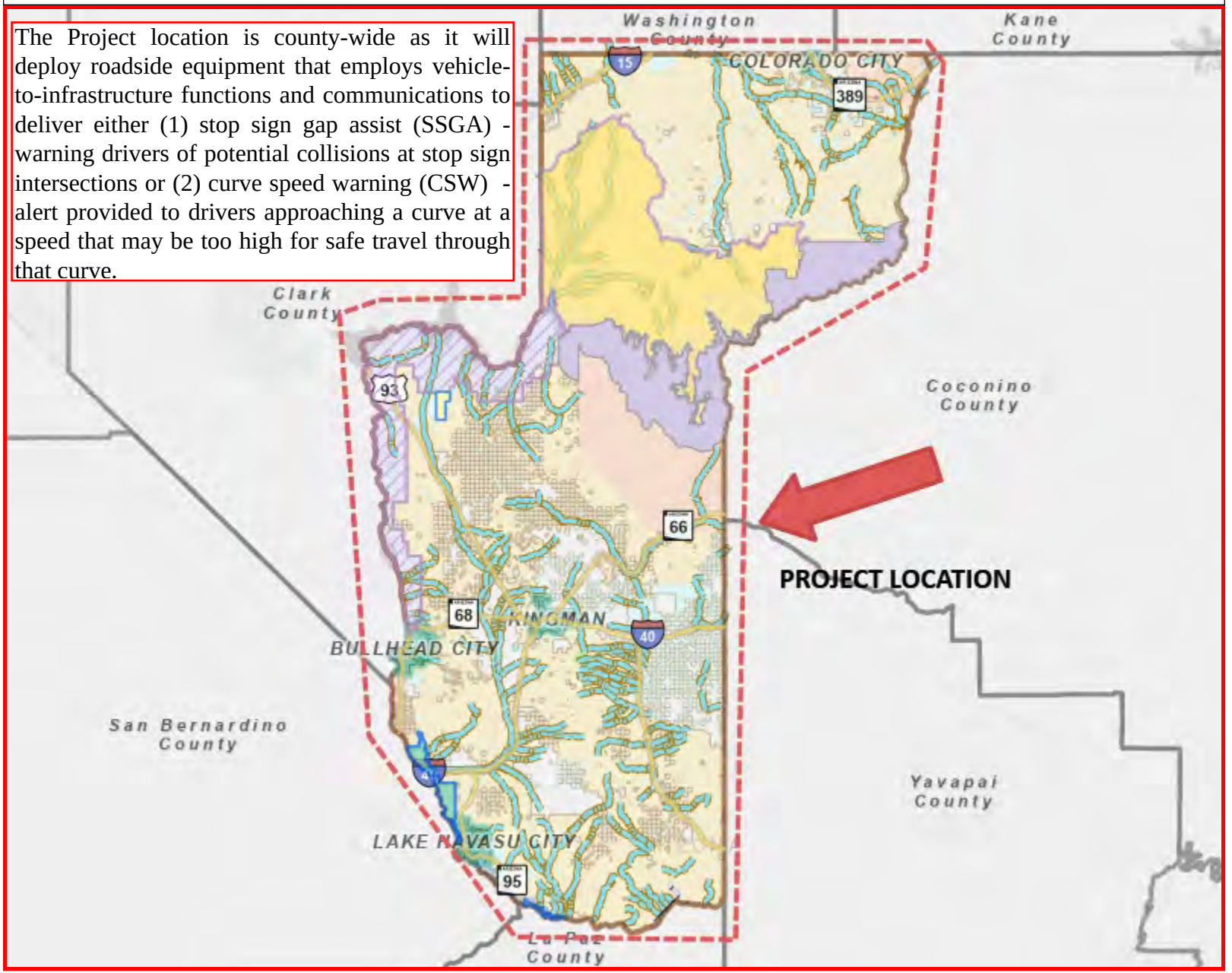
OSB	Off System Bridge
BFP	Bridge Formula Program (Funded at 100%)
STBG	Surface Transportation Block Group (Funded at 94.3%)

Prepared by Roland Hulse, WACOG Transportation Program Manager (rolandh@wacog.com; 928-377-1070)

gis.mohave.gov

Mohave County Public Works

The Project location is county-wide as it will deploy roadside equipment that employs vehicle-to-infrastructure functions and communications to deliver either (1) stop sign gap assist (SSGA) - warning drivers of potential collisions at stop sign intersections or (2) curve speed warning (CSW) - alert provided to drivers approaching a curve at a speed that may be too high for safe travel through that curve.



Legend

- City Limits (<1:120K)
- Federal Areas from JL (11/14/17
  - Bureau of Reclamation
  - Military Reservation
  - National Forest
  - National Monument
  - National Park
  - National Recreation Area
  - National Wildlife Refuge
- Named Washes
- Surface Management (4/13/17;
  - Bureau of Land Management
  - Bureau of Reclamation
  - County
  - Indian Lands
  - Local or State Parks
  - Military
  - National Parks Service
  - Other
  - Private
  - State
  - State Wildlife Area
  - US Forest Service
  - US Fish & Wildlife Service

1: 2,500,000

N W E S

0 208,333.1 416,666.3 Feet

(approximate scale)

Map Created: 6/29/2023

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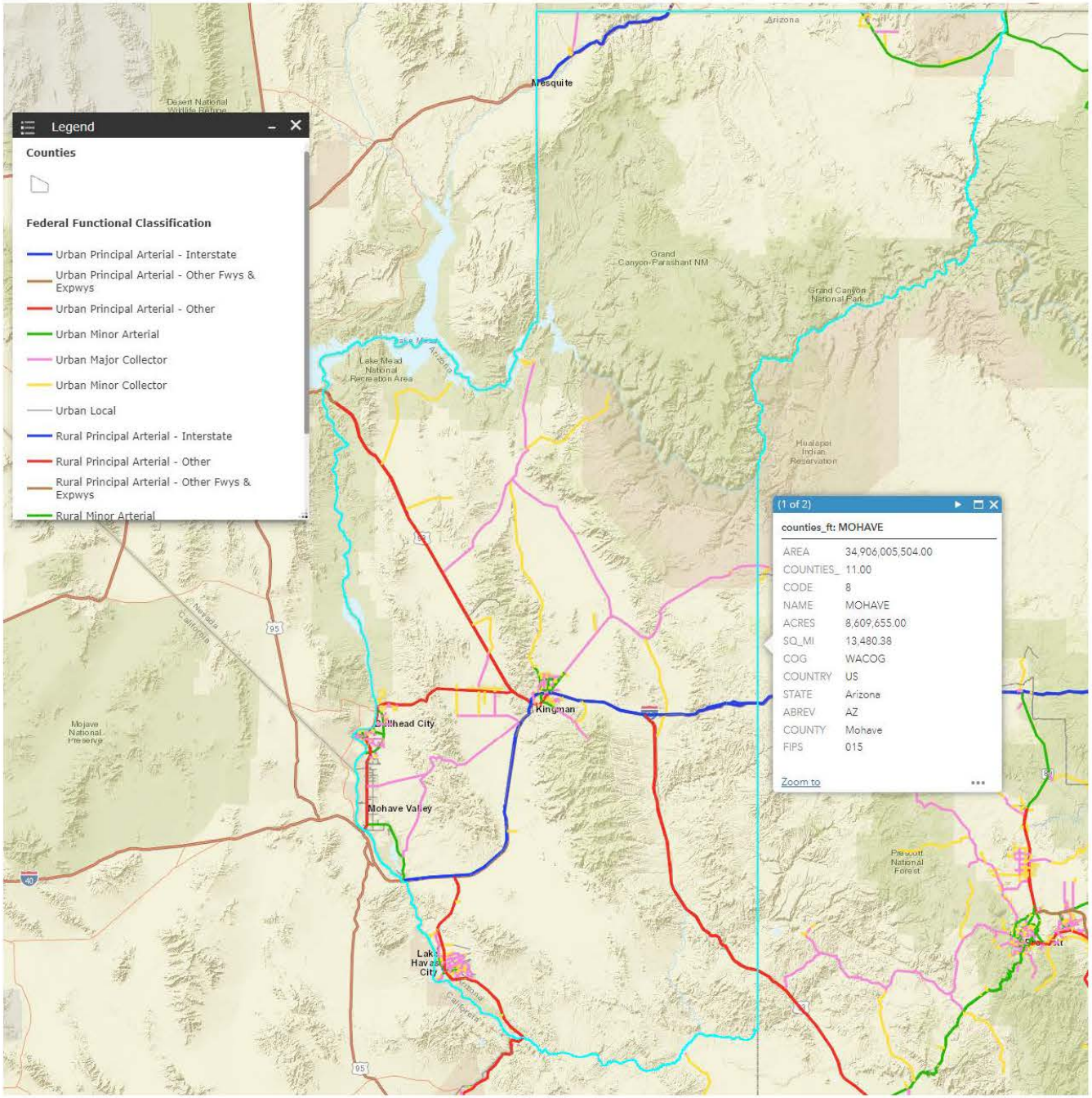
This map is a user generated static output from the Mohave County Interactive Map Viewer and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION, AS A LEGAL DOCUMENT, FOR PROPERTY DESCRIPTIONS, OR DETERMINATION OF LEGAL TITLE, AND SHOULD NEVER BE SUBSTITUTED FOR SURVEY OR DEED INFORMATION. The user agrees to comply with the Limitation of Use, and Assumption of Risk as stated in the full disclaimer at https://gis.mohave.gov

Notes:



ADOT Functional Classification Map: Vehicle to TC Signs, Mohave Co

SUMMARY BUDGET NARRATIVE

The *Stewardship and Oversight Agreement on Project Assumption and Program Oversight* between Federal Highway Administration, Arizona Division and Arizona Department of Transportation provides *cost-efficient and streamlined Project delivery*. Link to the Agreement: https://www.fhwa.dot.gov/azdiv/Arizona_SO_Agreement_signed_2015_04_09.pdf

Planned Project costs include:

- ADOT fee for design, clearances, PS&E, and procurement activities = $30,000
- Consultant design, NEPA, and PS&E preparation for Project deployment = $200,000
- Contractor deployment of V2I traffic control signs = $900,000
- ADOT fee for construction engineering support to Project deployment = $120,000

An estimated 90 percent of ATTAIN Funding will invest direct into V2I traffic control sign deployment. The 20 percent Mohave County match – or $250,000 – funds standard ADOT project administration fees with both County and ATTAIN Funding sharing consultant design expense. Mohave County will assume all post-construction Project evaluation and reporting expenses.

Project Component	Year 1 (2023) Costs	Year 2 (2024) Costs
ADOT Design Administration	$30,000	
Consultant Design Services	$200,000	
Contractor Deployment		$900,000
ADOT Construction Engineering		$120,000
Total Federal Share	$184,000	$816,000
Total Non-Federal Share	$46,000	$204,000

BUDGET INFORMATION - Non-Construction Programs

OMB Number: 4040-0006
Expiration Date: 02/28/2025

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. Funding Opportunity No.: 693JJ322NF00010 Advanced Transportation Technologies and Innovative Mobility Deployment Program	20.200	$ 1,000,000.00	$ 250,000.00	$	$	$ 1,250,000.00
2.						
3.						
4.						
5. Totals		$ 1,000,000.00	$ 250,000.00	$	$	$ 1,250,000.00

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SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY (1) Funding Opportunity No.: 693JJ322NF00010 Advanced Transportation Technologies and Innovative Mobility Deployment Program	(2)	(3)	(4)	Total (5)
a. Personnel	$ 150,000.00	$	$	$	$ 150,000.00
b. Fringe Benefits					
c. Travel					
d. Equipment					
e. Supplies					
f. Contractual	200,000.00				200,000.00
g. Construction	900,000.00				900,000.00
h. Other					
i. Total Direct Charges (sum of 6a-6h)	1,250,000.00				$ 1,250,000.00
j. Indirect Charges					$
k. TOTALS (sum of 6i and 6j)	$ 1,250,000.00	$	$	$	$ 1,250,000.00
7. Program Income	$	$	$	$	$

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SECTION C - NON-FEDERAL RESOURCES

(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e)TOTALS
8. Funding Opportunity Number: 693JJ322NF00010	$ 250,000.00	$	$	$ 250,000.00
9.				
10.				
11.				
12. TOTAL (sum of lines 8-11)	$ 250,000.00	$	$	$ 250,000.00

SECTION D - FORECASTED CASH NEEDS

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	$ 184,000.00	$	$ 184,000.00	$	$
14. Non-Federal	$ 46,000.00		46,000.00		
15. TOTAL (sum of lines 13 and 14)	$ 230,000.00	$	$ 230,000.00	$	$

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

(a) Grant Program	FUTURE FUNDING PERIODS (YEARS)			
	(b)First	(c) Second	(d) Third	(e) Fourth
16. Funding Opportunity Number: 693JJ322NF00010	$ 230,000.00	$ 1,020,000.00	$	$
17.				
18.				
19.				
20. TOTAL (sum of lines 16 - 19)	$ 230,000.00	$ 1,020,000.00	$	$

SECTION F - OTHER BUDGET INFORMATION

21. Direct Charges:

22. Indirect Charges:

23. Remarks:

Multimodal Planning Division

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, Deputy Director/State Engineer
Paul Patane, Division Director

MEMORANDUM

To: State Transportation Board

From: Paul Patane, MPD Division Director

RE: Revisions to the AZ SMART Fund Program Guidelines and Application Instructions and Application form

Date: October 11, 2023

The AZ SMART Fund program became effective on September 24, 2022. Over the course of the first year of the program, ADOT has identified changes which need to be made to clarify information, respond to questions received about the program, and to address unforeseen circumstances that have been encountered. In addition, the Arizona Legislature passed Laws 2023, Chapter 148, which changed the eligible applicants for the program. This change is effective October 30, 2023.

As a result of these issues, ADOT is proposing revisions to both the AZ SMART Fund Program and Application and the application form. The attached packet contains several documents showing the proposed changes. The list below identifies the documents and applicable page numbers, which are in red at the bottom of each page:

Section	Page #
Summary of Changes to the Program Guidelines and Application Instructions	1
Redline format showing the individual changes to the Program Guidelines and Application Instructions	2
"Clean" version of the revised the Program Guidelines and Application Instructions	28
Redline format showing the individual changes to the AZ SMART application form	54

This item is on the October 20, 2024 agenda for discussion and possible action. ADOT's requested action is the **approval of the proposed changes while providing flexibility for staff to make administrative and conforming changes**. Upon approval, the documents (and any associated changes required to the AZ SMART Fund website) will be finalized and published on the website to coincide with the October 30th effective date of the eligibility change.

AZ SMART Fund Program Guidelines and Application Instructions Revisions

Summary of Changes
10/5/2023

The following list provides a summary of the changes being proposed to the AZ SMART Fund Program Guidelines and Application Instructions. The proposed changes are the result of the passage of Laws 2023, Chapter 148 which changed applicant eligibility as well as questions and issues encountered during the Program's inagural year. Most of the changes are clarifications or administrative in nature; substantive provisions are highlighted in yellow below.

Page/Section	Change
1, 2nd paragraph and bullet points	Updates information to reflect subsequent funding from the Legislature
1, last paragraph	Adds language to explain how ADOT determines eligibility of an application
2, Eligible Applicants	Updates eligibility as a result of Laws 2023, Chapter 148 which eliminated cities and towns partially or entirely located in urbanized areas in Maricopa and Pima Counties
2, Eligible Uses	Adds the new Transportation Alternatives Program to list of formula programs
3, 1st paragraph	Requires reporting from awardees receiving design funds from AZ SMART for updates to the Board, Legislature and Governor's office informed
3, under the chart	Reiterates that applications are only accepted online and not by email or mail
4, bullet points	Adds "Important" before Notes for emphasis
5, item 6	Strikes reference to Certification Accepted (CA) agencies, all of which are located in Maricopa and Pima Counties, due to eligibility change in Laws 2023, Chapter 148
6, item 9	Clarifies that applicants receiving design funding from AZ SMART are expected and agree to submitting a Federal Grant for construction of the project
6, item 10	Clarifies that once a Federal Grant is no longer being pursued, and Applicant receiving AZ SMART Funds will be required to repay any expenditure of those funds
6, item 11	Reiterates the reporting requirement
6, item 13	Strikes reference to CA agencies and consolidates information
6, item 15	Clarifies that ADOT will administer all AZ SMART awards for design
7, item 19	Clairifies AZ SMART will provide up to the required match; excess match must come from Applicant
7, item 20	Provides notice that suspected misuse will be reported to State Auditor General
7, item 21	Reiterates consideration and/or approval of an application may not occur prior to the deadline of the applicable NOFO.
8, Note a.	Shortens project description length in online application
8, Note b.	Clarifies this section applies to grant development/submission and match applications only
9, item 8.c	Clarifies ADOT and the Board are not liable for delays, decision not to award, or deleting information, data, etc.
10, #1, Grant Development and Submission Awards	Strkes prior expenditure prohibition. The statute allows reimbursement for this expense and this provision is not needed.
12, subsection B	Clarifies sub-recipient projects will be administered by ADOT; strikes reference to Certification Accepted (CA) agencies and clarifies self administration is intended primarily for transit projects
13, Design and Other Engineering Services Awards, #1	Strikes reference to Certification Accepted (CA) agencies and clarifies self administration is intended primarily for transit projects
13, #5	Clarifying Applicant must provide any additional funding before work can begin
13, #6	Clarifying ADOT will pay the SMART funds for design services as invoices are received. No funds will be paid to the Applicant. Eliminates reimbursement provisions previously applicable to CA agencies.
24, Definitions	Striking the definition of CA Agency as it is no longer applicable to the program effective 10/30/23

CHANGES SHOWN IN REDLINE FORMAT

Arizona State Match Advantage for Rural Transportation ("AZ SMART") Fund

Program Guidelines and Application Instructions

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Eligible Uses 3

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Arizona State Match Advantage for Rural Transportation ("AZ SMART") Fund

Program Guidelines and Application Instructions

Background

The AZ SMART Fund[1] was established by the Arizona Legislature in 2022[2] to help eligible cities, towns, counties and the Arizona Department of Transportation ("ADOT") to compete more effectively at the national level for the numerous Federal Grants established in the 2021 Infrastructure Investment and Jobs Act ("IIJA"). AZ SMART Fund awards are limited to *federal discretionary grants*, which are awarded at the discretion of the federal agency and are not funded or distributed by formula or allocation. The Federal Grant must be for surface transportation purposes, which for the purposes of the AZ SMART Fund is defined as roads/bridges, rail, and transit.

The AZ SMART Fund is administered by ADOT, and all awards must be approved by the State Transportation Board ("STB" or "the Board"). The AZ SMART Fund ~~is~~was initially funded at $50 million for state fiscal year ~~2023~~2023 and received an additional $12.5 million for state fiscal year 2024. These funds are exempt from lapsing. The monies are allocated to certain categories of Eligible Applicants as follows:

- 20%~~, or $10 million, for~~ to counties with a population of 100,000 persons or more;
- 20%~~, or $10 million, for~~ to counties with a population of fewer than 100,000 persons;
- 20%~~, or $10 million, for~~ to cities and towns with a population of 10,000 persons or more;
- 20%~~, or $10 million, for~~ to cities and towns with a population of fewer than 10,000 persons; and
- 20% ~~, or $10 million, for~~ to ADOT.

The AZ SMART Fund program became effective on September 24, 2022. STB Board Policy #45 related to the AZ SMART Fund program was approved on October 21, 2022. This Policy is available on the AZ SMART Fund and STB websites.

Applications to the AZ SMART Fund must first be approved by the Applicant's COG/MPO. Each COG/MPO has its own process to review and approve applications for the program.

~~Pursuant to the enabling legislation,~~ ADOT is required to determine if an application is eligible under the related Notice of Funding Opportunity (NOFO) or Notice of Funding Availability (NOFA). This determination is based on the eligibility of the applicant, project and project phase under the current, or the most recent, NOFO/NOFA issued

Arizona State Transportation Board Policy #45, Sec. 3:

It is the policy of the Board to award AZ SMART Funds during the term of the federal Infrastructure Investment and Jobs Act (IIJA***)*** **to well-developed applications that maximize the State's competitiveness** for each federal discretionary grant.

[1] The AZ SMART Fund grant program is not the same as the federal program using the "SMART" acronym, the Strengthening Mobility and Revolutionizing Transportation grant program. However, the federal SMART grant program is a federal discretionary grant which provides funding for surface transportation projects, and therefore is eligible under the AZ SMART Fund.

[2] HB 2872, Laws 2022, Chapter 322, Section 3.

for the applicable federal grant since the passage of IIJA. ~~applications cannot be considered until after the release of the applicable Notice of Funding Opportunity or Notice of Funding Availability ("NOFO/NOFA").~~ ADOT may establish a deadline for applications for Match for each Federal Grant.

> *Arizona State Transportation Board Policy #45, Sec. 2:*
>
> It is the policy of the Board to encourage all eligible applicants to utilize the benefits of the AZ SMART Fund Program.

Eligible Applicants for the AZ SMART Fund

Most Arizona cities, towns and counties and ADOT are eligible for AZ SMART Funding. Effective October 30, 2023, ~~with~~ the following ~~exceptions~~entities are no longer eligible for the program pursuant to Laws 2023, Chapter 148:

- A county with a population of more than 1,000,000 persons;
- A city or town partially or entirely located in an urbanized area of a county with a population of more than 1,000,000 persons;
- ADOT may not use AZ SMART Fund monies for projects located in an urbanized area of a county with a population of more than 1,000,000 persons.

While not a~~n~~ direct Eligible Applicant for the program, a tribal nation can partner with an eligible county to submit a Project for which the County will be the Applicant. A current list of Eligible Applicants may be found on the AZ SMART Fund website. Eligibility may change in the future due to updates to urbanized areas by the US Census Bureau.[3]

Eligible Uses of the AZ SMART Fund

Applicants may request AZ SMART Funds for any of the Eligible Uses below for a specific project and a specific Federal Grant:

- Reimbursement of up to 50% of the eligible costs associated with Grant Development and Submission ("GDS") of an application for a Federal Grant which is the subject of a current NOFO/NOFA. This use is limited to counties with a population of less than 100,000 and cities and towns with a population of less than 10,000.

- Match for a Federal Grant which is the subject of a current NOFO/NOFA. Depending on the Federal Grant and the entity administering the Project, matching funds may be paid directly from the AZ SMART Fund by ADOT for Projects it administers or may be reimbursed to the Applicant if it is a Certification Acceptance ("CA") agency or a direct recipient of the Federal Grant.

  NOTE: Match on federal aid highway program formula funds such as Surface Transportation Block Grant Program ("STBGP"), Highway Safety Improvement Program ("HSIP"), Off-system Bridge, Transportation Alternatives or other formula funds programmed by COGs/MPOs or ADOT is not an Eligible Use of the AZ SMART Fund.

- Reimbursement of Design and Other Engineering Services ("DOES") expenditures that meet federal standards for projects eligible for the Federal Grant selected in the AZ

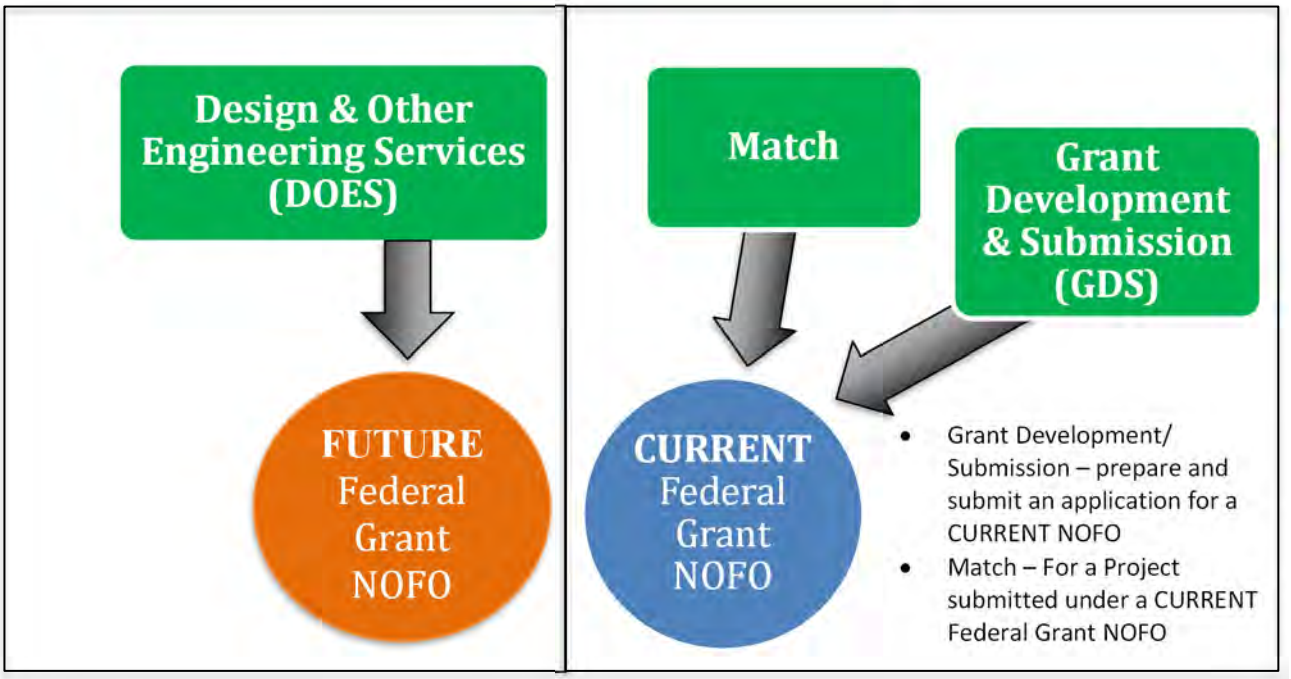
[3] Eligibility is based in part on "urbanized areas as defined in the most recent decennial Census certified by the United States Bureau of the Census." See HB 2872, Laws 2022, Chapter 322 for further information.

SMART Fund application. For the purposes of the AZ SMART Fund, DOES includes preliminary engineering through final design related to a road, bridge, rail or transit infrastructure construction project. In submitting the application, the Applicant is committing to developing the Project in a timely manner and to submitting it for the selected Federal Grant prior to the passage of a new long-term highway program authorization that succeeds the IIJA.[4] Periodic status reports will be required from DOES awardees to ensure progress towards an ultimate Federal Grant application submittal.

The graphic below depicts the general relationship between the Eligible Uses for the AZ SMART Fund Program and a current or future Federal Grant NOFO/NOFA; however, other approaches may also apply.

- DOES awards will typically fund the design of a Project to be submitted in response to a FUTURE NOFO/NOFA.

- Awards for Match and GDS will generally be to prepare, submit and support a Federal Grant application in response to a CURRENT NOFO/NOFA.



All applications are to be submitted online at https://azdot.gov/planning/grant-coordination/az-smart-fund; emailed or mailed applications will not be accepted.

Applicants may request funding for more than one Eligible Use in a single application. However, the Eligible Uses must be related to the same Project and the same Federal Grant. Applicants may apply for AZ SMART Funds for more than one project and/or Federal Grant subject to approval from the respective COG/MPO. Each Project and/or Federal Grant requires the completion and

[4] IIJA is currently authorized through September 30, 2026. Congress may extend IIJA prior to passing a new long-term highway program authorization, and these extensions may extend the September 30, 2026 deadline.

submission of a separate AZ SMART Fund application.

IMPORTANT NOTES:

- Applicants will be responsible for all costs exceeding the amount awarded by the AZ SMART Fund and a Federal Grant. If a Project does not yet have a current and comprehensive cost estimate on a Year of Expenditure ("YOE") basis, Applicants are encouraged to apply for DOES first to develop this information for use in a future AZ SMART Fund application for GDS and/or Match and the Federal Grant application.

- The enabling legislation did not include authorization for the AZ SMART Fund to consider or reimburse expenditures made before the effective date of the legislation, which was September 24, 2022. As a result, expenditures made prior to this date are not eligible for reimbursement and will not be considered.

Program Guidelines

By submitting an application for AZ SMART Funding, Applicants acknowledge and agree to the following Program Guidelines:

1. It is the policy of the Board to award AZ SMART Funds to well-developed applications that maximize the State's competitiveness for each Federal Grant.

2. The Applicant is required to obtain COG/MPO Approval prior to submitting an AZ SMART Fund application.

3. The Applicant is solely responsible for providing a clear and concise Project description and information regarding scope, schedule and budget in the AZ SMART Fund application. ADOT is not responsible for the documentation the Applicant provides in or with the application.

4. Each AZ SMART Fund application will address only one specific Project and one specific Federal Grant.

5. If more than one match application is submitted for a Project (for example, Project A is submitted in separate AZ SMART Fund applications for both the MEGA and INFRA Federal Grants), it will be considered only for the Federal Grant with a currently open NOFO/NOFA. If it receives an AZ SMART award related to the current NOFO/NOFA, any additional applications for the Project will become void, not considered further and no information or documentation will be retained by ADOT. No further notification or action will be required from the STB or ADOT regarding the voided application(s).

6. An intergovernmental agreement ("IGA") is required for all AZ SMART Fund awards~~, including those awarded to CA agencies~~. All payments of AZ SMART Fund awards will be made on a reimbursement basis following the execution of the IGA between the Applicant and ADOT. Reimbursements will not be made without evidence of a previous, valid expenditure.

7. Federal Grant awards will require the execution of a Federal Grant Agreement with the applicable federal agency. The Federal Grant Agreement must be executed prior to the execution of an IGA with ADOT.

8. All Projects receiving AZ SMART awards will be subject to all federal and ADOT policies, including timely obligation and expenditure of federal funds, invoicing, reporting and other requirements which may be identified by the STB or in the NOFO/NOFA or Federal Grant Agreement.

9. Applicants applying for AZ SMART Funds for DOES agree to submit the construction phase for the associated Federal Grant prior to the passage of a new long-term highway program authorization that succeeds the IIJA.[5]

10. The AZ SMART Fund program assists Applicants to successfully compete and receive Federal Grants. If an Applicant awarded AZ SMART Funds later receives funding from another source for the Project and is no longer pursuing a Federal Grant, the Applicant will be required to repay any AZ SMART Funds which they have expended or have been expended on their behalf by ADOT. In addition, the AZ SMART award will be vacated and rescinded by the State Transportation Board.

11. Upon request by ADOT, AZ SMART awardees will provide progress updates to ensure Projects are progressing in a timely manner.

~~8.~~12. All projects receiving AZ SMART Fund awards are subject to inspection and a final review and audit. Any excess AZ SMART Funds remaining after the final audit will be released from the Project, returned to the sub fund from which the award was made and used for other awards.

~~9.~~13. ADOT project development administration ("PDA") fees of $30,000 will apply to all Projects receiving an AZ SMART Fund award for DOES. PDA fees may also apply to Projects receiving an award for Match if DOES are allowed by the applicable Federal Grant and the Applicant requests ADOT to administer the Project. PDA fees generally will not be required if an Applicant chooses to be a Direct Recipient for a Federal Grant which allows this option.

The initial PDA fees ~~shown below~~ are eligible DOES expenditures under the AZ SMART Program when they are included in the cost estimates submitted in an application. By submitting an application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any such additional fees paid that are not required for the Project will be refunded to the Applicant upon approval of the Project final audit.

- ~~CA agencies - $10,000 initial fee~~
- ~~Non-CA agencies - $30,000 initial fee~~

~~10.~~14. In the AZ SMART application, Applicants must identify if ADOT administration of the Project is requested. If so, PDA fees will apply and should be reflected in the Project cost estimates. ADOT will determine if it is able and willing to accept administration responsibilities and will notify the Applicant and the STB if it is unable to do so prior to the STB meeting at which the application will be considered.

~~11.~~15. ADOT ~~may also be~~ will ~~required to~~ administer ~~design and other engineering services~~all projects receiving DOES awards. ~~and construction projects for road, bridge and rail projects unless the Applicant is a CA agency or Self-administration is necessary to~~

[5] IIJA is currently authorized through September 30, 2026. Congress may extend IIJA prior to passing a new long-term highway program authorization, and these extensions may extend the September 30, 2026 deadline.

~~accomplish the purpose of the Project *and* is approved by ADOT. PDA and other fees may apply to Self-administered Projects. Self-administration may not be available or may require certification by ADOT under a separate process.~~

For transit projects, Self-administration may be an option depending on the Applicant and the Federal Grant that will be pursued.

~~12.~~16. Award of AZ SMART Funds does not authorize additional funding to cover cost overruns, increases, or other overages. Applicants are responsible for all Project costs which exceed the amount awarded from the AZ SMART Fund program and/or a federal agency, including but not limited to, Grant Development and Submission, Match, Design and Other Engineering Services, utilities, right of way, construction and ADOT project development administration fees. This includes cost increases due to inflation and any other increases that may arise.

~~13.~~17. An award of AZ SMART Funds for Match or DOES is not a Notice To Proceed. The required IGA between the Applicant and ADOT must be executed prior to any work being undertaken. Any expenditures incurred prior to the Effective Date of DOES Funds or the Effective Date of Match Funds will not be eligible for reimbursement.

18. ADOT will Set Aside, Obligate, and reimburse funding related to an application up to the amount of the AZ SMART Fund award. Under no circumstances will reimbursements exceed the amount of actual expenditures incurred, regardless of the amount of the AZ SMART Fund award.

~~14.~~19. AZ SMART Funds will not be used to provide excess match for a Federal Grant and shall be limited to the amount of match required under the NOFO/NOFA. Excess match to improve a Project's competitiveness must be provided by the Applicant.

~~15.~~20. An AZ SMART Fund award may not be used for purposes, Projects or Federal Grants other than those identified in the AZ SMART Fund application and approved by the STB. Any suspected misuse of AZ SMART Funds will be referred to the State Auditor General.

~~16.~~21. Neither the STB nor ADOT guarantees that the Priority Planning Advisory Committee ("PPAC) will make a recommendation ~~and~~ or the STB will consider and/or approve the AZ SMART Fund application prior to the NOFO/NOFA deadline. If the Applicant proceeds to apply for a Federal Grant before the STB considers its application for AZ SMART Funds, the Applicant does so with full knowledge and understanding that it may not be awarded AZ SMART Funds and will be responsible for providing the funds itself if awarded a Federal Grant.

~~17.~~22. ADOT may provide information on the AZ SMART Fund website, verbally or in meetings or webinars about Federal Grants and tools to help develop cost estimates. This information and these tools are a courtesy only and do not purport to be complete or sufficient for every Project. The Applicant is responsible for developing its own cost estimates, hiring any necessary experts and ~~doing~~ conducting its own Federal Grant research.

~~18.~~23. No change in scope shall be made to a Project receiving an AZ SMART Fund award unless approved by the STB. If the Applicant desires a change in scope:

a. The Applicant must submit a formal, written request to the STB requesting the change in scope with an explanation of why it is necessary.

b. The Applicant agrees to bear any costs associated with the change in scope.
c. If approved by the STB, a formal amendment to applicable agreement(s) is/are required.

Application Approval Process

The following application approval process was established by the AZ SMART Fund enabling legislation. ***NOTE:*** "The Department" refers to ADOT.

1. ARS §28-399.H. "A political subdivision of this state shall submit an application to the Department to be eligible for an award from the fund. A political subdivision of this state must first obtain the approval of the applicable metropolitan planning organization or council of governments before submitting an application to the Department. The Department may establish an application deadline for each federal grant match."

   NOTE*:* Any application deadlines will be identified on the AZ SMART Fund website.

2. ARS §28-399.I. "On receipt of an application, the Department shall determine if the requirements of the NOFO/NOFA are met and if the approval required under subsection H of this section (COG/MPO approval) has been granted."

   NOTES*:*

   a. The Applicant is solely responsible for providing a clear and concise Project description and information in the AZ SMART Fund application which enables ADOT to make an eligibility determination. Such description is limited in the Live Application to 3,000 characters, including spaces and punctuation. ADOT is not responsible for the documentation the Applicant provides in or with the application.

   b. ~~I~~For GDS and match applications, if a NOFO/NOFA for the Federal Grant selected in the AZ SMART Fund application has not been released by the applicable federal agency, the AZ SMART Fund application will be held by ADOT until the NOFO/NOFA has been released. Following the release of the NOFO/NOFA:

      i. Within seven calendar days of the release of each NOFO/NOFA, ADOT will review the SMART applications for the applicable Federal Grant and will determine if the Applicant and Project are eligible under the terms of the NOFO/NOFA and if the required COG/MPO approval has been provided.

      ii. If ADOT must request additional information to determine eligibility under the NOFO/NOFA, Applicants are required to respond within five business days to resolve eligibility issues and to avoid application delays.

3. ARS §28-399.I. "If the Department determines that the application meets the requirements and is complete, the Department shall forward the application to the Department Committee established pursuant to ARS §28-6951 (~~the~~ ADOT ~~Priority Planning Advisory Committee or "~~PPAC~~"~~) for a recommendation."

   NOTES*:*

   a. The Applicant is solely responsible for providing sufficient and accurate information regarding scope, schedule and budget in the AZ SMART Fund application to enable

PPAC to make a recommendation. Neither ADOT nor PPAC is responsible for the information or documents the Applicant provides in or with the application.

b. The PPAC meets monthly and will typically consider the application at its next regularly scheduled monthly meeting.

4. ARS §28-399.I. "If a recommendation is made, the Department shall notify the Chairperson of the Board that the application is ready for consideration and action by the Board."

5. ARS §28-399.J. "Once notified pursuant to subsection I of this section, the Chairperson of the Board shall place the application on an agenda for action within 45 days of the original receipt of the notification. The Board may give preference to Applicants that can demonstrate either or both of the following:

   1. The percentage of matching monies (US $) provided by the Applicant;
   2. The extent that the Applicant will partner with other entities to deliver the project."

6. ARS §28-399.K. "The Board may approve, deny, modify or request more information on the application."

7. ARS §28-399.K. "If the Board approves an~~d~~ award, the Department shall execute an intergovernmental agreement with the Applicant regarding reimbursement and expenditures pursuant to subsection E (Eligible Uses) of this section."

   ***NOTES**:* Board Policy #45, Section 4.e requires Applicants to execute any necessary intergovernmental agreements ("IGA") within the following timeframes to avoid AZ SMART Funds from being idle:

   a. 120 calendar days from the date of award by the Board for GDS and DOES awards; and
   b. 120 days of the date of execution of a Federal Grant Agreement for Match awards.

8. If the STB does not award AZ SMART Funds:

   a. Within two business days of the STB decision, ADOT will send an electronic notification to the contact person listed in the application indicating the application was not awarded and is null and void.
   b. The application shall become null and void and no data, information or documents will be retained by ADOT. The Applicant may submit another application for the Project in ~~a~~the future ~~round~~.
   c. Neither ADOT nor the STB shall bear any responsibility for any consequences arising from inaction on an application, ~~or~~the decision not to award AZ SMART Funds or deletion of data, information, or documents.

9. If the STB awards an amount that differs from the amount the Applicant requested in the application:

   a. Within two business days of the STB award, ADOT will send an electronic notification containing the amounts awarded by the STB to the contact person listed in the application.
   b. The contact person is required to accept or decline the modified award within 5

business days by replying to the email from ADOT. If the Applicant does not reply within 5 business days, the award will be null and void and the monies will be returned to the AZ SMART Fund to be used for other applications.

c. If the Applicant accepts the modified award, the Applicant is responsible for all costs associated with the Project exceeding the amount awarded by the STB.

10. If the STB requests more information on the application:

    a. Within two business days of the STB request, ADOT will send an electronic notification containing a list of additional information or documents requested by the STB to the contact person listed in the application.
    b. The Applicant is required to provide the requested information or documentation within 5 business days by replying to the email from ADOT. If the Applicant does not reply within 5 business days, the application will be null and void.
    c. Neither ADOT nor the STB shall bear any responsibility for delays arising from the request for, or consideration of, additional information.

Grant Development and Submission Awards

AZ SMART Fund awards for GDS will comply with the following:

~~1. Expenditures incurred prior to the Date of Approval for Grant Development and Submission are not eligible for reimbursement from the AZ SMART Fund.~~

~~2.~~1. The amount to be reimbursed to the Applicant for GDS will not exceed 50% of the actual and approved Eligible Costs incurred and paid by the Applicant.

~~3.~~2. ~~If t~~The Applicant ~~is~~ shall employ~~ing~~ a consultant for GDS, ~~the Applicant shall~~ enter into a separate agreement with the consultant and ~~shall~~ be solely responsible to make payments directly to the consultant. ADOT does not provide grant development or writing assistance or services.

~~4.~~3. To request reimbursement from the AZ SMART Fund pursuant to an award for GDS:

    a. At least quarterly and no more than monthly, the Applicant shall submit the following reimbursement documents to the AZ SMART Fund email box:

        i. ADOT's Progress Payment Report Form, to be identified in the future IGA addressing GDS;
        ii. Copies of invoices received and paid by the Applicant for Eligible Costs related to GDS;
        iii. Copies of checks or wire transfers evidencing payment by the Applicant of the invoices;
        iv. Proof of submission of the application for the applicable Federal Grant. Acceptable sources include a copy of the acknowledgement of receipt or an email confirming receipt of the submitted grant from the applicable federal agency or grant submission website. Applicant is responsible for obtaining proof of submission.
        v. Other documentation that may be required in the IGA.

    b. Upon confirming that the expenditures qualify for reimbursement, that the Applicant has fully paid and that the documents are valid and complete, ADOT will reimburse

the Applicant within 30 days of approval of the reimbursement documents.

c. If there has been no reimbursement request related to an AZ SMART Fund award for GDS within 180 days of the Date of Approval for Grant Development and Submission, ADOT will de-obligate the AZ SMART Funds from the Project and make the monies available for other awards by the STB.

~~5.~~4. The IGA with ADOT for an AZ SMART Fund GDS award may contain additional terms and conditions.

Match Awards

AZ SMART Fund awards for Match will comply with the following:

1. By submitting an application for Match, the Applicant commits to also submit an application for the Project and the Federal Grant identified in the AZ SMART Fund application under the current NOFO/NOFA, even if the deadline in the NOFO/NOFA has passed before the STB approves an award for Match. The Applicant also acknowledges it may not receive an AZ SMART Fund award.

2. If the Applicant receives a Federal Grant award, a separate IGA will be required to be executed between the Applicant and ADOT after execution of the Federal Grant Agreement.

3. Expenditures incurred prior to the date of obligation of the Federal Grant are not eligible for reimbursement from an AZ SMART Fund award for Match. Funds will be obligated by ADOT or the applicable federal agency, depending on the entity administering the Project.

4. If the Applicant receives a Federal Grant award:

   a. Direct recipients:

      i. Within 15 business days of execution of the Federal Grant Agreement, the Applicant will submit the executed contract and a Project initiation packet to the ADOT Local Public Agency section. ADOT will use the information to develop the required IGA for the AZ SMART Fund Match award. The IGA must be executed within 120 calendar days of the execution of the Federal Grant Agreement, or the award may be terminated and be made available for other awards by the STB.
      ii. The amount to be reimbursed to the Applicant for Match will not exceed the actual expenditures incurred and paid by the Applicant up to the amount awarded by the STB and obligated on the Project.
      iii. Applicants shall enter into agreements with and make all payments directly to the required consultants and/or professional services for the Project.
      iv. To request reimbursement from the AZ SMART Fund pursuant to an award for Match:

         1) At least quarterly and no more than monthly, the Applicant shall submit the following reimbursement documents to the AZ SMART Fund email box:

a. An invoice on ADOT's Progress Payment Report Form, to be identified in the future IGA addressing Match;
b. Copies of invoices received and paid by the Applicant for Eligible Costs related to Match;
c. Copies of checks or wire transfers evidencing payment of the invoices by the Applicant;
d. The Federal Grant Agreement, executed by all parties.
e. Other documentation that may be required in the IGA.

2) Upon verification that the services provided qualify for reimbursement, that the Applicant has fully paid and that the documents are valid and complete, ADOT will reimburse the Applicant within 30 days of approval of the reimbursement documents.

v. If there has been no reimbursement request related to an AZ SMART Fund award for Match within 180 days of the Effective Date of Match Funds, ADOT reserves the right to de-obligate the AZ SMART funds from the Project and make the monies available for other awards by the STB.
vi. The IGA with ADOT for the AZ SMART Fund Match award will contain additional terms and conditions.
vii. The IGA with ADOT for an AZ SMART Fund Match award may contain additional terms and conditions.

b. Sub-recipients (ADOT administered):

i. Within 15 business days after the award of the Federal Grant, the Applicant will submit a Project initiation packet and other documentation requested by ADOT to the ADOT Local Public Agency section.
ii. ADOT will administer all phases of the Project to which the Match award applies unless ~~the Applicant is a CA agency or~~ self-administration is necessary to accomplish the purpose of the Project, such as transit. ~~and is authorized by ADOT~~. Self-administration may require certification by ADOT under a separate process.
iii. The awarding federal agency will require the Applicant and/or ADOT to enter into a Federal Grant Agreement. If the Applicant is the sole party to the Federal Grant Agreement, Applicant agrees to:

1) Provide the draft of the Federal Grant Agreement to ADOT for review as soon as it is available.
2) Request in a timely manner any changes to the Federal Grant Agreement identified by ADOT.
3) Provide the final executed Federal Grant Agreement to ADOT within 5 business days of execution.
4) Provide any changes made in the Federal Grant Agreement to ADOT in timely manner, which may require an amendment to the IGA with ADOT or further approval by the STB if such changes impact the Project scope, schedule or budget.

iv. ADOT will develop the required IGA for the AZ SMART Fund Match award based on the Federal Grant Agreement. The IGA will also contain additional terms and conditions.

v. The IGA with ADOT must be executed within 120 calendar days of the execution of the Federal Grant Agreement or the award may be terminated and be made available for other awards by the STB.

vi. A fully executed IGA does not guarantee funding or constitute permission to begin work. The Applicant must request and receive authorization and a Notice To Proceed from the ADOT Project Manager for each Project phase in advance of starting work.

c. If the Applicant does not receive an award under the Federal Grant, the Applicant shall notify ADOT within 15 calendar days after the announcement of awards by the federal agency via email to the AZ SMART Fund program email box. If ADOT does not receive the notification from the Applicant within 15 calendar days, it will cancel the AZ SMART Fund award for Match and will make the monies available for other available for other awards by the STB.

d. The required IGA with ADOT for the AZ SMART Fund Match award may contain additional terms and conditions.

Design and Other Engineering Services Awards

AZ SMART Fund awards for DOES will comply with the following:

1. ADOT will administer the Project unless ~~the Applicant is a CA Agency or~~ self-administration is necessary to accomplish the purpose of the Project, such as transit. ~~and is authorized by ADOT. Self-administration requires certification by ADOT under a separate process~~.

2. The Applicant shall submit a Project Initiation packet and other requested documentation to the ADOT Local Public Agency section within 15 business days after the award of AZ SMART Fund by the STB.

3. A separate IGA will be required for each Project which receives an AZ SMART Fund award for DOES. The IGA must be executed within 120 calendar days of the STB award, or the award will be terminated and be made available to other Applicants.

4. A fully executed IGA does not guarantee funding or constitute permission to begin work. The Applicant must request and receive authorization and a Notice To Proceed from the ADOT PM for each Project phase in advance of starting work.

5. ADOT will invoice, and the Applicant will pay, any additional funds required for the Project before work can begin.

~~5.~~6. DOES funds will be paid to the selected consultant by ADOT as invoices are received and approved; no funds will be paid to the Applicant. ~~CA agencies may request reimbursement from the AZ SMART Fund pursuant to an award for DOES as follows:~~

~~a. At least quarterly and no more than monthly, the Applicant shall submit the following reimbursement documents to the AZ SMART Fund email box:~~

~~i. An invoice on ADOT's Progress Payment Report Form, to be identified in the future IGA addressing Match;~~

~~ii. Copies of invoices received and paid by the Applicant for Eligible Costs related to Match;~~

~~iii. Copies of checks or wire transfers evidencing payment of the invoices by the Applicant;~~
~~iv. The Federal Grant Agreement, executed by all parties.~~
~~v. Other documentation that may be required in the IGA.~~

~~b. Upon verification that the services provided qualify for reimbursement, that the Applicant has fully paid and that the documents are valid and complete, ADOT will reimburse the Applicant within 30 days of approval of the reimbursement documents.~~
~~c. The required IGA with ADOT for the AZ SMART Fund DOES award may contain additional terms and conditions.~~

Prepare Before Applying

Federal Grant application deadlines average about 45 days after the release of a NOFO/NOFA. To ensure a competitive application for the AZ SMART Fund and a timely submission for a Federal Grant, Applicants encouraged to take the following steps as soon as possible:

Arizona State Transportation Board Policy #45, Sec. 4.c:

It is the policy of the Board to encourage Applicants to:

- Establish procurement policies and contracts to enable the rapid deployment and submission of strong and competitive federal grant applications.
- Generate well-developed cost estimates to minimize the financial impact to the Applicant.

- Review the US DOT *Policy on using Bipartisan Infrastructure Law Resources to Build a Better America* and the federal statutes for the desired grant to understand the federal requirements and expectations related to federal applications. These documents are provided as a courtesy on the AZ SMART Fund webpage. Applicants are responsible for conducting their own grant research.
- A Project Cost Estimating Tool is available on the AZ SMART Fund webpage to assist in developing the estimate for a federally funded Project. This Tool is provided as a courtesy only and does not purport to cover all possible costs or scenarios. Applicants will be responsible for all costs which exceed the amount of an AZ SMART Fund or Federal Grant award, including cost increases due to inflation, underestimating, etc. As a result, Applicants are encouraged to ensure their project cost estimates are as comprehensive and up to date as possible and include appropriate contingencies.
- Ensure appropriate contracts are in place for GDS prior to applying for this Eligible Use. ADOT does not provide grant writing assistance or services, and ADOT's grant writing contracts are not available to other entities.
- Consult with the COG/MPO to determine the approval process for AZ SMART Fund applications.
- Consider if the Direct Recipient option is desirable. If offered in the NOFO/NOFA, those selecting this option must still execute an IGA with ADOT for the AZ SMART Funding. However, ADOT will generally not be further involved in the Project and therefore PDA

fees are not expected to apply.[6] The administration and oversight of the Project will instead be handled directly by the applicable federal agency.

AZ SMART Fund Application Instructions

By submitting an application for AZ SMART Funding, Applicants acknowledge and agree to the following Application Instructions:

- To ensure submission of well-developed and competitive applications, Applicants are strongly encouraged to review the US Department of Transportation (USDOT) Policy on *Building a Better America* and the Federal Grant statutes located in the Federal Discretionary Grant Programs section on the AZ SMART Fund website. These documents are provided to help Applicants understand federal policy considerations, identify applicable grants and determine the eligibility of their project.

  NOTE: The AZ SMART Fund website does not purport to include all information related to Federal Grants which may be eligible for the AZ SMART Fund. Applicants are responsible for conducting their own grant research.

- Applications must be submitted electronically on the AZ SMART Fund website and will not be accepted by mail or other electronic means.

- Applicants should complete and submit applications online in a single sitting. Incomplete or unsubmitted applications will not be considered. Unless otherwise noted, all questions are required to be answered and the required documents are to be uploaded for an application to be “Administratively Complete” and processed for further consideration.

- The Applicant is solely responsible for providing a clear and concise Project description in the AZ SMART Fund application which enables ADOT to make an eligibility determination. ADOT is not responsible for the documentation the Applicant provides in or with the application.

- Applicants are strongly encouraged to scope projects as thoroughly as possible and to carefully evaluate cost estimates during planning to ensure adequate funding is requested from both the AZ SMART Fund and the applicable federal agency. Applicants will be responsible for all costs which exceed the amount of an AZ SMART Fund or Federal Grant award.

- Applicants must first obtain the approval of the applicable COG/MPO before submitting an application to ADOT. Written documentation of such approval is required to be uploaded during the application process. Consult with the applicable COG/MPO regarding the approval process.

The following instructions refer to the questions on the sample Application Form, attached as Exhibit A. An Administratively Complete application includes ALL the following information, as applicable. Many of the questions are required (marked with *Required) and a response or document upload will be necessary to proceed beyond these questions.

[6] There may be circumstances in which ADOT may still be required to participate in project administration and oversight, even if the Applicant is a Direct Recipient. In these cases, PDA fees will apply.

Introduction Section

To assist Applicants in assembling the necessary documentation prior to beginning the Application process, this section includes a checklist of documents which are required to be uploaded. Documents must be in PDF format.

Email – required; enter the email address of the person submitting the AZ SMART Fund application in case follow up is required. This may be different than the email for the Contact Person.

Applicant Information Section

1. *Name of Applicant City, Town or County* – Required; enter the Name of Applicant City, Town or County.

2. *Name of Contact Person for Applicant* – Required; enter the name of the person who will be responsible for responding to requests for more information, accepting or declining AZ SMART Fund awards, ensuring any agreements are reviewed and approved in a timely manner and resolving other requests and issues that may arise.

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.* This certification is required and must be provided to proceed with the application.

4. *Contact's Title* – Required; enter the Contact's job title

5. *Contact's Full Mailing Address* – Required; enter the Contact's department (if applicable), street address, city, state and zip code.

6. *Contact's Office Phone #* - Required; enter the Contact's 10-digit office phone number, including area code. Include the Contact's extension, if any.

7. *Contact's Cell Phone #* - Optional; enter the Contact's 10-digit cell phone number, including area code. Although this is not a required field, it is highly recommended, particularly if the Contact works in the field or remotely.

8. *Contact's Email Address* – Required; enter the Contact's work email address.

9. *Select the Applicant's COG/MPO* – Required; select the applicable option from the dropdown list.

Project Information Section

10. *Select the Project Type* – Required; check only one box. If "Other" is selected, provide further details.

11. *Project Name* – Required; enter a brief, intuitive name for the Project.

12. *Enter the Project limits as applicable* – required. If an infrastructure Project, provide the name of the road and "From" and "To" mileposts or cross streets, bridge structure number,

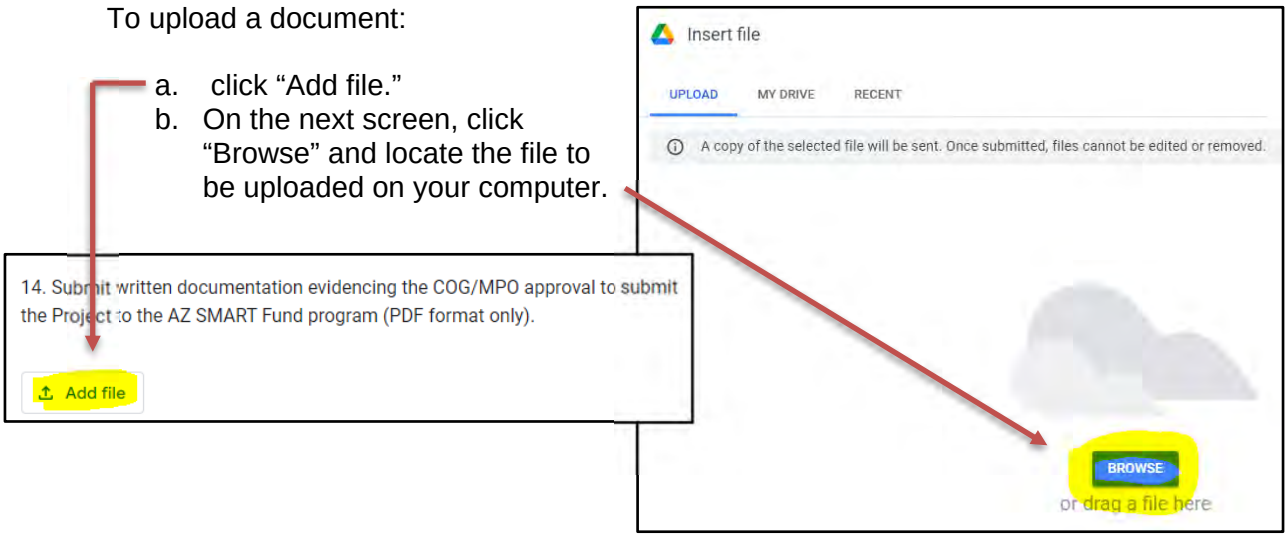
etc. If a non-infrastructure project, enter the geographic area to which the plan or study will relate.

13. *Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA."* - Optional; Projects applying to the AZ SMART Fund are not required to be in a TIP. However, the associated Federal Grant may have different requirements. The Applicant is responsible for determining if the Project should be included in the TIP, and for taking action to do so, if required.

14. *Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only)* – Required; upload a letter or other documentation provided by the COG/MPO demonstrating this approval. ***Limited to 1 file; 1 GB maximum size***

    To upload a document:

    a. click "Add file."
    b. On the next screen, click "Browse" and locate the file to be uploaded on your computer.



15. *Project Description* – Required; provide a concise, specific description of the Project, including the type of work to be performed. Applicants are responsible for providing a description which enables ADOT and the STB to determine if the Project is an "Eligible Project" pursuant to the NOFO/NOFA.

16. *For Infrastructure projects, please upload a map showing the Project location* – Required for infrastructure projects (PDF format only). For non-infrastructure projects, skip this question. ***Limited to 1 file; 1 GB maximum***

17. *Is the Project contained entirely within the Applicant's Right of Way?* – Required; for non-infrastructure Projects, check "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?* – Required; check "Yes" to indicate the Applicant has discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application. If the District office has not been consulted, check "No." if Project does not involve ADOT's Right of Way or is a non-infrastructure project, check "Not applicable."

19. *If Project involves another jurisdiction's Right of Way, has the Applicant discussed the Project with the applicable jurisdiction and obtained its consent to proceed with this grant*

application? Required; if Project does not involve another jurisdiction's Right of Way or is a non-infrastructure project, check "Not applicable."

20. *Project Schedule* – Required; check the boxes to show the state fiscal years in which each phase is scheduled to begin. For non-infrastructure projects, use the "Other" row. Each row must contain one checked box. ***NOTE***: the state fiscal year runs from July 1 through June 30.

    Two examples are provided below to show how to complete the Project Schedule for infrastructure and non-infrastructure projects. In Example 1, an infrastructure Project is scheduled for Design in 2024 and Construction in 2026. Example 2 depicts a non-infrastructure project for which the Design and Construction phases are Not Applicable.

Example 1, Infrastructure Project

	2023	2024	2025	2026	Not Applicable
Design	☐	✓	☐	☐	☐
Construction	☐	☐	☐	✓	☐
Other (for non-infrastructure projects)	☐	☐	☐	☐	✓

Example 2, Non-infrastructure Project

	2023	2024	2025	2026	Not Applicable
Design	☐	☐	☐	☐	✓
Construction	☐	☐	☐	☐	✓
Other (for non-infrastructure projects)	☐	☐	✓	☐	☐

21. *Project Status* – Required; check the boxes to indicate the status of each phase. Each row must contain one checked box. Example 3 below depicts an infrastructure Project for which scoping is completed; design, environmental and utilities are all currently underway; right of way acquisition and Other are not applicable, and construction has not started. Example 4 shows a non-infrastructure Project.

Example 3, Infrastructure Project Status

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	☐	☐	☑	☐
Design	☐	☑	☐	☐
Right of Way Acquisition	☐	☐	☐	☑
Environmental	☐	☑	☐	☐
Utilities	☐	☑	☐	☐
Construction	☑	☐	☐	☑
Other (for non-infrastructure projects)	☐	☐	☐	☑

Example 4, Non-infrastructure Project Status

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	☐	☐	☐	☑
Design	☐	☐	☐	☑
Right of Way Acquisition	☐	☐	☐	☑
Environmental	☐	☐	☐	☑
Utilities	☐	☐	☐	☑
Construction	☐	☐	☐	☑
Other (for non-infrastructure projects)	☐	☐	☐	☑

22. *Design Status* – Required; for each Stage of Design, check either "Not started," "In progress," or "Completed" to indicate Design Status. For non-infrastructure projects, check

the “Not Applicable” box in each row. In Example 5 below, Stage 1 is completed and Stages 2 through 5 have not yet begun. Example 6 shows a non-infrastructure Project.

Example 5, Design Status for Infrastructure Project

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design	☐	☐	☑	☐
Stage 2, 30% design	☑	☐	☐	☐
Stage 3, 60% design	☑	☐	☐	☐
Stage 4, 95% design	☑	☐	☐	☐
Stage 5, 100%	☑	☐	☐	☐

Example 6, Design Status for Non-infrastructure

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design	☐	☐	☐	☑
Stage 2, 30% design	☐	☐	☐	☑
Stage 3, 60% design	☐	☐	☐	☑
Stage 4, 95% design	☐	☐	☐	☑
Stage 5, 100%	☐	☐	☐	☑

***NOTE* regarding cost estimates:** Careful attention should be paid to developing a thorough and complete cost estimate on a YOE basis. ADOT has developed a Project Cost Estimating Tool which is available on the AZ SMART Fund web page 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. The Applicant will be responsible for all costs which exceed the amount of an AZ SMART Fund or Federal Grant award.

Unless the NOFO/NOFA includes the option to be a direct recipient, include PDA fees for road/bridge/rail projects. For transit projects, an administration fee of 10% of the total project cost should be included.

23. *Cost Estimate for Scoping/Pre-design - enter in whole dollars. Enter "0" if not applicable.* Required.

24. *Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable.* Required.

25. *Cost Estimate for Design - enter in whole dollars. Enter "0" if not applicable.* Required.

26. *Enter the date of the Design estimate. Enter "NA" if not applicable*. Required.

27. *Cost Estimate for Right of Way- enter in whole dollars*. *Enter "0" if not applicable*. Required.

28. *Enter the date of the Right of Way estimate. Enter "NA" if not applicable*. Required.

29. *Cost Estimate for Utilities - enter in whole dollars. Enter "0" if not applicable*. Required.

30. *Enter the date of the Utilities estimate. Enter "NA" if not applicable*. Required.

31. *Cost Estimate for Construction - enter in whole dollars. Enter "0" if not applicable*. Required.

32. *Enter the date of the Construction estimate. Enter "NA" if not applicable*. Required.

33. *Cost Estimate for Other - enter in whole dollars. Enter "0" if not applicable*. Required.
34. *Enter the date of the Other estimate. Enter "NA" if not applicable*. Required.

35. *Do the estimates provided reflect costs on a Year of Expenditure (YOE) basis?* Required; reply Yes or No. ***NOTE***: Year of Expenditure basis means the costs have been inflated in later years. Applicants are responsible for cost increases due to inflation resulting from failure to calculate adequate YOE estimates.

36. *Please indicate the source of the Project Cost Estimates entered above* – Required; identify if the estimate(s) were developed by the Applicant, an engineering consultant or other source. ***NOTE*:** ADOT's Cost Estimation form is provided as a courtesy and does not purport to include all applicable costs or be sufficient for every project. Applicants are responsible for developing their own cost estimate(s).

37. *Please upload documentation showing the Project cost estimates (scoping document, cost estimation form, etc.)* – Required; PDF format only ***Limited to 1 file; 1 GB maximum size***

<u>AZ SMART Fund Request Section</u>

38. *County Applicants with population of 100,000 or less and municipalities with population of 10,000 or less* ***ONLY***: Enter the dollar amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified in the application. The amount entered should not exceed 50% of the total estimated costs of developing and submitting the grant. All other applicants, skip this question.

39. *Enter the dollar amount requested from the AZ SMART Fund for Match for the Federal Grant identified in this application.* If not requesting Match funds, skip this question.

40. *Enter the dollar amount of Match monies to be committed by the Applicant for the Project in the Federal Grant identified in this application.* If not requesting Match funding, skip this question.

41. *Enter the percent to the second decimal place of local, matching cash funds which will be provided by the Applicant (beyond the amount requested from the AZ SMART Fund) in the Federal Grant application*. Optional; if not requesting Match, skip this question. If requesting Match, the percentage of the cash match provided by the Applicant **beyond the amount requested from the AZ SMART Fund** will be calculated as follows:

$$x \div y = z, \text{ where}$$

x = Total dollar amount of non-federal, matching cash funds to be provided by the Applicant in the Federal Grant application **beyond the amount requested from the AZ SMART Fund.**
y = Total Project Cost Estimate to be submitted in the Federal Grant application (including contingencies, PDA fees, and any other applicable costs).
z = Percentage of matching funds provided by the Applicant.

NOTES:

- ARS 28-339 authorizes the STB to give preference to Applicants demonstrating matching monies at its discretion.
- Many Federal Grants require a 20% match. Applicants are responsible for conducting their own federal grant research to identify matching requirements and provide accurate information in the AZ SMART Fund application.

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 the application.* Required; if not requesting DOES funds, skip this question.

43. *Provide the names of any other entities the Applicant will partner with to deliver the Project.* Required; Identify and quantify the contribution of each partner(s) (cash match, in-kind services, etc.). If none, enter "NA." ***NOTE*:** ARS 28-339 authorizes the STB to give preference to Applicants demonstrating partnership with other entities to deliver the Project at its discretion.

<u>Federal Grant Request Section</u>

44. *How does the Applicant intend to submit the Federal Grant application?* Required. ***NOTE*:** If requesting ADOT to submit the Federal Grant application, 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 at least thirty (30) day prior to the application deadline in the NOFO/NOFA for the applicable Federal Grant, AND
    - Provide the completed application materials to the ADOT Grant office At least seven (7) days before the NOFO/NOFA deadline. Administrative fees may apply for ADOT submission.

45. *How does the Applicant intend to administer the Project if awarded a Federal Grant?* Required; indicate if the Applicant intends to be a direct recipient if allowed in the NOFO/NOFA, request ADOT administration or identify another option. Administration of Federal Grants includes, but may not be limited to, the following options:

    - *Applicant as a direct recipient* - if available, this option will be identified in the applicable NOFO/NOFA. Generally, the Applicant will work directly with the federal awarding agency to administer the Project. Other than managing an AZ SMART Fund award for Match on the Federal Grant, ADOT is typically not involved and *generally* no ADOT project development administration fees apply.

    - *ADOT administration required* - Each Project ~~of a non-CA agency or on ADOT right of way~~ ~~may~~ will require ADOT administration. At least thirty (30) day prior to the application deadline in the NOFO/NOFA for the applicable Federal 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. ADOT project development administration fees may apply.

    - *ADOT administration desired* - this option is not automatic and is subject to staffing availability and prior written approval from ADOT. At least thirty (30) day prior to the application deadline in the NOFO/NOFA for the applicable Federal 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. ADOT PDA fees will apply.

***NOTES*:**

- A letter of support from ADOT merely means that ADOT is recommending the project be considered for funding. It does not constitute ADOT's agreement to administer the Project.
- An IGA will be required with ADOT related to the AZ SMART Fund award even if the Application is a direct recipient.

46. *Select the Federal Grant for which the Applicant intends to submit the Project.* Required; if not listed, select Other and provide the name of the Federal Grant and the applicable federal agency.

    ***NOTE*:** The list provided may not include all Federal Grants which meet the requirements of the AZ SMART Fund, may include grants which have not been funded by Congress, or include grants which otherwise may not be eligible or available. Applicants are responsible for conducting their own research and determining the best option for the Project.

47. *In what year does the Applicant intend to submit an application for the Federal Grant?* Required; enter the federal fiscal year in which the Federal Grant application will be submitted. The federal fiscal year begins Oct 1 and runs through Sept 30.

    NOTE: Applications must be submitted prior to the expiration of the Infrastructure Investment and Jobs Act, currently expiring on September 30, 2026. Any extensions of the Infrastructure Investment and Jobs Act by Congress may extend the September 30, 2026 deadline.

48. *Which phase(s) of the Project will be submitted in the Federal Grant application?* Required; check the boxes for each applicable phase. Example 7 to the right reflects the Applicant is pursuing a Federal Grant for construction only.

Example 7

For State Purposes Only Section

No Applicant entry required - this section is reserved for recording STB action on the application

Federal Grant Applications

Federal Grant development and submission is related but independent of the AZ SMART Fund application.

Preparing a Federal Grant Application

Applicants are responsible for developing, preparing, or generating data, narratives, explanations, charts/graphs, cost estimates or any other information in response to a NOFO/NOFA for a Federal Grant application. ADOT is unable to provide grant development or writing services, or access to

its grant writing contracts.

Submitting a Federal Grant Application

Road, bridge and rail

The AZ SMART Fund application includes a question regarding how the Applicant intends to submit the Federal Grant application. Applications for many road, bridge and rail Federal Grants can be submitted by the Applicant or its grant consultant. If the Applicant is not eligible to submit an application directly, it may request that ADOT submit the application on behalf of the Applicant as follows:

1. At least thirty (30) day prior to the application deadline in the NOFO/NOFA for the applicable Federal 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.

2. At least seven (7) days before the NOFO/NOFA deadline, all completed application materials must be provided to the ADOT Grant office for submission.

Transit

Pending further direction provided in a NOFO/NOFA, applications for most transit Federal Grants must be submitted to FTA by ADOT on Applicant's behalf. At least thirty (30) day prior to the application deadline in the NOFO/NOFA for the applicable Federal 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. In addition, the completed application is to be provided to the ADOT Grant office for submission a minimum of seven (7) calendar days before the NOFO/NOFA deadline.

If the Applicant is a direct recipient for transit purposes, it may be required to apply for a transit grant directly at http://grants.gov. If awarded a Federal Grant, the direct recipient may also be required to submit an application in the Transit Award Management System (TrAMS).

ADOT will request the Federal Grant funding be made available in the Federal Management Information System ("FMIS") by USDOT for road/bridge/rail programs. Grants from the Federal Transit Administration ("FTA") or other federal agencies may require different processing which will be determined either upon award by the applicable agency or during the review of the grant agreement.

For Further Information

Visit the AZ SMART Fund website at https://azdot.gov/planning/grant-coordination/az-smart-fund

Definitions

"AFIS" means the State accounting system known as the Arizona Financial Information System.

"Applicant" means the political subdivision of this state submitting an Application for the AZ SMART Fund.

"Application" means an application submitted by the Applicant to ADOT pursuant to A.R.S. § 28-339 for an award of monies from the AZ SMART Fund for any Eligible Use.

"Authorized Individual" means the person authorized by the Applicant to submit an AZ SMART Fund Application and commit the Applicant in a contractual relationship.

"AZ SMART Fund(s)" means Arizona State Match Advantage for Rural Transportation funds the fund established pursuant to A.R.S. § 28-339.

~~**"CA Agency"** means an Applicant that is certified through ADOT's Certification Acceptance Program and is authorized to independently manage most aspects of the project development process.~~

"COG/MPO" means a Council of Governments (COG) or Metropolitan Planning Organization (MPO)

"COG/MPO Approval" means the approval by the Applicant's Council of Governments (COG) or Metropolitan Planning Organization (MPO) prior to submitting the Project to the AZ SMART Fund program, required pursuant to A.R.S. § 28-339.

"Design and Other Engineering Services" or **"DOES"** means preliminary engineering through final design related to a road, bridge, rail or transit infrastructure construction project that the Applicant intends to submit for a Federal Grant on a future date. The Federal Grant application for construction of the Project must be submitted prior to the passage of a new long-term highway program authorization that succeeds the IIJA, which is currently authorized through September 30, 2026. Congress may extend IIJA prior to passing a new long-term highway program authorization, and these extensions may extend the September 30, 2026 deadline.

"Effective Date" means the effective date of the IGA between the Applicant and ADOT for an AZ SMART Fund award.

"Eligible Costs" means the lesser of actual expenditures or the amount awarded by the STB, as follows:

- Grant Development and Submission: Direct costs incurred for the specific Project and Federal Grant identified in the AZ SMART Fund application and which directly arise from Grant Development and Submission.
- Match: The Applicant's pro-rata portion of the Project costs associated with the Federal Grant.
- Design and Other Engineering Services: Design and Other Engineering Services expenditures that meet federal standards for projects eligible for a Federal Grant.

"Eligible Uses" means the following:

- To reimburse up to fifty percent of the costs associated with Grant Development and

Submission of an application for a Federal Grant.

- As a Match for a Federal Grant.
- To reimburse Design and Other Engineering Services expenditures that meet federal standards for projects eligible for a Federal Grant.

"Federal Grant" means a federal discretionary grant program administered by any federal agency for surface transportation purposes, the awards for which are made at the discretion of the federal agency and are not funded or distributed by statutory formula.

"Federal Grant Agreement" means an agreement between the Applicant and/or ADOT and the federal agency awarding a Federal Grant.

"Grant Development and Submission" or **"GDS"** means researching, developing, preparing data or information, editing, securing letters of support, submitting required forms, applications or other documents to the federal agency or through the required application website, and coordinating with Project partners on these activities.

"IGA" means intergovernmental agreement required pursuant to A.R.S. § 28-339 for an award from the AZ SMART Fund.

"Match" means the amount of non-federal, cash monies required from the Applicant for a Federal Grant and may consist of funding from the Applicant, the AZ SMART Fund, a Project partner, or other legal source. The type of Match required or allowed will depend on the applicable Federal Grant.

"NOFO/NOFA" means a Notice of Funding Opportunity or Notice of Funding Availability for a Federal Grant.

"Obligate", "Obligated", or "Obligation" means the Project has received all required approvals from ADOT and the applicable federal agency and the funding has been applied to the Project in AFIS. Obligated funding may not be transferred to another Project.

"Project" means the specific project identified by the Applicant in each AZ SMART Fund application. The Project may not be substituted with another project.

"Set Aside" means an amount of AZ SMART Funding awarded by the STB to the Applicant for the specific Project. Set Aside funds will generally be obligated to the Project in AFIS within 30 days of the execution of an IGA between Applicant and ADOT or obligation, applicable. Set Aside funding may not be transferred to another Project or Federal Grant and will not accrue interest.

"Sub Recipient" means an entity (the Applicant) that receives a sub award from a pass-through entity (ADOT) to carry out a federal award.

"STB" means the State Transportation Board.

EXHIBIT A

Example AZ SMART Fund Application Form

(For exhibit purposes only; not for use to submit an application)

Clean version of 10/30/23 Revised Document

Arizona State Match Advantage for Rural Transportation ("AZ SMART") Fund

Program Guidelines and Application Instructions

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Arizona State Match Advantage for Rural Transportation ("AZ SMART") Fund

Program Guidelines and Application Instructions

Background

The AZ SMART Fund[1] was established by the Arizona Legislature in 2022[2] to help eligible cities, towns, counties and the Arizona Department of Transportation ("ADOT") to compete more effectively at the national level for the numerous Federal Grants established in the 2021 Infrastructure Investment and Jobs Act ("IIJA"). AZ SMART Fund awards are limited to *federal discretionary grants*, which are awarded at the discretion of the federal agency and are not funded or distributed by formula or allocation. The Federal Grant must be for surface transportation purposes, which for the purposes of the AZ SMART Fund is defined as roads/bridges, rail, and transit.

The AZ SMART Fund is administered by ADOT, and all awards must be approved by the State Transportation Board ("STB" or "the Board"). The AZ SMART Fund was initially funded at $50 million for state fiscal year 2023 and received an additional $12.5 million for state fiscal year 2024. These funds are exempt from lapsing. The monies are allocated to certain categories of Eligible Applicants as follows:

- 20% to counties with a population of 100,000 persons or more;
- 20% to counties with a population of fewer than 100,000 persons;
- 20% to cities and towns with a population of 10,000 persons or more;
- 20% to cities and towns with a population of fewer than 10,000 persons; and
- 20% to ADOT.

The AZ SMART Fund program became effective on September 24, 2022. STB Board Policy #45 related to the AZ SMART Fund program was approved on October 21, 2022. This Policy is available on the AZ SMART Fund and STB websites.

Applications to the AZ SMART Fund must first be approved by the Applicant's COG/MPO. Each COG/MPO has its own process to review and approve applications for the program.

ADOT is required to determine if an application is eligible under the related Notice of Funding Opportunity (NOFO) or Notice of Funding Availability (NOFA). This determination is based on the eligibility of the applicant, project and project phase under the current, or the most recent, NOFO/NOFA issued for the applicable federal grant since

Arizona State Transportation Board Policy #45, Sec. 3:

It is the policy of the Board to award AZ SMART Funds during the term of the federal Infrastructure Investment and Jobs Act (IIJA***) to well-developed applications that maximize the State's competitiveness*** for each federal discretionary grant.

[1] The AZ SMART Fund grant program is not the same as the federal program using the "SMART" acronym, the Strengthening Mobility and Revolutionizing Transportation grant program. However, the federal SMART grant program is a federal discretionary grant which provides funding for surface transportation projects, and therefore is eligible under the AZ SMART Fund.

[2] HB 2872, Laws 2022, Chapter 322, Section 3.

the passage of IIJA. ADOT may establish a deadline for applications for Match for each Federal Grant.

Arizona State Transportation Board Policy #45, Sec. 2:

It is the policy of the Board to encourage all eligible applicants to utilize the benefits of the AZ SMART Fund Program.

Eligible Applicants for the AZ SMART Fund

Most Arizona cities, towns and counties and ADOT are eligible for AZ SMART Funding. Effective October 30, 2023, eligible applicants are limited to the following pursuant to Laws 2023, Chapter 148:

- Cities and towns located outside of Maricopa and Pima Counties;
- Counties other than Maricopa and Pima County; and
- Gila Bend in Maricopa County.

While not a direct Eligible Applicant for the program, a tribal nation can partner with an eligible county to submit a Project for which the County will be the Applicant. A current list of Eligible Applicants may be found on the AZ SMART Fund website. Eligibility may change in the future due to updates to urbanized areas by the US Census Bureau.[3]

ADOT may not use AZ SMART Fund monies for projects located in an urbanized area of a county with a population of more than 1,000,000 persons.

Eligible Uses of the AZ SMART Fund

Applicants may request AZ SMART Funds for any of the Eligible Uses below for a specific project and a specific Federal Grant:

- Reimbursement of up to 50% of the eligible costs associated with Grant Development and Submission ("GDS") of an application for a Federal Grant which is the subject of a current NOFO/NOFA. This use is limited to counties with a population of less than 100,000 and cities and towns with a population of less than 10,000.

- Match for a Federal Grant which is the subject of a current NOFO/NOFA. Depending on the Federal Grant and the entity administering the Project, matching funds may be paid directly from the AZ SMART Fund by ADOT for Projects it administers or may be reimbursed to the Applicant if it is a Certification Acceptance ("CA") agency or a direct recipient of the Federal Grant.

  NOTE: Match on federal aid highway program formula funds such as Surface Transportation Block Grant Program ("STBGP"), Highway Safety Improvement Program ("HSIP"), Off-system Bridge, Transportation Alternatives or other formula funds programmed by COGs/MPOs or ADOT is not an Eligible Use of the AZ SMART Fund.

- Reimbursement of Design and Other Engineering Services ("DOES") expenditures that

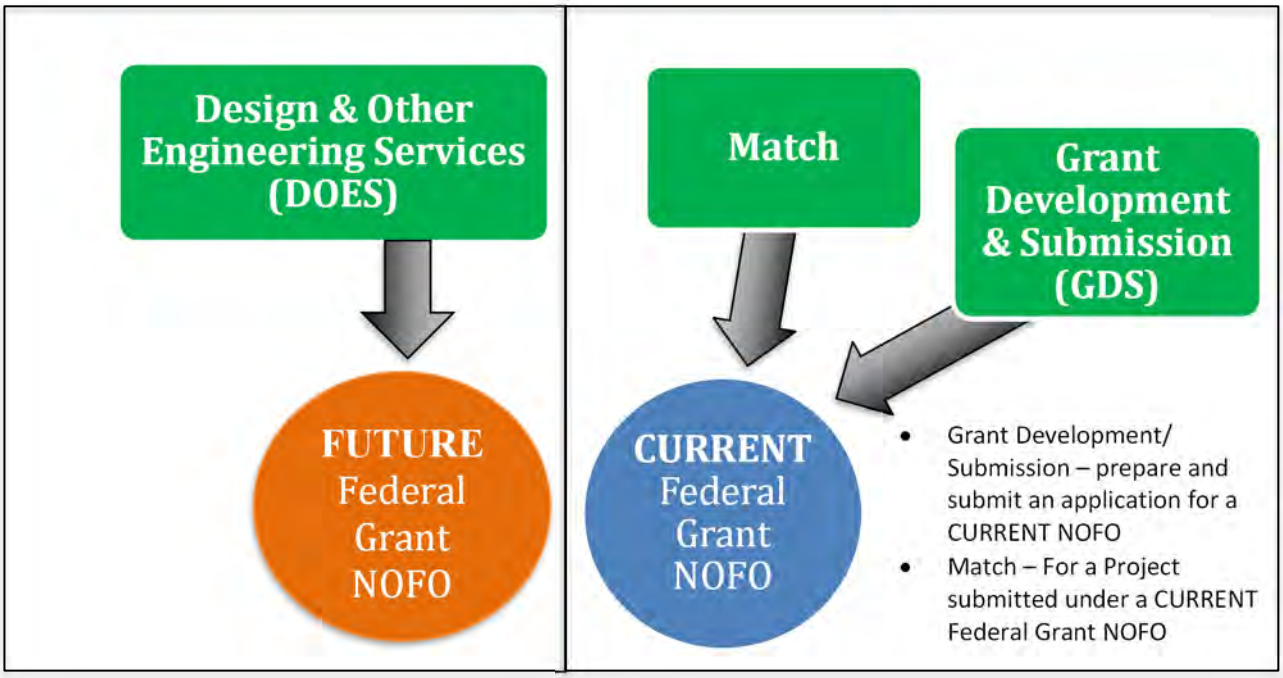
[3] Eligibility is based in part on "urbanized areas as defined in the most recent decennial Census certified by the United States Bureau of the Census." See HB 2872, Laws 2022, Chapter 322 for further information.

meet federal standards for projects eligible for the Federal Grant selected in the AZ SMART Fund application. For the purposes of the AZ SMART Fund, DOES includes preliminary engineering through final design related to a road, bridge, rail or transit infrastructure construction project. In submitting the application, the Applicant is committing to developing the Project in a timely manner and to submitting it for the selected Federal Grant prior to the passage of a new long-term highway program authorization that succeeds the IIJA.[4] Periodic status reports will be required from DOES awardees to ensure progress towards an ultimate Federal Grant application submittal.

The graphic below depicts the general relationship between the Eligible Uses for the AZ SMART Fund Program and a current or future Federal Grant NOFO/NOFA; however, other approaches may also apply.

- DOES awards will typically fund the design of a Project to be submitted in response to a FUTURE NOFO/NOFA.

- Awards for Match and GDS will generally be to prepare, submit and support a Federal Grant application in response to a CURRENT NOFO/NOFA.



All applications are to be submitted online at https://azdot.gov/planning/grant-coordination/az-smart-fund; emailed or mailed applications will not be accepted.

Applicants may request funding for more than one Eligible Use in a single application. However, the Eligible Uses must be related to the same Project and the same Federal Grant. Applicants may apply for AZ SMART Funds for more than one project and/or Federal Grant subject to approval

[4] IIJA is currently authorized through September 30, 2026. Congress may extend IIJA prior to passing a new long-term highway program authorization, and these extensions may extend the September 30, 2026 deadline.

from the respective COG/MPO. Each Project and/or Federal Grant requires the completion and submission of a separate AZ SMART Fund application.

IMPORTANT NOTES:

- Applicants will be responsible for all costs exceeding the amount awarded by the AZ SMART Fund and a Federal Grant. If a Project does not yet have a current and comprehensive cost estimate on a Year of Expenditure ("YOE") basis, Applicants are encouraged to apply for DOES first to develop this information for use in a future AZ SMART Fund application for GDS and/or Match and the Federal Grant application.

- The enabling legislation did not include authorization for the AZ SMART Fund to consider or reimburse expenditures made before the effective date of the legislation, which was September 24, 2022. As a result, expenditures made prior to this date are not eligible for reimbursement and will not be considered.

Program Guidelines

By submitting an application for AZ SMART Funding, Applicants acknowledge and agree to the following Program Guidelines:

1. It is the policy of the Board to award AZ SMART Funds to well-developed applications that maximize the State's competitiveness for each Federal Grant.

2. The Applicant is required to obtain COG/MPO Approval prior to submitting an AZ SMART Fund application.

3. The Applicant is solely responsible for providing a clear and concise Project description and information regarding scope, schedule and budget in the AZ SMART Fund application. ADOT is not responsible for the documentation the Applicant provides in or with the application.

4. Each AZ SMART Fund application will address only one specific Project and one specific Federal Grant.

5. If more than one match application is submitted for a Project (for example, Project A is submitted in separate AZ SMART Fund applications for both the MEGA and INFRA Federal Grants), it will be considered only for the Federal Grant with a currently open NOFO/NOFA. If it receives an AZ SMART award related to the current NOFO/NOFA, any additional applications for the Project will become void, not considered further and no information or documentation will be retained by ADOT. No further notification or action will be required from the STB or ADOT regarding the voided application(s).

6. An intergovernmental agreement ("IGA") is required for all AZ SMART Fund awards. All payments of AZ SMART Fund awards will be made on a reimbursement basis following the execution of the IGA between the Applicant and ADOT. Reimbursements will not be made without evidence of a previous, valid expenditure.

7. Federal Grant awards will require the execution of a Federal Grant Agreement with the applicable federal agency. The Federal Grant Agreement must be executed prior to the execution of an IGA with ADOT.

8. All Projects receiving AZ SMART awards will be subject to all federal and ADOT policies, including timely obligation and expenditure of federal funds, invoicing, reporting and other requirements which may be identified by the STB or in the NOFO/NOFA or Federal Grant Agreement.

9. Applicants applying for AZ SMART Funds for DOES agree to submit the construction phase for the associated Federal Grant prior to the passage of a new long-term highway program authorization that succeeds the IIJA.[5]

10. The AZ SMART Fund program assists Applicants to successfully compete and receive Federal Grants. If an Applicant awarded AZ SMART Funds later receives funding from another source for the Project and is no longer pursuing a Federal Grant, the Applicant will be required to repay any AZ SMART Funds which they have expended or have been expended on their behalf by ADOT. In addition, the AZ SMART award will be vacated and rescinded by the State Transportation Board.

11. Upon request by ADOT, AZ SMART awardees will provide progress updates to ensure Projects are progressing in a timely manner.

12. All projects receiving AZ SMART Fund awards are subject to inspection and a final review and audit. Any excess AZ SMART Funds remaining after the final audit will be released from the Project, returned to the sub fund from which the award was made and used for other awards.

13. ADOT project development administration ("PDA") fees of $30,000 will apply to all Projects receiving an AZ SMART Fund award for DOES. PDA fees may also apply to Projects receiving an award for Match if DOES are allowed by the applicable Federal Grant and the Applicant requests ADOT to administer the Project. PDA fees generally will not be required if an Applicant chooses to be a Direct Recipient for a Federal Grant which allows this option.

    The initial PDA fees are eligible DOES expenditures under the AZ SMART Program when they are included in the cost estimates submitted in an application. By submitting an application, the Applicant understands that ADOT may bill additional PDA fees and agrees to pay such fees. Any such additional fees paid that are not required for the Project will be refunded to the Applicant upon approval of the Project final audit.

14. In the AZ SMART application, Applicants must identify if ADOT administration of the Project is requested. If so, PDA fees will apply and should be reflected in the Project cost estimates. ADOT will determine if it is able and willing to accept administration responsibilities and will notify the Applicant and the STB if it is unable to do so prior to the STB meeting at which the application will be considered.

15. ADOT will administer all projects receiving DOES awards.

    For transit projects, Self-administration may be an option depending on the Applicant and the Federal Grant that will be pursued.

16. Award of AZ SMART Funds does not authorize additional funding to cover cost overruns, increases, or other overages. Applicants are responsible for all Project costs which exceed

[5] IIJA is currently authorized through September 30, 2026. Congress may extend IIJA prior to passing a new long-term highway program authorization, and these extensions may extend the September 30, 2026 deadline.

the amount awarded from the AZ SMART Fund program and/or a federal agency, including but not limited to, Grant Development and Submission, Match, Design and Other Engineering Services, utilities, right of way, construction and ADOT project development administration fees. This includes cost increases due to inflation and any other increases that may arise.

17. An award of AZ SMART Funds for Match or DOES is not a Notice To Proceed. The required IGA between the Applicant and ADOT must be executed prior to any work being undertaken. Any expenditures incurred prior to the Effective Date of DOES Funds or the Effective Date of Match Funds will not be eligible for reimbursement.

18. ADOT will Set Aside, Obligate, and reimburse funding related to an application up to the amount of the AZ SMART Fund award. Under no circumstances will reimbursements exceed the amount of actual expenditures incurred, regardless of the amount of the AZ SMART Fund award.

19. AZ SMART Funds will not be used to provide excess match for a Federal Grant and shall be limited to the amount of match required under the NOFO/NOFA. Excess match to improve a Project's competitiveness must be provided by the Applicant.

20. An AZ SMART Fund award may not be used for purposes, Projects or Federal Grants other than those identified in the AZ SMART Fund application and approved by the STB. Any suspected misuse of AZ SMART Funds will be referred to the State Auditor General.

21. Neither the STB nor ADOT guarantees that the Priority Planning Advisory Committee ("PPAC) will make a recommendation or the STB will consider and/or approve the AZ SMART Fund application prior to the NOFO/NOFA deadline. If the Applicant proceeds to apply for a Federal Grant before the STB considers its application for AZ SMART Funds, the Applicant does so with full knowledge and understanding that it may not be awarded AZ SMART Funds and will be responsible for providing the funds itself if awarded a Federal Grant.

22. ADOT may provide information on the AZ SMART Fund website, verbally or in meetings or webinars about Federal Grants and tools to help develop cost estimates. This information and these tools are a courtesy only and do not purport to be complete or sufficient for every Project. The Applicant is responsible for developing its own cost estimates, hiring any necessary experts and conducting its own Federal Grant research.

23. No change in scope shall be made to a Project receiving an AZ SMART Fund award unless approved by the STB. If the Applicant desires a change in scope:

    a. The Applicant must submit a formal, written request to the STB requesting the change in scope with an explanation of why it is necessary.
    b. The Applicant agrees to bear any costs associated with the change in scope.
    c. If approved by the STB, a formal amendment to applicable agreement(s) is/are required.

<u>Application Approval Process</u>

The following application approval process was established by the AZ SMART Fund enabling legislation. ***NOTE:*** "The Department" refers to ADOT.

1. ARS §28-399.H. "A political subdivision of this state shall submit an application to the

Department to be eligible for an award from the fund. A political subdivision of this state must first obtain the approval of the applicable metropolitan planning organization or council of governments before submitting an application to the Department. The Department may establish an application deadline for each federal grant match."

***NOTE**:* Any application deadlines will be identified on the AZ SMART Fund website.

2. ARS §28-399.I. "On receipt of an application, the Department shall determine if the requirements of the NOFO/NOFA are met and if the approval required under subsection H of this section (COG/MPO approval) has been granted."

   ***NOTES**:*

   a. The Applicant is solely responsible for providing a clear and concise Project description and information in the AZ SMART Fund application which enables ADOT to make an eligibility determination. Such description is limited in the Live Application to 3,000 characters, including spaces and punctuation. ADOT is not responsible for the documentation the Applicant provides in or with the application.

   b. For GDS and match applications, if a NOFO/NOFA for the Federal Grant selected in the AZ SMART Fund application has not been released by the applicable federal agency, the AZ SMART Fund application will be held by ADOT until the NOFO/NOFA has been released. Following the release of the NOFO/NOFA:

      i. Within seven calendar days of the release of each NOFO/NOFA, ADOT will review the SMART applications for the applicable Federal Grant and will determine if the Applicant and Project are eligible under the terms of the NOFO/NOFA and if the required COG/MPO approval has been provided.

      ii. If ADOT must request additional information to determine eligibility under the NOFO/NOFA, Applicants are required to respond within five business days to resolve eligibility issues and to avoid application delays.

3. ARS §28-399.I. "If the Department determines that the application meets the requirements and is complete, the Department shall forward the application to the Department Committee established pursuant to ARS §28-6951 (ADOT PPAC) for a recommendation."

   ***NOTES**:*

   a. The Applicant is solely responsible for providing sufficient and accurate information regarding scope, schedule and budget in the AZ SMART Fund application to enable PPAC to make a recommendation. Neither ADOT nor PPAC is responsible for the information or documents the Applicant provides in or with the application.

   b. The PPAC meets monthly and will typically consider the application at its next regularly scheduled monthly meeting.

4. ARS §28-399.I. "If a recommendation is made, the Department shall notify the Chairperson of the Board that the application is ready for consideration and action by the Board."

5. ARS §28-399.J. "Once notified pursuant to subsection I of this section, the Chairperson of the Board shall place the application on an agenda for action within 45 days of the original

receipt of the notification. The Board may give preference to Applicants that can demonstrate either or both of the following:

1. The percentage of matching monies (US $) provided by the Applicant;
2. The extent that the Applicant will partner with other entities to deliver the project."

6. ARS §28-399.K. "The Board may approve, deny, modify or request more information on the application."

7. ARS §28-399.K. "If the Board approves an award, the Department shall execute an intergovernmental agreement with the Applicant regarding reimbursement and expenditures pursuant to subsection E (Eligible Uses) of this section."

   ***NOTES**:* Board Policy #45, Section 4.e requires Applicants to execute any necessary intergovernmental agreements ("IGA") within the following timeframes to avoid AZ SMART Funds from being idle:

   a. 120 calendar days from the date of award by the Board for GDS and DOES awards; and
   b. 120 days of the date of execution of a Federal Grant Agreement for Match awards.

8. If the STB does not award AZ SMART Funds:

   a. Within two business days of the STB decision, ADOT will send an electronic notification to the contact person listed in the application indicating the application was not awarded and is null and void.
   b. The application shall become null and void and no data, information or documents will be retained by ADOT. The Applicant may submit another application for the Project in the future.
   c. Neither ADOT nor the STB shall bear any responsibility for any consequences arising from inaction on an application, the decision not to award AZ SMART Funds or deletion of data, information, or documents.

9. If the STB awards an amount that differs from the amount the Applicant requested in the application:

   a. Within two business days of the STB award, ADOT will send an electronic notification containing the amounts awarded by the STB to the contact person listed in the application.
   b. The contact person is required to accept or decline the modified award within 5 business days by replying to the email from ADOT. If the Applicant does not reply within 5 business days, the award will be null and void and the monies will be returned to the AZ SMART Fund to be used for other applications.
   c. If the Applicant accepts the modified award, the Applicant is responsible for all costs associated with the Project exceeding the amount awarded by the STB.

10. If the STB requests more information on the application:

    a. Within two business days of the STB request, ADOT will send an electronic notification containing a list of additional information or documents requested by the

STB to the contact person listed in the application.

b. The Applicant is required to provide the requested information or documentation within 5 business days by replying to the email from ADOT. If the Applicant does not reply within 5 business days, the application will be null and void.
c. Neither ADOT nor the STB shall bear any responsibility for delays arising from the request for, or consideration of, additional information.

Grant Development and Submission Awards

AZ SMART Fund awards for GDS will comply with the following:

1. The amount to be reimbursed to the Applicant for GDS will not exceed 50% of the actual and approved Eligible Costs incurred and paid by the Applicant.

2. The Applicant shall employ a consultant for GDS, enter into a separate agreement with the consultant and be solely responsible to make payments directly to the consultant. ADOT does not provide grant development or writing assistance or services.

3. To request reimbursement from the AZ SMART Fund pursuant to an award for GDS:

    a. At least quarterly and no more than monthly, the Applicant shall submit the following reimbursement documents to the AZ SMART Fund email box:

        i. ADOT's Progress Payment Report Form, to be identified in the future IGA addressing GDS;
        ii. Copies of invoices received and paid by the Applicant for Eligible Costs related to GDS;
        iii. Copies of checks or wire transfers evidencing payment by the Applicant of the invoices;
        iv. Proof of submission of the application for the applicable Federal Grant. Acceptable sources include a copy of the acknowledgement of receipt or an email confirming receipt of the submitted grant from the applicable federal agency or grant submission website. Applicant is responsible for obtaining proof of submission.
        v. Other documentation that may be required in the IGA.

    b. Upon confirming that the expenditures qualify for reimbursement, that the Applicant has fully paid and that the documents are valid and complete, ADOT will reimburse the Applicant within 30 days of approval of the reimbursement documents.

    c. If there has been no reimbursement request related to an AZ SMART Fund award for GDS within 180 days of the Date of Approval for Grant Development and Submission, ADOT will de-obligate the AZ SMART Funds from the Project and make the monies available for other awards by the STB.

4. The IGA with ADOT for an AZ SMART Fund GDS award may contain additional terms and conditions.

Match Awards

AZ SMART Fund awards for Match will comply with the following:

1. By submitting an application for Match, the Applicant commits to also submit an application for the Project and the Federal Grant identified in the AZ SMART Fund application under the current NOFO/NOFA, even if the deadline in the NOFO/NOFA has passed before the STB approves an award for Match. The Applicant also acknowledges it may not receive an AZ SMART Fund award.

2. If the Applicant receives a Federal Grant award, a separate IGA will be required to be executed between the Applicant and ADOT after execution of the Federal Grant Agreement.

3. Expenditures incurred prior to the date of obligation of the Federal Grant are not eligible for reimbursement from an AZ SMART Fund award for Match. Funds will be obligated by ADOT or the applicable federal agency, depending on the entity administering the Project.

4. If the Applicant receives a Federal Grant award:

    a. Direct recipients:

        i. Within 15 business days of execution of the Federal Grant Agreement, the Applicant will submit the executed contract and a Project initiation packet to the ADOT Local Public Agency section. ADOT will use the information to develop the required IGA for the AZ SMART Fund Match award. The IGA must be executed within 120 calendar days of the execution of the Federal Grant Agreement, or the award may be terminated and be made available for other awards by the STB.
        ii. The amount to be reimbursed to the Applicant for Match will not exceed the actual expenditures incurred and paid by the Applicant up to the amount awarded by the STB and obligated on the Project.
        iii. Applicants shall enter into agreements with and make all payments directly to the required consultants and/or professional services for the Project.
        iv. To request reimbursement from the AZ SMART Fund pursuant to an award for Match:

            1) At least quarterly and no more than monthly, the Applicant shall submit the following reimbursement documents to the AZ SMART Fund email box:

                a. An invoice on ADOT's Progress Payment Report Form, to be identified in the future IGA addressing Match;
                b. Copies of invoices received and paid by the Applicant for Eligible Costs related to Match;
                c. Copies of checks or wire transfers evidencing payment of the invoices by the Applicant;
                d. The Federal Grant Agreement, executed by all parties.
                e. Other documentation that may be required in the IGA.

            2) Upon verification that the services provided qualify for reimbursement, that the Applicant has fully paid and that the documents are valid and complete, ADOT will reimburse the Applicant within 30 days of approval of the reimbursement documents.

v. If there has been no reimbursement request related to an AZ SMART Fund award for Match within 180 days of the Effective Date of Match Funds, ADOT reserves the right to de-obligate the AZ SMART funds from the Project and make the monies available for other awards by the STB.
vi. The IGA with ADOT for the AZ SMART Fund Match award will contain additional terms and conditions.
vii. The IGA with ADOT for an AZ SMART Fund Match award may contain additional terms and conditions.

b. Sub-recipients (ADOT administered):

i. Within 15 business days after the award of the Federal Grant, the Applicant will submit a Project initiation packet and other documentation requested by ADOT to the ADOT Local Public Agency section.
ii. ADOT will administer all phases of the Project to which the Match award applies unless self-administration is necessary to accomplish the purpose of the Project, such as transit.. Self-administration may require certification by ADOT under a separate process.
iii. The awarding federal agency will require the Applicant and/or ADOT to enter into a Federal Grant Agreement. If the Applicant is the sole party to the Federal Grant Agreement, Applicant agrees to:

1) Provide the draft of the Federal Grant Agreement to ADOT for review as soon as it is available.
2) Request in a timely manner any changes to the Federal Grant Agreement identified by ADOT.
3) Provide the final executed Federal Grant Agreement to ADOT within 5 business days of execution.
4) Provide any changes made in the Federal Grant Agreement to ADOT in timely manner, which may require an amendment to the IGA with ADOT or further approval by the STB if such changes impact the Project scope, schedule or budget.

iv. ADOT will develop the required IGA for the AZ SMART Fund Match award based on the Federal Grant Agreement. The IGA will also contain additional terms and conditions.
v. The IGA with ADOT must be executed within 120 calendar days of the execution of the Federal Grant Agreement or the award may be terminated and be made available for other awards by the STB.
vi. A fully executed IGA does not guarantee funding or constitute permission to begin work. The Applicant must request and receive authorization and a Notice To Proceed from the ADOT Project Manager for each Project phase in advance of starting work.

c. If the Applicant does not receive an award under the Federal Grant, the Applicant shall notify ADOT within 15 calendar days after the announcement of awards by the federal agency via email to the AZ SMART Fund program email box. If ADOT does not receive the notification from the Applicant within 15 calendar days, it will cancel the AZ SMART Fund award for Match and will make the monies available for other available for other awards by the STB.

d. The required IGA with ADOT for the AZ SMART Fund Match award may contain additional terms and conditions.

Design and Other Engineering Services Awards

AZ SMART Fund awards for DOES will comply with the following:

1. ADOT will administer the Project unless self-administration is necessary to accomplish the purpose of the Project, such as transit..

2. The Applicant shall submit a Project Initiation packet and other requested documentation to the ADOT Local Public Agency section within 15 business days after the award of AZ SMART Fund by the STB.

3. A separate IGA will be required for each Project which receives an AZ SMART Fund award for DOES. The IGA must be executed within 120 calendar days of the STB award, or the award will be terminated and be made available to other Applicants.
4. A fully executed IGA does not guarantee funding or constitute permission to begin work. The Applicant must request and receive authorization and a Notice To Proceed from the ADOT PM for each Project phase in advance of starting work.

5. ADOT will invoice, and the Applicant will pay, any additional funds required for the Project before work can begin.

6. DOES funds will be paid to the selected consultant by ADOT as invoices are received and approved; no funds will be paid to the Applicant.

Prepare Before Applying

Federal Grant application deadlines average about 45 days after the release of a NOFO/NOFA. To ensure a competitive application for the AZ SMART Fund and a timely submission for a Federal Grant, Applicants encouraged to take the following steps as soon as possible:

- Review the US DOT *Policy on using Bipartisan Infrastructure Law Resources to Build a Better America* and the federal statutes for the desired grant to understand the federal requirements and expectations related to federal applications. These documents are provided as a courtesy on the AZ SMART Fund webpage. Applicants are responsible for conducting their own grant research.

Arizona State Transportation Board Policy #45, Sec. 4.c:

It is the policy of the Board to encourage Applicants to:

- Establish procurement policies and contracts to enable the rapid deployment and submission of strong and competitive federal grant applications.
- Generate well-developed cost estimates to minimize the financial impact to the Applicant.

- A Project Cost Estimating Tool is available on the AZ SMART Fund webpage to assist in developing the estimate for a federally funded Project. This Tool is provided as a

courtesy only and does not purport to cover all possible costs or scenarios. Applicants will be responsible for all costs which exceed the amount of an AZ SMART Fund or Federal Grant award, including cost increases due to inflation, underestimating, etc. As a result, Applicants are encouraged to ensure their project cost estimates are as comprehensive and up to date as possible and include appropriate contingencies.

- Ensure appropriate contracts are in place for GDS prior to applying for this Eligible Use. ADOT does not provide grant writing assistance or services, and ADOT's grant writing contracts are not available to other entities.
- Consult with the COG/MPO to determine the approval process for AZ SMART Fund applications.
- Consider if the Direct Recipient option is desirable. If offered in the NOFO/NOFA, those selecting this option must still execute an IGA with ADOT for the AZ SMART Funding. However, ADOT will generally not be further involved in the Project and therefore PDA fees are not expected to apply.[6] The administration and oversight of the Project will instead be handled directly by the applicable federal agency.

[6] There may be circumstances in which ADOT may still be required to participate in project administration and oversight, even if the Applicant is a Direct Recipient. In these cases, PDA fees will apply.

AZ SMART Fund Application Instructions

By submitting an application for AZ SMART Funding, Applicants acknowledge and agree to the following Application Instructions:

- To ensure submission of well-developed and competitive applications, Applicants are strongly encouraged to review the US Department of Transportation (USDOT) Policy on *Building a Better America* and the Federal Grant statutes located in the Federal Discretionary Grant Programs section on the AZ SMART Fund website. These documents are provided to help Applicants understand federal policy considerations, identify applicable grants and determine the eligibility of their project.

  NOTE: The AZ SMART Fund website does not purport to include all information related to Federal Grants which may be eligible for the AZ SMART Fund. Applicants are responsible for conducting their own grant research.

- Applications must be submitted electronically on the AZ SMART Fund website and will not be accepted by mail or other electronic means.

- Applicants should complete and submit applications online in a single sitting. Incomplete or unsubmitted applications will not be considered. Unless otherwise noted, all questions are required to be answered and the required documents are to be uploaded for an application to be "Administratively Complete" and processed for further consideration.

- The Applicant is solely responsible for providing a clear and concise Project description in the AZ SMART Fund application which enables ADOT to make an eligibility determination. ADOT is not responsible for the documentation the Applicant provides in or with the application.

- Applicants are strongly encouraged to scope projects as thoroughly as possible and to carefully evaluate cost estimates during planning to ensure adequate funding is requested from both the AZ SMART Fund and the applicable federal agency. Applicants will be responsible for all costs which exceed the amount of an AZ SMART Fund or Federal Grant award.

- Applicants must first obtain the approval of the applicable COG/MPO before submitting an application to ADOT. Written documentation of such approval is required to be uploaded during the application process. Consult with the applicable COG/MPO regarding the approval process.

The following instructions refer to the questions on the sample Application Form, attached as Exhibit A. An Administratively Complete application includes ALL the following information, as applicable. Many of the questions are required (marked with *Required) and a response or document upload will be necessary to proceed beyond these questions.

<u>Introduction Section</u>

To assist Applicants in assembling the necessary documentation prior to beginning the Application process, this section includes a checklist of documents which are required to be uploaded. Documents must be in PDF format.

Email – required; enter the email address of the person submitting the AZ SMART Fund application in case follow up is required. This may be different than the email for the Contact

Person.

Applicant Information Section

1. *Name of Applicant City, Town or County* – Required; enter the Name of Applicant City, Town or County.

2. *Name of Contact Person for Applicant* – Required; enter the name of the person who will be responsible for responding to requests for more information, accepting or declining AZ SMART Fund awards, ensuring any agreements are reviewed and approved in a timely manner and resolving other requests and issues that may arise.

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.* This certification is required and must be provided to proceed with the application.

4. *Contact's Title* – Required; enter the Contact's job title

5. *Contact's Full Mailing Address* – Required; enter the Contact's department (if applicable), street address, city, state and zip code.

6. *Contact's Office Phone #* - Required; enter the Contact's 10-digit office phone number, including area code. Include the Contact's extension, if any.

7. *Contact's Cell Phone #* - Optional; enter the Contact's 10-digit cell phone number, including area code. Although this is not a required field, it is highly recommended, particularly if the Contact works in the field or remotely.

8. *Contact's Email Address* – Required; enter the Contact's work email address.

9. *Select the Applicant's COG/MPO* – Required; select the applicable option from the dropdown list.

Project Information Section

10. *Select the Project Type* – Required; check only one box. If "Other" is selected, provide further details.

11. *Project Name* – Required; enter a brief, intuitive name for the Project.

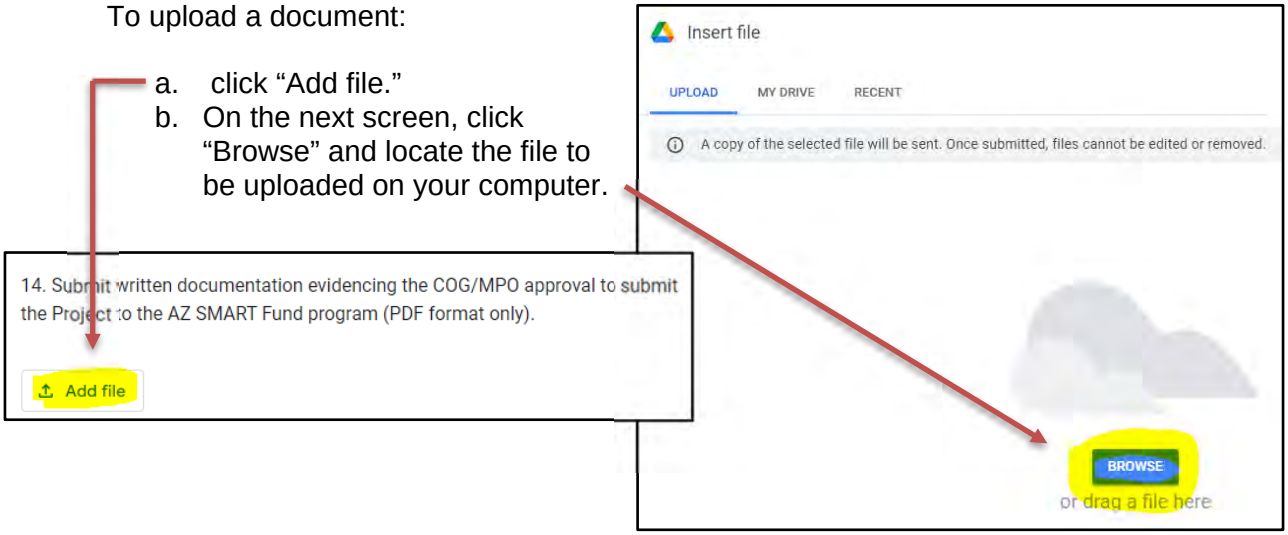
12. *Enter the Project limits as applicable* – required. If an infrastructure Project, provide the name of the road and "From" and "To" mileposts or cross streets, bridge structure number, etc. If a non-infrastructure project, enter the geographic area to which the plan or study will relate.

13. *Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA."* - Optional; Projects applying to the AZ SMART Fund are not required to be in a TIP. However, the associated Federal Grant may have different requirements. The Applicant is responsible for determining if the Project should be included in the TIP, and for taking action to do so, if required.

14. *Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only)* – Required; upload a letter or other documentation provided by the COG/MPO demonstrating this approval. ***Limited to 1 file; 1 GB maximum size***

To upload a document:

a. click "Add file."
b. On the next screen, click "Browse" and locate the file to be uploaded on your computer.



15. *Project Description* – Required; provide a concise, specific description of the Project, including the type of work to be performed; limit is 3,000 characters, including spaces and punctuation. Applicants are responsible for providing a description which enables ADOT and the STB to determine if the Project is an "Eligible Project" pursuant to the NOFO/NOFA.

16. *For Infrastructure projects, please upload a map showing the Project location* – Required for infrastructure projects (PDF format only). For non-infrastructure projects, skip this question. ***Limited to 1 file; 1 GB maximum***

17. *Is the Project contained entirely within the Applicant's Right of Way?* – Required; for non-infrastructure Projects, check "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?* – Required; check "Yes" to indicate the Applicant has discussed the Project and obtained the consent of the applicable ADOT District office to proceed with this grant application. If the District office has not been consulted, check "No." if Project does not involve ADOT's Right of Way or is a non-infrastructure project, check "Not applicable."

19. *If Project involves another jurisdiction's Right of Way, has the Applicant discussed the Project with the applicable jurisdiction and obtained its consent to proceed with this grant application?* Required; if Project does not involve another jurisdiction's Right of Way or is a non-infrastructure project, check "Not applicable."

20. *Project Schedule* – Required; check the boxes to show the state fiscal years in which each phase is scheduled to begin. For non-infrastructure projects, use the "Other" row. Each row must contain one checked box. ***NOTE***: the state fiscal year runs from July 1 through June 30.

Two examples are provided below to show how to complete the Project Schedule for infrastructure and non-infrastructure projects. In Example 1, an infrastructure Project is scheduled for Design in 2024 and Construction in 2026. Example 2 depicts a non-infrastructure project for which the Design and Construction phases are Not Applicable.

Example 1, Infrastructure Project

	2023	2024	2025	2026	Not Applicable
Design	☐	☑	☐	☐	☐
Construction	☐	☐	☐	☑	☐
Other (for non-infrastructure projects)	☐	☐	☐	☐	☑

Example 2, Non-infrastructure Project

	2023	2024	2025	2026	Not Applicable
Design	☐	☐	☐	☐	☑
Construction	☐	☐	☐	☐	☑
Other (for non-infrastructure projects)	☐	☐	☑	☐	☐

21. *Project Status* – Required; check the boxes to indicate the status of each phase. Each row must contain one checked box. Example 3 below depicts an infrastructure Project for which scoping is completed; design, environmental and utilities are all currently underway; right of way acquisition and Other are not applicable, and construction has not started. Example 4 shows a non-infrastructure Project.

Example 3, Infrastructure Project Status

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	☐	☐	☑	☐
Design	☐	☑	☐	☐
Right of Way Acquisition	☐	☐	☐	☑
Environmental	☐	☑	☐	☐
Utilities	☐	☑	☐	☐
Construction	☑	☐	☐	☑
Other (for non-infrastructure projects)	☐	☐	☐	☑

Example 4, Non-infrastructure Project Status

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	☐	☐	☐	☑
Design	☐	☐	☐	☑
Right of Way Acquisition	☐	☐	☐	☑
Environmental	☐	☐	☐	☑
Utilities	☐	☐	☐	☑
Construction	☐	☐	☐	☑
Other (for non-infrastructure projects)	☐	☐	☐	☑

22. *Design Status* – Required; for each Stage of Design, check either “Not started,” “In progress,” or “Completed” to indicate Design Status. For non-infrastructure projects, check the “Not Applicable” box in each row. In Example 5 below, Stage 1 is completed and Stages 2 through 5 have not yet begun. Example 6 shows a non-infrastructure Project.

Example 5, Design Status for Infrastructure Project

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design	☐	☐	☑	☐
Stage 2, 30% design	☑	☐	☐	☐
Stage 3, 60% design	☑	☐	☐	☐
Stage 4, 95% design	☑	☐	☐	☐
Stage 5, 100%	☑	☐	☐	☐

Example 6, Design Status for Non-infrastructure

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design	☐	☐	☐	☑
Stage 2, 30% design	☐	☐	☐	☑
Stage 3, 60% design	☐	☐	☐	☑
Stage 4, 95% design	☐	☐	☐	☑
Stage 5, 100%	☐	☐	☐	☑

***NOTE* regarding cost estimates:** Careful attention should be paid to developing a thorough and complete cost estimate on a YOE basis. ADOT has developed a Project Cost Estimating Tool which is available on the AZ SMART Fund web page 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. The Applicant will be responsible for all costs which exceed the amount of an AZ SMART Fund or Federal Grant award.

Unless the NOFO/NOFA includes the option to be a direct recipient, include PDA fees for road/bridge/rail projects. For transit projects, an administration fee of 10% of the total project cost should be included.

23. *Cost Estimate for Scoping/Pre-design - enter in whole dollars. Enter "0" if not applicable.* Required.

24. *Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable.* Required.

25. *Cost Estimate for Design - enter in whole dollars. Enter "0" if not applicable.* Required.

26. *Enter the date of the Design estimate. Enter "NA" if not applicable*. Required.

27. *Cost Estimate for Right of Way- enter in whole dollars*. *Enter "0" if not applicable*. Required.

28. *Enter the date of the Right of Way estimate. Enter "NA" if not applicable*. Required.

29. *Cost Estimate for Utilities - enter in whole dollars. Enter "0" if not applicable*. Required.

30. *Enter the date of the Utilities estimate. Enter "NA" if not applicable*. Required.

31. *Cost Estimate for Construction - enter in whole dollars. Enter "0" if not applicable*. Required.

32. *Enter the date of the Construction estimate. Enter "NA" if not applicable*. Required.

33. *Cost Estimate for Other - enter in whole dollars. Enter "0" if not applicable*. Required.

34. *Enter the date of the Other estimate. Enter "NA" if not applicable*. Required.

35. *Do the estimates provided reflect costs on a Year of Expenditure (YOE) basis?* Required; reply Yes or No. ***NOTE***: Year of Expenditure basis means the costs have been inflated in later years. Applicants are responsible for cost increases due to inflation resulting from failure to calculate adequate YOE estimates.

36. *Please indicate the source of the Project Cost Estimates entered above* – Required; identify if the estimate(s) were developed by the Applicant, an engineering consultant or other source. ***NOTE*:** ADOT's Cost Estimation form is provided as a courtesy and does not purport to include all applicable costs or be sufficient for every project. Applicants are responsible for developing their own cost estimate(s).

37. *Please upload documentation showing the Project cost estimates (scoping document, cost estimation form, etc.)* – Required; PDF format only ***Limited to 1 file; 1 GB maximum size***

<u>AZ SMART Fund Request Section</u>

38. *County Applicants with population of 100,000 or less and Municipalities with population of 10,000 or less* ***ONLY***: Enter the dollar amount requested for Reimbursement of up to 50% of the costs associated with developing and submitting an application for the Federal Grant identified in the application. The amount entered should not exceed 50% of the total estimated costs of developing and submitting the grant. All other applicants, skip this question.

39. *Enter the dollar amount requested from the AZ SMART Fund for Match for the Federal Grant identified in this application.* If not requesting Match funds, skip this question.

40. *Enter the dollar amount of Match monies to be committed by the Applicant for the Project in the Federal Grant identified in this application.* If not requesting Match funding, skip this question.

41. *Enter the percent to the second decimal place of local, matching cash funds which will be provided by the Applicant (beyond the amount requested from the AZ SMART Fund) in the Federal Grant application*. Optional; if not requesting Match, skip this question. If requesting Match, the percentage of the cash match provided by the Applicant **beyond the amount requested from the AZ SMART Fund** will be calculated as follows:

$$x \div y = z, \text{ where}$$

x = Total dollar amount of non-federal, matching cash funds to be provided by the Applicant in the Federal Grant application **beyond the amount requested from the AZ SMART Fund.**
y = Total Project Cost Estimate to be submitted in the Federal Grant application (including contingencies, PDA fees, and any other applicable costs).
z = Percentage of matching funds provided by the Applicant.

NOTES:

- ARS 28-339 authorizes the STB to give preference to Applicants demonstrating matching monies at its discretion.

- Many Federal Grants require a 20% match. Applicants are responsible for conducting their own federal grant research to identify matching requirements and provide accurate information in the AZ SMART Fund application.

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 the application.* Required; if not requesting DOES funds, skip this question.

43. *Are ADOT Project Development Fees included in the amount requested for design and other engineering expenditures? If not requesting design, skip this question.* Indicate Yes or No.

44. *Provide the names of any other entities the Applicant will partner with to deliver the Project.* Required; Identify and quantify the contribution of each partner(s) (cash match, in-kind services, etc.). If none, enter "NA." ***NOTE*:** ARS 28-339 authorizes the STB to give preference to Applicants demonstrating partnership with other entities to deliver the Project at its discretion.

<u>Federal Grant Request Section</u>

45. *How does the Applicant intend to submit the Federal Grant application?* Required. ***NOTE*:** If requesting ADOT to submit the Federal Grant application, 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 at least thirty (30) day prior to the application deadline in the NOFO/NOFA for the applicable Federal Grant, AND
    - Provide the completed application materials to the ADOT Grant office At least seven (7) days before the NOFO/NOFA deadline. Administrative fees may apply for ADOT submission.

46. *How does the Applicant intend to administer the Project if awarded a Federal Grant?* Required; indicate if the Applicant intends to be a direct recipient if allowed in the NOFO/NOFA, request ADOT administration or identify another option. Administration of Federal Grants includes, but may not be limited to, the following options:

    - *Applicant as a direct recipient* - if available, this option will be identified in the applicable NOFO/NOFA. Generally, the Applicant will work directly with the federal awarding agency to administer the Project. Other than managing an AZ SMART Fund award for Match on the Federal Grant, ADOT is typically not involved and *generally* no ADOT project development administration fees apply.

    - *ADOT administration required* - Each Project will require ADOT administration. At least thirty (30) day prior to the application deadline in the NOFO/NOFA for the applicable Federal 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. ADOT project development administration fees may apply.

    - *ADOT administration desired* - this option is not automatic and is subject to staffing availability and prior written approval from ADOT. At least thirty (30) day prior to the

application deadline in the NOFO/NOFA for the applicable Federal 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. ADOT PDA fees will apply.

***NOTES*:**

- A letter of support from ADOT merely means that ADOT is recommending the project be considered for funding. It does not constitute ADOT's agreement to administer the Project.
- An IGA will be required with ADOT related to the AZ SMART Fund award even if the Application is a direct recipient.

47. *Select the Federal Grant for which the Applicant intends to submit the Project.* Required; if not listed, select Other and provide the name of the Federal Grant and the applicable federal agency.

    ***NOTE*:** The list provided may not include all Federal Grants which meet the requirements of the AZ SMART Fund, may include grants which have not been funded by Congress, or include grants which otherwise may not be eligible or available. Applicants are responsible for conducting their own research and determining the best option for the Project.

48. *In what year does the Applicant intend to submit an application for the Federal Grant?* Required; enter the federal fiscal year in which the Federal Grant application will be submitted. The federal fiscal year begins Oct 1 and runs through Sept 30.

    NOTE: Applications must be submitted prior to the expiration of the Infrastructure Investment and Jobs Act, currently expiring on September 30, 2026. Any extensions of the Infrastructure Investment and Jobs Act by Congress may extend the September 30, 2026 deadline.

49. *Which phase(s) of the Project will be submitted in the Federal Grant application?* Required; check the boxes for each applicable phase. Example 7 to the right reflects the Applicant is pursuing a Federal Grant for construction only.

Example 7

<u>For State Purposes Only Section</u>

No Applicant entry required - this section is reserved for recording STB action on the application

Federal Grant Applications

Federal Grant development and submission is related but independent of the AZ SMART Fund application.

Preparing a Federal Grant Application

Applicants are responsible for developing, preparing, or generating data, narratives, explanations, charts/graphs, cost estimates or any other information in response to a NOFO/NOFA for a Federal Grant application. ADOT is unable to provide grant development or writing services, or access to its grant writing contracts.

Submitting a Federal Grant Application

Road, bridge and rail

The AZ SMART Fund application includes a question regarding how the Applicant intends to submit the Federal Grant application. Applications for many road, bridge and rail Federal Grants can be submitted by the Applicant or its grant consultant. If the Applicant is not eligible to submit an application directly, it may request that ADOT submit the application on behalf of the Applicant as follows:

1. At least thirty (30) day prior to the application deadline in the NOFO/NOFA for the applicable Federal 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.

2. At least seven (7) days before the NOFO/NOFA deadline, all completed application materials must be provided to the ADOT Grant office for submission.

Transit

Pending further direction provided in a NOFO/NOFA, applications for most transit Federal Grants must be submitted to FTA by ADOT on Applicant's behalf. At least thirty (30) day prior to the application deadline in the NOFO/NOFA for the applicable Federal 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. In addition, the completed application is to be provided to the ADOT Grant office for submission a minimum of seven (7) calendar days before the NOFO/NOFA deadline.

If the Applicant is a direct recipient for transit purposes, it may be required to apply for a transit grant directly at http://grants.gov. If awarded a Federal Grant, the direct recipient may also be required to submit an application in the Transit Award Management System (TrAMS).

ADOT will request the Federal Grant funding be made available in the Federal Management Information System ("FMIS") by USDOT for road/bridge/rail programs. Grants from the Federal Transit Administration ("FTA") or other federal agencies may require different processing which will be determined either upon award by the applicable agency or during the review of the grant agreement.

For Further Information

Visit the AZ SMART Fund website at https://azdot.gov/planning/grant-coordination/az-smart-fund

Definitions

"AFIS" means the State accounting system known as the Arizona Financial Information System.

"Applicant" means the political subdivision of this state submitting an Application for the AZ SMART Fund.

"Application" means an application submitted by the Applicant to ADOT pursuant to A.R.S. § 28-339 for an award of monies from the AZ SMART Fund for any Eligible Use.

"Authorized Individual" means the person authorized by the Applicant to submit an AZ SMART Fund Application and commit the Applicant in a contractual relationship.

"AZ SMART Fund(s)" means Arizona State Match Advantage for Rural Transportation funds the fund established pursuant to A.R.S. § 28-339.

"COG/MPO" means a Council of Governments (COG) or Metropolitan Planning Organization (MPO)

"COG/MPO Approval" means the approval by the Applicant's Council of Governments (COG) or Metropolitan Planning Organization (MPO) prior to submitting the Project to the AZ SMART Fund program, required pursuant to A.R.S. § 28-339.

"Design and Other Engineering Services" or **"DOES"** means preliminary engineering through final design related to a road, bridge, rail or transit infrastructure construction project that the Applicant intends to submit for a Federal Grant on a future date. The Federal Grant application for construction of the Project must be submitted prior to the passage of a new long-term highway program authorization that succeeds the IIJA, which is currently authorized through September 30, 2026. Congress may extend IIJA prior to passing a new long-term highway program authorization, and these extensions may extend the September 30, 2026 deadline.

"Effective Date" means the effective date of the IGA between the Applicant and ADOT for an AZ SMART Fund award.

"Eligible Costs" means the lesser of actual expenditures or the amount awarded by the STB, as follows:

- Grant Development and Submission: Direct costs incurred for the specific Project and Federal Grant identified in the AZ SMART Fund application and which directly arise from Grant Development and Submission.
- Match: The Applicant's pro-rata portion of the Project costs associated with the Federal Grant.
- Design and Other Engineering Services: Design and Other Engineering Services expenditures that meet federal standards for projects eligible for a Federal Grant.

"Eligible Uses" means the following:

- To reimburse up to fifty percent of the costs associated with Grant Development and Submission of an application for a Federal Grant.
- As a Match for a Federal Grant.
- To reimburse Design and Other Engineering Services expenditures that meet federal

standards for projects eligible for a Federal Grant.

“Federal Grant” means a federal discretionary grant program administered by any federal agency for surface transportation purposes, the awards for which are made at the discretion of the federal agency and are not funded or distributed by statutory formula.

“Federal Grant Agreement” means an agreement between the Applicant and/or ADOT and the federal agency awarding a Federal Grant.

“Grant Development and Submission” or **“GDS”** means researching, developing, preparing data or information, editing, securing letters of support, submitting required forms, applications or other documents to the federal agency or through the required application website, and coordinating with Project partners on these activities.

“IGA” means intergovernmental agreement required pursuant to A.R.S. § 28-339 for an award from the AZ SMART Fund.

“Match” means the amount of non-federal, cash monies required from the Applicant for a Federal Grant and may consist of funding from the Applicant, the AZ SMART Fund, a Project partner, or other legal source. The type of Match required or allowed will depend on the applicable Federal Grant.

“NOFO/NOFA” means a Notice of Funding Opportunity or Notice of Funding Availability for a Federal Grant.

“Obligate”, “Obligated”, or “Obligation” means the Project has received all required approvals from ADOT and the applicable federal agency and the funding has been applied to the Project in AFIS. Obligated funding may not be transferred to another Project.

“Project” means the specific project identified by the Applicant in each AZ SMART Fund application. The Project may not be substituted with another project.

“Set Aside” means an amount of AZ SMART Funding awarded by the STB to the Applicant for the specific Project. Set Aside funds will generally be obligated to the Project in AFIS within 30 days of the execution of an IGA between Applicant and ADOT or obligation, applicable. Set Aside funding may not be transferred to another Project or Federal Grant and will not accrue interest.

“Sub Recipient” means an entity (the Applicant) that receives a sub award from a pass-through entity (ADOT) to carry out a federal award.

“STB” means the State Transportation Board.

EXHIBIT A

Example AZ SMART Fund Application Form

(For exhibit purposes only; not for use to submit an application)

Revisions shown in red font

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.

* Indicates required question

Email *

Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County *

2. Name of Contact Person for Applicant *

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. *

Check all that apply.

☐ I have read and agree to the Program Guidelines and Application Instructions for the AZ SMART Fund Program.

4. Contact's Title *

5. Contact's Full Mailing Address *

6. Contact's Office Phone # *

7. Contact's Business Cell Phone # (if applicable)

8. Contact's Business Email Address *

9. Select the Applicant's COG/MPO. *

Mark only one oval.

- Central Arizona Governments (CAG)
- Central Yavapai Metropolitan Planning Organization (CYMPO)
- Flagstaff Metropolitan Planning Organization (MetroPlan)
- Lake Havasu Metropolitan Planning Organization (LHMPO)
- Maricopa Association of Governments (MAG)
- Northern Arizona Council of Governments (NACOG)
- ~~Pima Association of Governments (PAG)~~
- Sierra Vista Metropolitan Planning Organization (SVMPO)
- Southeastern Arizona Governments Organization (SEAGO)
- Sun Corridor Metropolitan Planning Organization (SCMPO)
- Western Arizona Council of Governments (WACOG)
- 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.

- Non-CA agencies - $30,000 initial fee

10. Select the Project Type. *

Check all that apply.

- [ ] Road
- [ ] Bridge
- [ ] Transit
- [ ] Rail
- [ ] Other: _____

11. Project Name - enter a brief, intuitive name. *

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. *

13. Enter the Project's TIP number, if applicable. If the Project is not in the TIP, enter "NA". *

14. Submit written documentation evidencing the COG/MPO approval to submit the Project to the AZ SMART Fund program (PDF format only). *

Files submitted:

15. Project Description - Provide a concise, specific description of the Project, including the type of work to be performed and benefits to be realized (3,000 character maximum, including spaces and punctuation). *

16. Please upload a map showing the Project location or study area (PDF format only).

Files submitted:

17. Is the Project entirely in the Applicant's Right of Way? For non-infrastructure projects, check "Not applicable." *

Check all that apply.

- [ ] 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." *

Check all that apply.

- [ ] 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." *

Check all that apply.

- [ ] 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. *

Check all that apply.

	2023	2024	2025	2026	Not Applicable
Design	☐	☐	☐	☐	☐
Construction	☐	☐	☐	☐	☐
Other (for non-infrastructure projects)	☐	☐	☐	☐	☐

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. *

Check all that apply.

	Not started	In progress	Completed	Not Applicable
Scoping/Pre-Design	☐	☐	☐	☐
Design	☐	☐	☐	☐
Right of Way Acquisition	☐	☐	☐	☐
Environmental	☐	☐	☐	☐
Utilities	☐	☐	☐	☐
Construction	☐	☐	☐	☐
Other (for non-infrastructure projects)	☐	☐	☐	☐

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.

Check all that apply.

	Not started	In progress	Completed	Not Applicable
Stage 1, 15% design	☐	☐	☐	☐
Stage 2, 30% design	☐	☐	☐	☐
Stage 3, 60% design	☐	☐	☐	☐
Stage 4, 95% design	☐	☐	☐	☐
Stage 5, 100%	☐	☐	☐	☐

23. Cost Estimate for Scoping/Pre-design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

24. Enter the date of the Scoping/Pre-design estimate. Enter "NA" if not applicable. *

25. Cost Estimate for Design - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

26. Enter the date of the Design estimate. Enter "NA" if not applicable. *

27. Cost Estimate for Right of Way - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

28. Enter the date of the Right of Way estimate. Enter "NA" if not applicable. *

29. Cost Estimate for Utilities - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. *

31. Cost Estimate for Construction - enter in whole dollars (for example, 250,000). Enter "0" if not applicable. *

32. Enter the date of the Construction estimate. Enter "NA" if not applicable. *

33. Cost Estimate for Other - enter in whole dollars (for example, 250,000) . Enter "0" if not applicable. *

34. Enter the date of the Other estimate. Enter "NA" if not applicable. *

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. *

Check all that apply.

- [ ] Yes
- [ ] No

36. Please indicate the source of the Project Cost Estimates entered above. *

Check all that apply.

- [ ] 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.). *

Files submitted:

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.

Are ADOT Project Development Fees included in the amount requested for design and other engineering expenditures? *

Mark only one oval.

- Yes
- No

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."

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.

Check all that apply.

- [ ] 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? *

Check all that apply.

- [ ] 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. *

Check all that apply.

- [ ] 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. *

_____

48. Which phase of the Project will be submitted in the Federal Grant application? *

Check all that apply.

- [ ] 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

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Google Forms

STATE ENGINEER'S REPORT
September 2023

The Status of Projects Under Construction report for September 2023 shows 92 projects under construction valued at $2,095,757,613.93. The transportation board awarded 10 projects during September valued at approximately $15 million.

During September, the Department finalized 5 projects valued at $17,396,225.28. 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 20 projects. The total cost of these 20 projects has exceeded the contractors bid amount by -6.7%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to -8.6%.

MONTHLY CONSTRUCTION REPORT

September 2023

PROJECTS UNDER CONSTRUCTION	92
MONETARY VALUE OF CONTRACTS	$2,095,757,613.93
PAYMENTS MADE TO DATE	$1,223,905,762.88
STATE PROJECTS	76
LOCAL GOVERNMENT	16
OTHER	
CONTRACTS EXECUTED IN SEPTEMBER 2023	10
MONETARY AMOUNT OF CONTRACTS EXECUTED	$15,651,635.90

FIELD REPORTS SECTION

EXT. 7301

Accumulation to Date (FiscalYear 2024 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
20	$46,323,112.01	$46,977,564.18	$43,835,967.01	($3,141,597.17)	-6.7%

Prepared By:

DocuSigned by:
Ladd Bouts 10/2/2023
4121CC9894A942B...

Field Reports Unit, X7301

Checked By:

DocuSigned by:
Irene Del Castillo 10/2/2023
607D5935C248471...

IRENE DEL CASTILLO, FR Manager
Field Reports, X7321

Completed Contracts (FiscalYear 2024)

September, 2023

Totals	No. of Contracts	State Estimate	Bid Amount	Final Cost
# of Projects: 5	5	$18,525,044.11	$17,726,133.15	$17,396,225.28
		Monetary		Monetary
		($798,910.96)		($329,907.87)

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2024

		LESS ADJUSTMENTS FOR						
MONTH	CUMULATIVE FINAL COST	REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3	CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
Jul-23	$ 13,395,066	$ 506,929	$ -	$ -	$ 506,929	$ 16,548,940	$ 12,888,137	-22.1%
Aug-23	$ 26,439,742	$ 141,023	$ 7,685	$ -	$ 655,637	$ 29,251,431	$ 25,784,105	-11.9%
Sep-23	$ 43,835,967	$ 163,553	$ 56,494	$ -	$ 875,684	$ 46,977,564	$ 42,960,283	-8.6%
Oct-23					$ 875,684		$ (875,684)	
Nov-23					$ 875,684		$ (875,684)	
Dec-23					$ 875,684		$ (875,684)	
Jan-24					$ 875,684		$ (875,684)	
Feb-24					$ 875,684		$ (875,684)	
Mar-24					$ 875,684		$ (875,684)	
Apr-24					$ 875,684		$ (875,684)	
May-24					$ 875,684		$ (875,684)	
Jun-24					$ 875,684		$ (875,684)	
		$ 811,505	$ 64,178	$ -	$ 875,684			

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2024
September, 2023

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
A89-B-(221)T F004701C Working Days: 221 = 185 + 29 + 6 + 1 Days Used: 217	SEDONA CITY LIMITS-BEAR NorthCent District						
			FANN CONTRACTING, INC	Low Bid =	($116,373.31) or 1.39% under State Estimate		
		8,386,388.31		$8,270,015.00	$8,573,654.57	$303,639.57	3.7 %
093-B-(216)T F017001C Working Days: 260 Days Used: 246	Kabba Wash Br NB 492 NorthWest District						
			VASTCO, INC.	Low Bid =	($195,163.30) or 6.90% under State Estimate		
		2,828,749.00		$2,633,585.70	$2,739,687.33	$106,101.63	4.0 %
060-A-(215)T F041501C Working Days: 75 Days Used: 73	CENTENNIAL WASH TO AGUILA NorthWest District						
			SUNLAND ASPHALT & CONSTRUCTION LLC	Low Bid =	($64,432.80) or 3.79% under State Estimate		
		1,698,432.80		$1,634,000.00	$1,091,814.65	($542,185.35)	-33.2 %
260-B-(227)T F040501C Working Days: 105 Days Used: 93	S Forest Service Rd 159 to Old NorthCent District						
			PAVECO, INC.	Low Bid =	($585,662.70) or 13.11% under State Estimate		
		4,466,606.00		$3,880,943.30	$3,806,567.24	($74,376.06)	-1.9 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2024
September, 2023

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
060-C-(219)T F038601C Working Days: 105 Days Used: 79	SAND TANKS WASH BRIDGE WB SouthEast District						
		1,144,868.00	COMBS CONSTRUCTION COMPANY, INC.	Low Bid = $1,307,589.15	$162,721.15 or 14.21% over State Estimate $1,184,501.49	($123,087.66)	-9.4 %

Contracts: (Action as Noted) **Page 319**

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 10a:

BOARD DISTRICT NO.:	4
BIDS OPENED:	SEPTEMBER 08, 2023
HIGHWAY:	CASA GRANDE – TUCSON HWY (I-10)
SECTION:	I-8 TO SR 87
COUNTY:	PINAL
ROUTE NO.:	I-10
PROJECT : TRACS:	010-D-NFA; 010 PN 200 F066401C
FUNDING:	100% STATE
LOW BIDDER:	FNF CONSTRUCTION, INC.
LOW BID AMOUNT:	$ 7,745,874.40
STATE ESTIMATE:	$ 10,869,535.50
$ UNDER ESTIMATE:	$ 3,123,661.10
% UNDER ESTIMATE:	28.7%
PROJECT DBE GOAL:	N/A
BIDDER DBE PLEDGE:	N/A
NO. BIDDERS:	4
RECOMMENDATION:	AWARD

*ITEM 10b: BOARD DISTRICT NO.: 6

BIDS OPENED: SEPTEMBER 22, 2023

HIGHWAY: HOOVER DAM – KINGMAN – WICKENBURG HIGHWAY (US 93)

SECTION: LEGEND RANCH RD. – DATE CREEK RANCH

COUNTY: MOHAVE

ROUTE NO.: US 93

PROJECT : TRACS: 093-A-NFA; 093 MO 059 F066801C

FUNDING: 100% STATE

LOW BIDDER: PAVECO, INC.

LOW BID AMOUNT: $ 1,321,521.00

STATE ESTIMATE: $ 1,595,170.00

$ UNDER ESTIMATE: $ 273,649.00

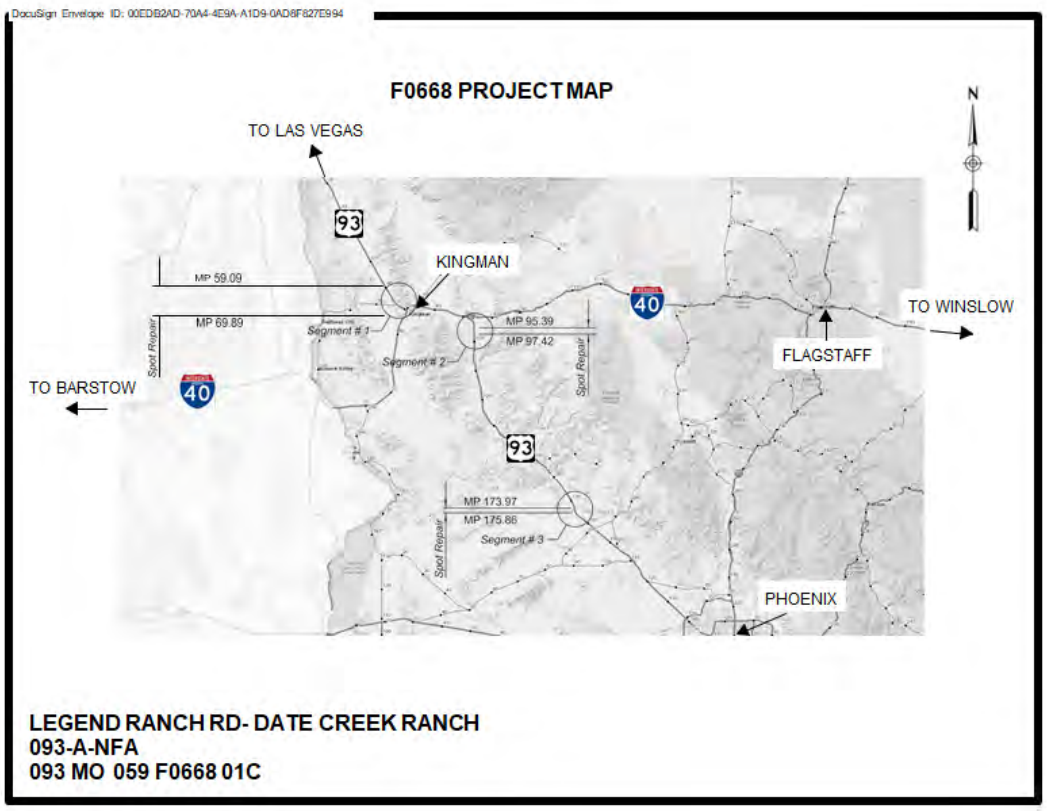
% UNDER ESTIMATE: 17.2%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

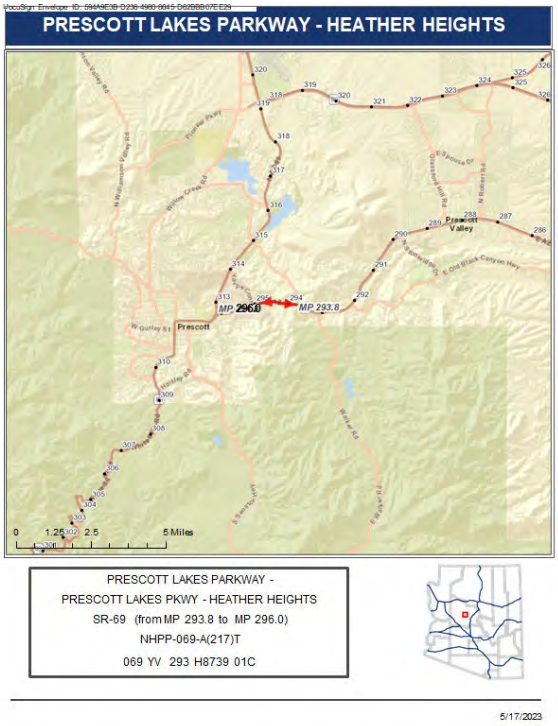
NO. BIDDERS: 5

RECOMMENDATION: AWARD



*ITEM 10c:

BOARD DISTRICT NO.:	6
BIDS OPENED:	SEPTEMBER 15, 2023
HIGHWAY:	CORDES JUNCTION – PRESCOTT HIGHWAY (SR 69)
SECTION:	PRESCOTT LAKES PARKWAY TO HEATHER HEIGHTS
COUNTY:	YAVAPAI
ROUTE NO.:	SR 69
PROJECT : TRACS:	069-A(217)T: 069 YV 293 H873901C
FUNDING:	94.3% FEDS 5.7% STATE
LOW BIDDER:	ASPHALT PAVING & SUPPLY, INC.
LOW BID AMOUNT:	$ 9,191,665.90
STATE ESTIMATE:	$ 8,250,803.20
$ OVER ESTIMATE:	$ 940,862.70
% OVER ESTIMATE:	11.4%
PROJECT DBE GOAL:	10.19%
BIDDER DBE PLEDGE:	9.75%
NO. BIDDERS:	3
RECOMMENDATION:	REJECT ALL BIDS (DBE DISCREPANCIES WERE IDENTIFIED IN THE DBE SUBMITTAL, A LETTER WAS SENT OUT TO ALL BIDDERS)



ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

140 Calendar Days

The proposed project is located in Pinal County on SR 87 at the intersection of Kenworthy Rd. (milepost 135.64) and SR 287 at the intersection of Christensen Rd. (milepost 135.59). The work consists of constructing turn lanes, milling and replacing existing pavement surface, replacing pavement markings, and other related work.

Bid Opening Date : 9/15/2023, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
087 PN 135 F037301C 087-A-(213)T	PICACHO - COOLIDGE - CHANDLER - MESA HIGHWAY (SR 87)	SR 87 at Kenworthy Rd and SR 2 SouthCent District	101003

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$860,391.25	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
2	$907,209.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
	$939,048.00	DEPARTMENT	
3	$995,000.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
4	$1,028,181.10	SHOW LOW CONSTRUCTION, INC.	1801 W. DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901-

Apparent Low Bidder is 8.4% Under Department Estimate (Difference = ($78,656.75))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 15, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO	087 PN 135 F037301C
PROJECT NO	087-A(213)T
TERMINI	PICACHO - COOLIDGE - CHANDLER - MESA HIGHWAY (SR 87)
LOCATION	SR 87 AT KENWORTHY RD. AND SR 287 AT CHRISTENSEN RD.

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 87	135.64	Southcentral	101003

The amount programmed for this contract is $1,298,000. The location and description of the proposed work are as follows:

The proposed project is located in Pinal County on SR 87 at the intersection of Kenworthy Rd. (milepost 135.64) and SR 287 at the intersection of Christensen Rd. (milepost 135.59). The work consists of constructing turn lanes, milling and replacing existing pavement surface, replacing pavement markings, and other related work.

The time allowed for the completion of the work included in this contract will be 140 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 8.36.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

Project Advertised On: June 12, 2023

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

284 Calendar Days

The proposed project is located in Pinal County where SR 287 and SR 79B meet at the southern section of the Town of Florence. Approximate length of the project is 0.73 miles. The work consists of adding a new multi-lane roundabout at SR 287 and SR 79B and a single-lane roundabout at SR 79B and Florence Heights Drive.

Bid Opening Date : 9/22/2023, Prequalification Required, Engineer Specialist : Mahfuz Anwar

Project No.	Highway Termini	Location	Item
0000 PN FL0 SZ04101C FL0-0-(201)T	TOWN OF FLORENCE	SR 287 & SR 79B INTERSECTION SouthCent District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$6,469,511.71	J. BANICKI CONSTRUCTION, INC.	4270 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-
2	$6,799,109.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
	$7,543,842.00	DEPARTMENT	

Apparent Low Bidder is 14.2% Under Department Estimate (Difference = ($1,074,330.29))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 22, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 PN FLO SZ04101C
PROJECT NO	FLO-0(201)T
TERMINI	TOWN OF FLORENCE
LOCATION	SR 287 AND SR 79B

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHCENTRAL	LOCAL

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is $8,900,000. The location and description of the proposed work are as follows:

The proposed project is located in Pinal County where SR 287 and SR 79B meet at the southern section of the Town of Florence. Approximate length of the project is 0.73 miles. The work consists of adding a new multi-lane roundabout at SR 287 and SR 79B and a single-lane roundabout at SR 79B and Florence Heights Drive.

The time allowed for the completion of the work included in this contract will be 284 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 13.14.

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: 07-24-23

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

105 Working Days

The proposed project is located on Interstate 10 in Pinal County, between mileposts 200.00 and 209.00, near Casa Grande. The work consists of removing the existing asphaltic concrete surface course with milling and replacing it with asphaltic concrete. The work also includes installing pavement markings and other related work.

Bid Opening Date : 9/8/2023, Prequalification Required, Engineer Specialist : Sunder Shiva

Project No.			Highway Termini	Location		Item
010	PN 200	F066401C 010-D-(NFA)T	CASA GRANDE - TUCSON HWY (I-10)	I-8 - SR 87	SouthCent District	2023064

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$7,745,874.40	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
2	$8,101,188.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
3	$8,378,680.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
4	$9,005,860.00	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
	$10,869,535.50	DEPARTMENT	

Apparent Low Bidder is 28.7% Under Department Estimate (Difference = ($3,123,661.10))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 08, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO	010 PN 200 F066401C
PROJECT NO	010-D-NFA
TERMINI	CASA GRANDE – TUCSON HWY (I-10)
LOCATION	I-8 TO SR 87

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	200.00 to 209.00	SOUTHCENTRAL	103826

The amount programmed for this contract is $14,650,000. The location and description of the proposed work are as follows:

The proposed project is located on Interstate 10 in Pinal County, between mileposts 200.00 and 209.00, near Casa Grande. The work consists of removing the existing asphaltic concrete surface course with milling and replacing it with asphaltic concrete. The work also includes installing pavement markings and other related work.

The time allowed for the completion of the work included in this contract will be 105 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No proposal will be accepted from any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 08/09/23

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 and Yavapai Counties on US 93, between mileposts 59.09 and 69.89, mileposts 95.39 and 97.42; and mileposts 173.97 and 175.86. The work consists of spot milling and replacing the existing asphaltic concrete surface and pavement markings.

Bid Opening Date : 9/22/2023, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
093 MO 059 F066801C 093-A-NFA	HOOVER DAM - KINGMAN - WICKENBURG HIGHWAY (US 93)	Legend Ranch Rd - Date Creek R NorthWest District	103860

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$1,321,521.00	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
2	$1,324,206.40	CACTUS TRANSPORT II, INC.	8211 WEST SHERMAN STREET TOLLESON, AZ 85353-
3	$1,497,497.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
	$1,595,170.00	DEPARTMENT	
4	$1,615,997.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
5	$1,993,266.50	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504

Apparent Low Bidder is 17.2% Under Department Estimate (Difference = ($273,649.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 22, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO	093 MO 059 F066801C
PROJECT NO	093-A-NFA
TERMINI	HOOVER DAM - KINGMAN - WICKENBURG HIGHWAY (US 93)
LOCATION	Legend Ranch Rd. - Date Creek Ranch

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 93	VARIOUS	NORTHWEST	103860

The amount programmed for this contract is $2,150,000. The location and description of the proposed work are as follows:

The proposed project is located in Mohave and Yavapai Counties on US 93, between mileposts 59.09 and 69.89, mileposts 95.39 and 97.42; and mileposts 173.97 and 175.86. The work consists of spot milling and replacing the existing asphaltic concrete surface and pavement markings.

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 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: August 9, 2023

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

190 Working Days

The proposed project is located in Yavapai County, on State Route 69 between mileposts 293.80 and 296.00, in Prescott. The proposed work consists of widening, milling and paving the roadway; constructing curb and gutter, raised median, installing new pipe culverts and storm drains; removing and installing a traffic signal; box culvert extension, signing, striping and other related work.

Bid Opening Date : 9/15/2023, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
069 YV 293 H873901C 069-A-(217)T	CORDES JUNCTION - PRESCOTT HIGHWAY (SR 69)	PRESCOTT LAKES PKWY TO HEATHER NorthWest District	100248

Rank	Bid Amount	Contractor Name	Address of Contractor
	$8,250,803.20	DEPARTMENT	
1	$9,191,665.90	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314-
2	$9,942,000.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
3	$12,067,273.74	SEMA CONSTRUCTION, INC.	7353 S EAGLE STREET CENTENNIAL, CO 80112-

Apparent Low Bidder is 11.4% Over Department Estimate (Difference = $940,862.70)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, SEPTEMBER 15, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO	069 YV 293 H8739 01C
PROJECT NO	069-A(217)T
TERMINI	CORDES JUNCTION – PRESCOTT HIGHWAY (SR 69)
LOCATION	PRESCOTT LAKES PARKWAY TO HEATHER HEIGHTS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR-69	293.80 to 296.00	NORTHWEST	100248

The amount programmed for this contract is $10,800,000. The location and description of the proposed work are as follows:

The proposed project is located in Yavapai County, on State Route 69 between mileposts 293.80 and 296.00, in Prescott. The proposed work consists of widening, milling and paving the roadway; constructing curb and gutter, raised median, installing new pipe culverts and storm drains; removing and installing a traffic signal; box culvert extension, signing, striping and other related work.

This project is located on a Native American Reservation, in the Yavapai-Prescott Indian Tribe area, which may subject the contractor to the laws and regulations of the Yavapai-Prescott Indian Tribe and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Yavapai-Prescott Indian Tribe on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be 190 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 10.19.

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: 6/1/23