ARIZONA STATE TRANSPORTATION BOARD

Katie Hobbs, Governor

Richard Searle, Chairman
Jenn Daniels, Vice Chair
Ted Maxwell, Member
Jesse Thompson, Member
Jenny Howard, Member
Gary Knight, Member
Jackie Meck, 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, February 16, 2024, 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, February 16, 2024, 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.

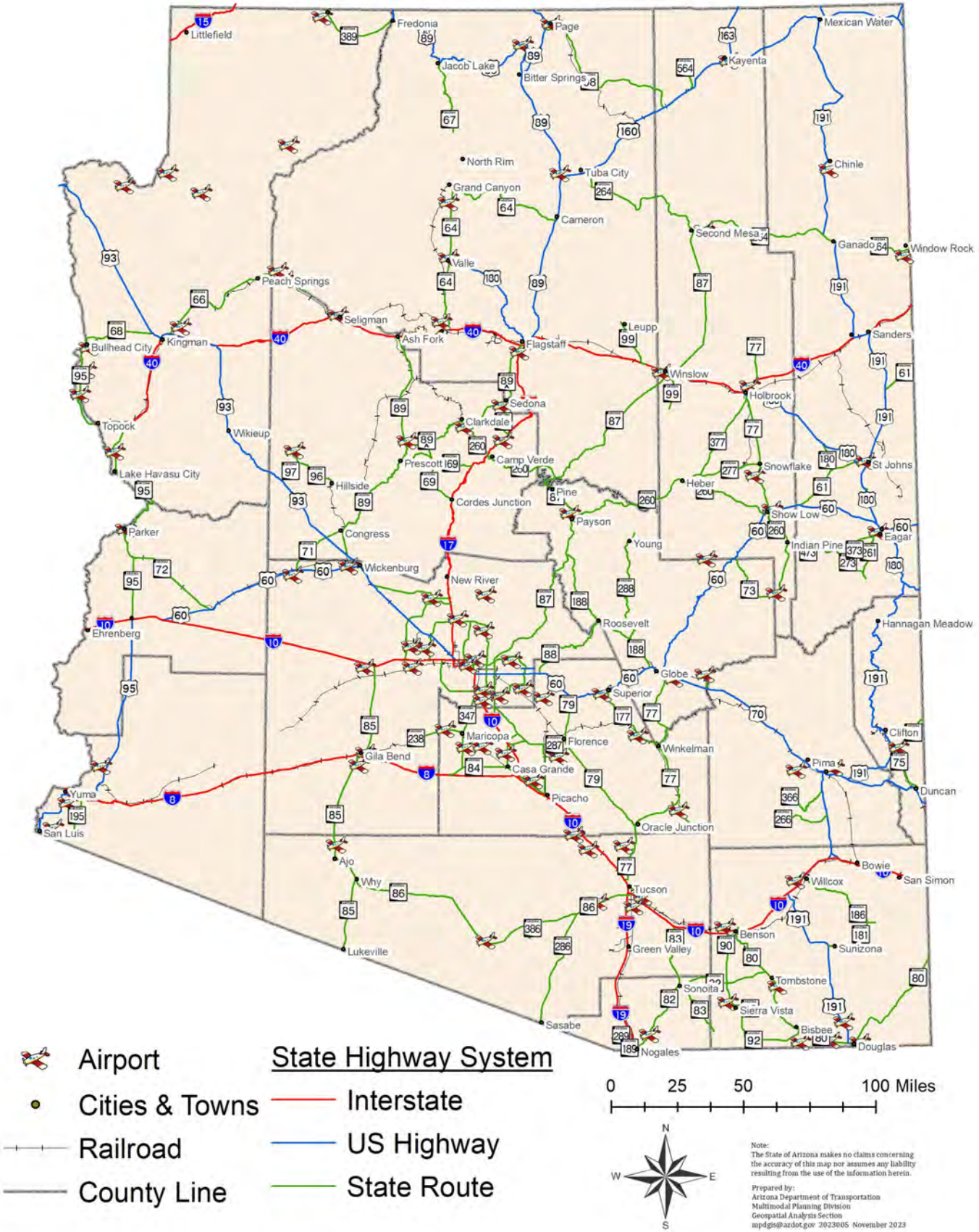
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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 8th day of February, 2024

State Highway System with Railroads & Airports



ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
BOARD MEETING
City of Douglas
Council Chambers
425 E. 10th Street
Douglas, Arizona 85607
9:00 a.m., Friday, February 16, 2024

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, February 16, 2024, 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 425 E. 10th Street, Douglas, Arizona 85607 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, February 16, 2024. 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 Searle

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/1FAIpQLSdr7eC3VJShEFhDFijBRREvZGFhxJWP68MpJrUYlhRXcZVqVg/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 https://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.

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 update on current and upcoming construction projects, district operations, maintenance activities and any regional transportation studies.
(For information and discussion only — Todd Emery, Southeast District Administrator)

***ITEM 3: Consent Agenda**

Page 9

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

Items on the Consent Agenda generally consist of the following:

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

ITEM 4: Financial Report

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

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

***ITEM 5: 2025-2029 Tentative Five-Year Transportation Facilities Construction Program Review and Approval for Public Hearing and Comment**

Staff will present its recommendations for the FY 2025-2029 Tentative Five Year Transportation Facilities Construction Program; FY 2025-2029 Statewide Subprograms; FY 2025-2029 State Highway Construction Program (excluding MAG & PAG), FY 2025-2029 PAG Regional Transportation Highway Program, FY 2025-2029 MAG Regional Transportation Plan Freeway Program, Lifecycle Construction Program, and the FY 2025-2029 Airport Capital Improvement Program. Staff will request Board approval to publish the tentative program for public review and comment prior to the public hearing scheduled for May 17, 2024.

(For discussion and possible action — Kristine Ward, Chief Financial Officer and Paul Patane, Division Director, Multimodal Planning Division)

ITEM 6: Multimodal Planning Division Report

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

A) Tribal Transportation Update

B) Last Minute Items

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

***ITEM 7: Priority Planning Advisory Committee (PPAC)** **Page 245**

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

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

***ITEM 8: AZ State Match Advantage for Rural Transportation (AZ SMART) Fund Program** **Page 267**

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) Tusayan

B) Pinetop-Lakeside

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

ITEM 9: State Engineer's Report **Page 306**

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

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

***ITEM 10: Construction Contracts** **Page 313**

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

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

ITEM 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 that may require Board Action

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting , Special Board Meeting and/or Study Session
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
  - Low bidder is no more than 15% under state estimate
  - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they exceed 15% or $200,000, whichever is lesser.

RIGHT OF WAY RESOLUTIONS (action as noted) **Page 14**

*ITEM 3a:	RES. NO.	2024–02–A–002
	PROJECTS:	F–028–1(8); F–028–1(21); F–BP–028–1–705; and 060 MA 181 H6015 01R / U 060–C–808
	HIGHWAY:	SUPERSTITION FREEWAY (PHOENIX – GLOBE HIGHWAY)
	SECTION:	Horne Street to 24th Street Traffic Interchanges
	ROUTE NO.:	U. S. Route 60
	DISTRICT:	Central
	COUNTY:	Maricopa
	DISPOSAL:	D – C – 117-B
	RECOMMENDATION:	Abandon to the City of Mesa, in accordance with City Resolution No. 12135, dated December 11, 2023; and Waiver of Four-Year Advance Notice of Abandonment and Pavement Quality Report, dated January 08, 2024, rights of way at certain cross street traffic interchanges that are no longer needed for the State Transportation System and can be better managed by the Local Public Agency.

*ITEM 3b:	RES. NO.	2024–02–A–003
	PROJECT:	101L MA 000 F0475 / 101–A(218)T
	HIGHWAYS:	AGUA FRIA FREEWAY and EHRENBERG – PHOENIX HIGHWAY
	SECTION:	S.R. 101L and I–10 T.I.
	ROUTE NO.:	State Route 101 Loop and Interstate Route 10
	DISTRICT:	Central
	COUNTY:	Maricopa
	RECOMMENDATION:	Establish new right of way as a state route under the above referenced project to be utilized for the improvement of the State Route 101 Loop / Interstate Route 10 System Traffic Interchange necessary for increased capacity and enhanced convenience and safety for the traveling public.

*ITEM 3c: RES. NO. 2024–02–A–004
PROJECT: 010 MA 112 F0119 / 010–A(232)T
HIGHWAY: EHRENBERG – PHOENIX
SECTION: S. R. 85 – Verrado Way
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D – C – 127
RECOMMENDATION: Abandon to the City of Buckeye, in accordance with Intergovernmental Agreement No. 18-0007032, dated November 03, 2020, right of way temporarily acquired for the above referenced improvement project that is no longer needed for the State Trans portation System.

*ITEM 3d: RES. NO. 2024–02–A–005
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 – 12540
RECOMMENDATION: Establish new right of way as a state route through early and advance acquisition necessary to alleviate hardship situations and forestall development along the alignment of the future Tres Rios Freeway.

*ITEM 3e: RES. NO. 2024–02–A–006
PROJECTS: 024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024–A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTIONS: S.R. 202L – Meridian Road; and
Ellsworth Road – Ironwood Drive
ROUTE NO.: State Route 24
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D – C – 119
RECOMMENDATION: Abandon to the City of Mesa, in accordance with Intergovernmental Agreement No. 19–0007461, dated June 08, 2020, rights of way temporarily acquired for the above referenced improvement projects that are no longer needed for the State Transportation System and can be better managed by the Local Public Agency.

*ITEM 3f: RES. NO. 2024–02–A–007
PROJECT: 060 GI 241 F0454 / 060–D(224)T
HIGHWAY: PHOENIX – GLOBE
SECTION: Schulze Ranch – Town of Miami
ROUTE NO.: U. S. Route 60
DISTRICT: Southeast
COUNTY: Gila
PARCEL: 4 – 0829
RECOMMENDATION: Establish new temporary construction easement right of way to be utilized during the above referenced project involving drainage improvements for erosion abatement and slope stabilization necessary to enhance convenience and safety for the traveling public.

*ITEM 3g: RES. NO. 2024–02–A–008
PROJECT: 191 GH 117 F0580
HIGHWAY: BOWIE JCT. – SAFFORD
SECTION: Armory Road – U. S. 70
ROUTE NO.: U. S. Route 191
DISTRICT: Southeast
COUNTY: Graham
RECOMMENDATION: Establish as a state route and state highway new right of way for the above referenced project by Change of Usage for a portion of ADOT Safford Maintenance Camp No. 3–15, to be utilized for roadway improvements along U. S. Route 191 in the City of Safford necessary to enhance convenience and safety for the traveling public.

CONSENT 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: BOARD DISTRICT NO.: 5

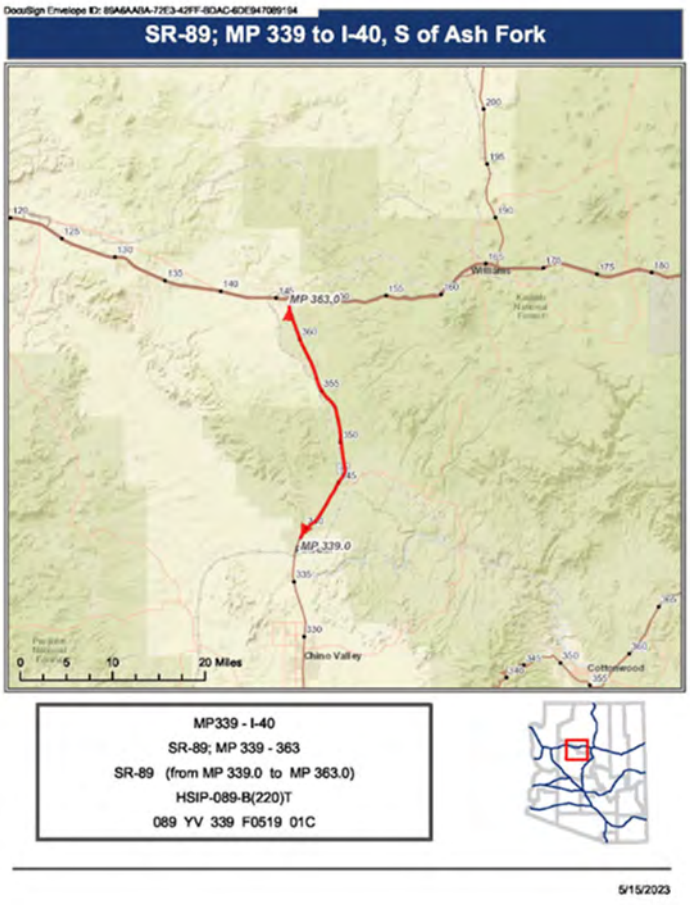
Page 317

BIDS OPENED:	JANUARY 26, 2024
HIGHWAY:	HOLBROOK – LUPTON HWY (I-40) HOLBROOK - SANDERS HWY (I-40)
SECTION:	PINTA - MCCARRELL DEAD RIVER BRIDGE (STR# 565)
COUNTY:	APACHE
ROUTE NO.:	I-40
PROJECT : TRACS:	040-E(227)T; 040 AP 318 F049801C 040-E(226)T; 040 AP 316 F042201C
FUNDING:	94.34% FEDS 5.66 STATE
LOW BIDDER:	FANN CONTRACTING, INC.
LOW BID AMOUNT:	$ 29,985,000.00
STATE ESTIMATE:	$ 35,088,680.00
$ UNDER ESTIMATE:	$ 5,103,680.00
% UNDER ESTIMATE:	14.5%
PROJECT DBE GOAL:	1.92%
BIDDER DBE PLEDGE:	1.92%
NO. BIDDERS:	2
RECOMMENDATION:	AWARD

*ITEM : BOARD DISTRICT NO.: 6

Page 321

BIDS OPENED: JANUARY 05, 2024
HIGHWAY: PRESCOTT – ASH FORK HWY (SR-89)
SECTION: MP 339 TO I-40
COUNTY: YAVAPAI
ROUTE NO.: SR 89
PROJECT : TRACS: 089-B(220)T; 089 YV 339 F051901C
FUNDING: 100% FED
LOW BIDDER: HAWK CONTRACTING, LLC
LOW BID AMOUNT: $ 524,444.00
STATE ESTIMATE: $ 528,151.49
$ UNDER ESTIMATE: $ 3,707.49
% UNDER ESTIMATE: 0.7%
PROJECT DBE GOAL: 3.65%
BIDDER DBE PLEDGE: 46.05%
NO. BIDDERS: 2
RECOMMENDATION: AWARD



February 16, 2024

RES. NO. 2024–02–A–002
PROJECTS: F–028–1(8); F–028–1(21); F–BP–028–1–705; and 060 MA 181 H6015 01R / U 060–C–808
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX – GLOBE HIGHWAY)
SECTION: Horne Street to 24th Street Traffic Interchanges
ROUTE NO.: U. S. Route 60
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D – C – 117–B

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain rights of way acquired for the Superstition Freeway, U. S. Route 60, within the above referenced projects.

The rights of way to be abandoned were previously established as a state route by State Highway Commission Resolution 62–97 of May 24, 1962, designated State Route 360; and were established as a state highway by Resolution 63–6 of January 18, 1963. The alignment of the Superstition Freeway Corridor Concept Report was adopted and approved in Arizona State Transportation Board Resolution 74–6–A–16 of September 06, 1974. Resolution 74–45 of April 05, 1974; Resolution 74–8–A–26 of October 11, 1974; and Resolution 74–12–A–41 of December 06, 1974, established new right of way for the S. R. 87 – Gilbert Road Section as a controlled – access state route and a state highway under Project F–028–1(5), which was later merged with the above referenced Projects F–028–1(21) and F–BP–028–1–705. Resolution 75–05–A–20 of April 04, 1975, established new right of way for the Gilbert Rd. – Power Rd. Section as a controlled – access state route and a state highway under the above referenced Project F–028–1(8). The S. R. 360 designation was eliminated, and the freeway was renumbered and redesignated U. S. Route 60 by Resolution 92–09–A–60 of September 18, 1992; and Resolution 93–11–A–66 of November 19, 1993. Under Project 060 MA 181 H6015 01R / U 060–C–808, above, additional right of way at Stapley and Gilbert Roads was established as a state route by Resolution 2003–12–A–074 of December 19, 2003; and as a state highway by Resolution 2004–06–A–028, dated June 18, 2004.

February 16, 2024

RES. NO. 2024–02–A–002
PROJECTS: F–028–1(8); F–028–1(21); F–BP–028–1–705; and 060 MA 181 H6015 01R / U 060–C–808
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX – GLOBE HIGHWAY)
SECTION: Horne Street to 24th Street Traffic Interchanges
ROUTE NO.: U. S. Route 60
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D – C – 117–B

The rights of way to be abandoned are no longer needed for state transportation purposes. The City of Mesa has agreed to accept jurisdiction, ownership and maintenance responsibilities for these rights of way in accordance with City Resolution No. 12135, dated December 11, 2023; and Waiver of Four – Year Advance Notice of Abandonment and Pavement Quality Report, dated January 08, 2024, executed pursuant to the provisions of Arizona Revised Statutes § 28–7209.

Accordingly, I recommend that the State's interest in the right of way be abandoned, as depicted on the attached Appendix "A" and on the maps and plans of the above referenced project.

The rights of way to be abandoned are delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the SUPERSTITION FREEWAY, Gilbert Rd. – Val Vista Dr., Project F–028–1(8);" on those entitled: "Right of Way Plan of the SUPERSTITION FREEWAY, Jct. S. R. 87 – Gilbert Road – Unit I, Project F–028–1(21);" on those entitled: "Right of Way Plan of the SUPERSTITION FREEWAY, Jct. S. R. 87 – Gilbert Road – Unit II, Project F–BP–028–1–705;" and on those entitled: "Right of Way Plans of the SUPERSTITION FREEWAY, Stapley, Gilbert and Val Vista T.I.s, Project 060 MA 181 H6015 01R / U 060–C–808," and as shown on Appendix "A" attached hereto.

February 16, 2024

RES. NO. 2024–02–A–002
PROJECTS: F–028–1(8); F–028–1(21); F–BP–028–1–705; and 060 MA 181 H6015 01R / U 060–C–808
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX – GLOBE HIGHWAY)
SECTION: Horne Street to 24th Street Traffic Interchanges
ROUTE NO.: U. S. Route 60
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D – C – 117–B

I further recommend that the rights of way depicted on Appendix "A" be removed from the State Highway System and abandoned to the City of Mesa, in accordance with City Resolution No. 12135, dated December 11, 2023; and Waiver of Four – Year Advance Notice of Abandonment and Pavement Quality Report, dated January 08, 2024, and as provided in Arizona Revised Statutes §§ 28–7207 and 28–7209; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System; and subject to the reservation of perpetual easements for ingress, egress and maintenance of said existing facilities and structures, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under the control of the Arizona Department of Transportation, as depicted on said Appendix "A" attached and on the maps and plans of the above referenced project.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28–7210, shall continue as they existed prior to the disposal of the right of way depicted on Appendix "A".

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

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

February 16, 2024

RES. NO. 2024–02–A–002
PROJECTS: F–028–1(8); F–028–1(21); F–BP–028–1–705; and
060 MA 181 H6015 01R / U 060–C–808
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX – GLOBE HIGHWAY)
SECTION: Horne Street to 24th Street Traffic Interchanges
ROUTE NO.: U. S. Route 60
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D – C – 117–B

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

Respectfully submitted,

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

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

February 16, 2024

RES. NO. 2024–02–A–002
PROJECTS: F–028–1(8); F–028–1(21); F–BP–028–1–705; and 060 MA 181 H6015 01R / U 060–C–808
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX – GLOBE HIGHWAY)
SECTION: Horne Street to 24th Street Traffic Interchanges
ROUTE NO.: U. S. Route 60
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D – C – 117–B

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on February 16, 2024, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28–7046, recommending the abandonment of certain rights of way to the City of Mesa within the above referenced projects.

The rights of way to be abandoned are no longer needed for state transportation purposes. The City of Mesa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the rights of way in accordance with City Resolution No. 12135, dated December 11, 2023; and Waiver of Four – Year Advance Notice of Abandonment and Pavement Quality Report, dated January 08, 2024, executed pursuant to the provisions of Arizona Revised Statutes § 28–7209. Accordingly, it is recommended that the State's interest in these rights of way be abandoned.

The rights of way to be abandoned are delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the SUPERSTITION FREEWAY, Gilbert Rd. – Val Vista Dr., Project F–028–1(8);" on those entitled: "Right of Way Plan of the SUPERSTITION FREEWAY, Jct. S. R. 87 – Gilbert Road – Unit I, Project F–028–1(21);" on those entitled: "Right of Way Plan of the SUPERSTITION FREEWAY, Jct. S. R. 87 – Gilbert Road – Unit II, Project F–BP–028–1–705;" and on those entitled: "Right of Way Plans of the SUPERSTITION FREEWAY, Stapley, Gilbert and Val Vista T.I.s, Project 060 MA 181 H6015 01R / U 060–C–808," and as shown on Appendix "A" attached hereto.

February 16, 2024

RES. NO. 2024–02–A–002
PROJECTS: F–028–1(8); F–028–1(21); F–BP–028–1–705; and 060 MA 181 H6015 01R / U 060–C–808
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX – GLOBE HIGHWAY)
SECTION: Horne Street to 24th Street Traffic Interchanges
ROUTE NO.: U. S. Route 60
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D – C – 117–B

WHEREAS said rights of way are no longer needed for state transportation purposes; and

WHEREAS the City of Mesa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the rights of way in accordance with City Resolution No. 12135, dated December 11, 2023; and Waiver of Four – Year Advance Notice of Abandonment and Pavement Quality Report, dated January 08, 2024, executed pursuant to the provisions of Arizona Revised Statutes § 28–7209; and

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

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

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

February 16, 2024

RES. NO. 2024–02–A–002
PROJECTS: F–028–1(8); F–028–1(21); F–BP–028–1–705; and 060 MA 181 H6015 01R / U 060–C–808
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX – GLOBE HIGHWAY)
SECTION: Horne Street to 24th Street Traffic Interchanges
ROUTE NO.: U. S. Route 60
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D – C – 117–B

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

RESOLVED that the rights of way depicted on Appendix "A" are hereby removed from the State Highway System and abandoned to the City of Mesa, in accordance with City Resolution No. 12135, dated December 11, 2023; and Waiver of Four – Year Advance Notice of Abandonment and Pavement Quality Report, dated January 08, 2024, and as provided in Arizona Revised Statutes §§ 28–7207, 28–7209 and 28–7210; be it further

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

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

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

February 16, 2024

RES. NO. 2024–02–A–002
PROJECTS: F–028–1(8); F–028–1(21); F–BP–028–1–705; and 060 MA 181 H6015 01R / U 060–C–808
HIGHWAY: SUPERSTITION FREEWAY (PHOENIX – GLOBE HIGHWAY)
SECTION: Horne Street to 24th Street Traffic Interchanges
ROUTE NO.: U. S. Route 60
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D – C – 117–B

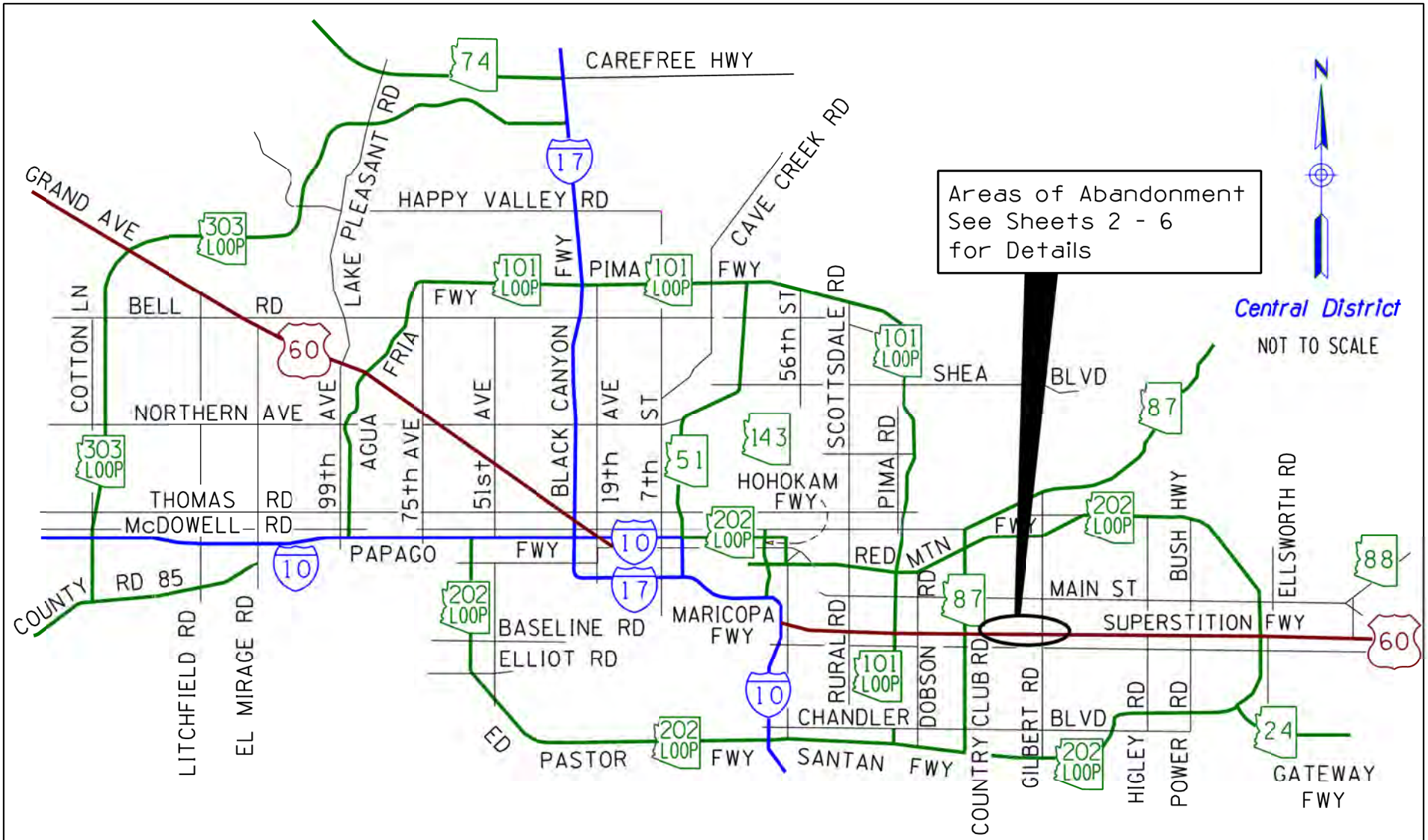
CERTIFICATION

I, GREGORY D. BYRES, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on February 16, 2024.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 16, 2024.

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

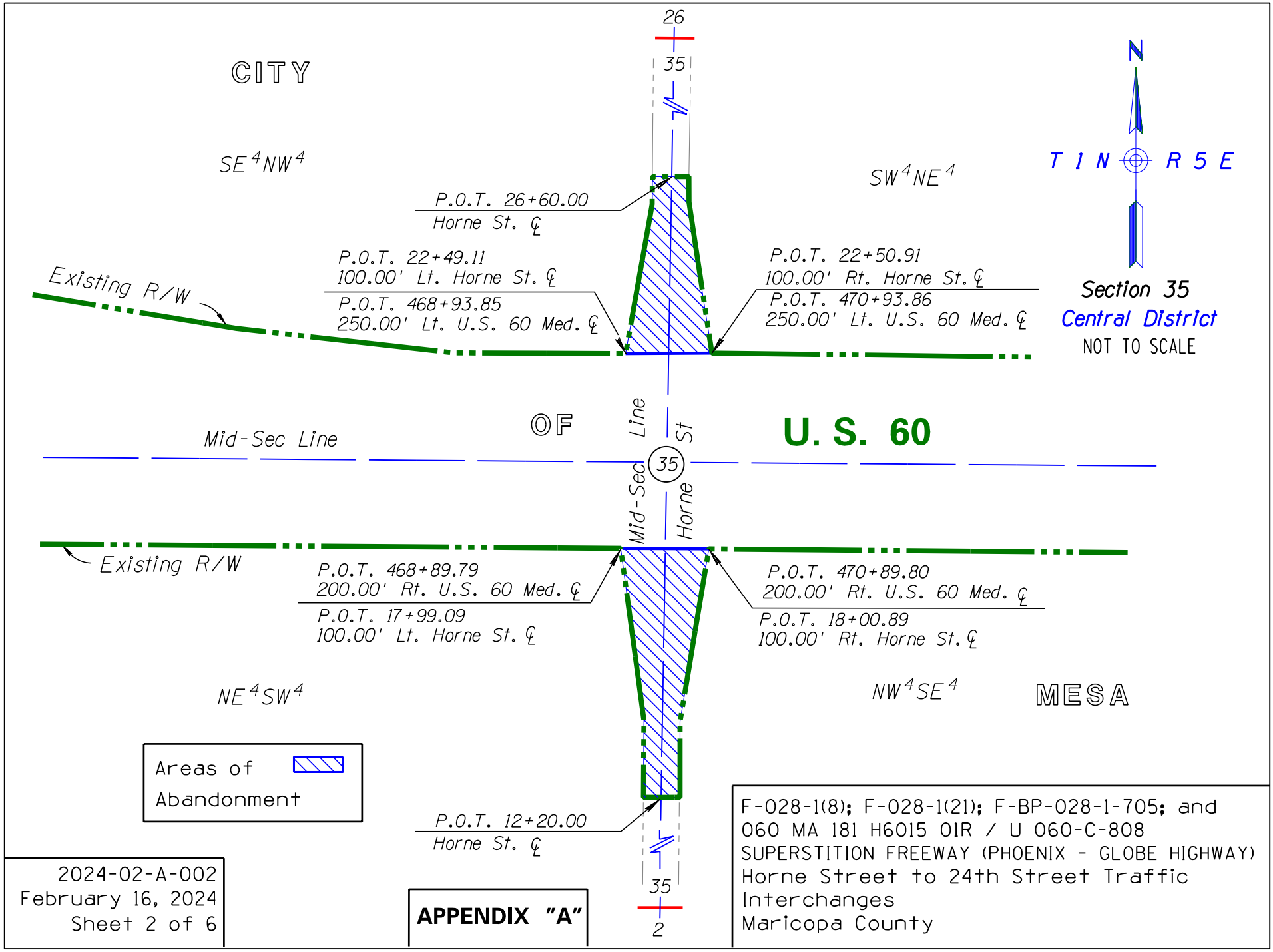
Seal



2024-02-A-002
February 16, 2024
Sheet 1 of 6

APPENDIX "A"

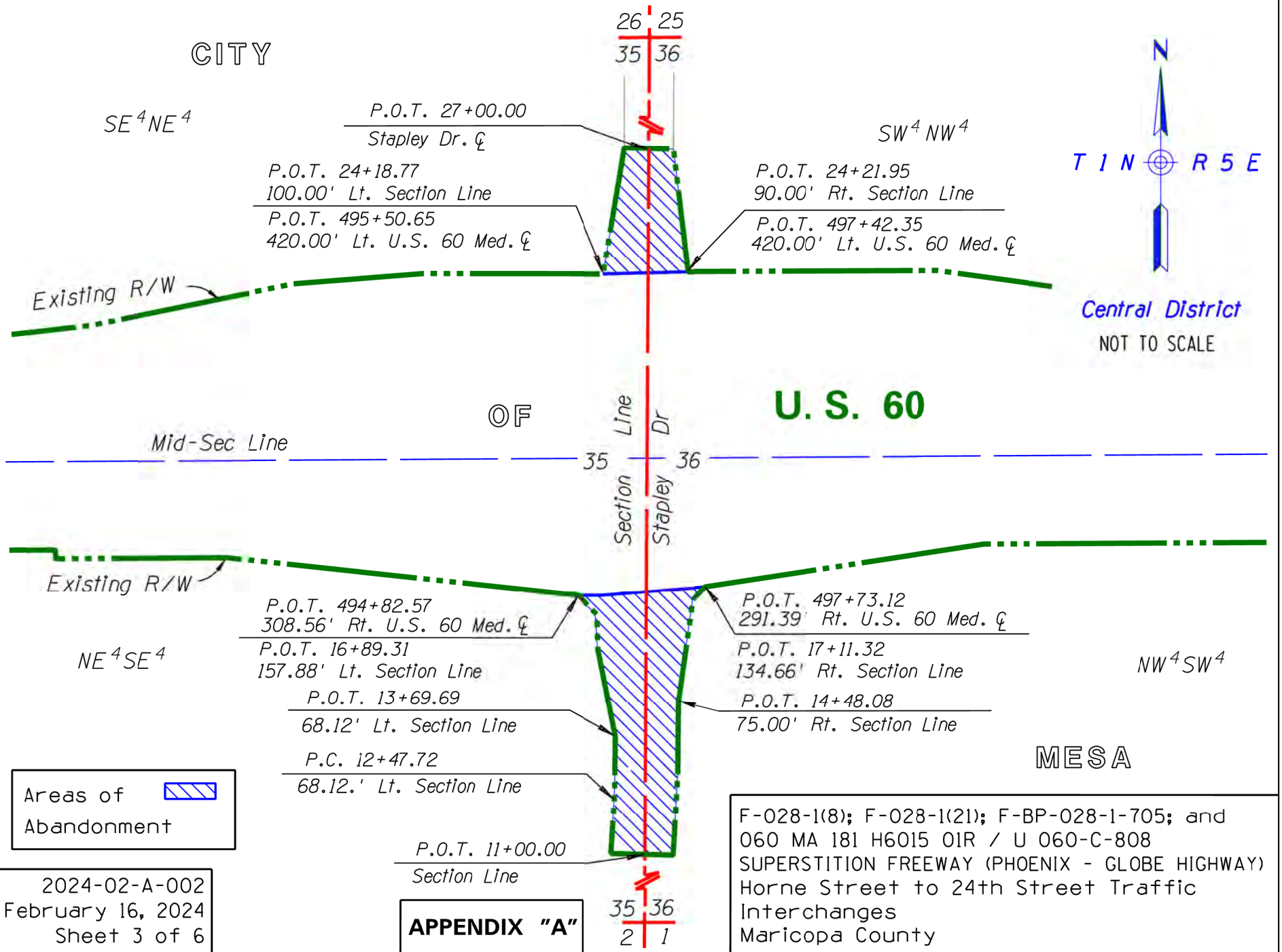
F-028-1(8); F-028-1(21); F-BP-028-1-705; and
060 MA 181 H6015 01R / U 060-C-808
SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)
Horne Street to 24th Street Traffic
Interchanges
Maricopa County



2024-02-A-002
February 16, 2024
Sheet 2 of 6

APPENDIX "A"

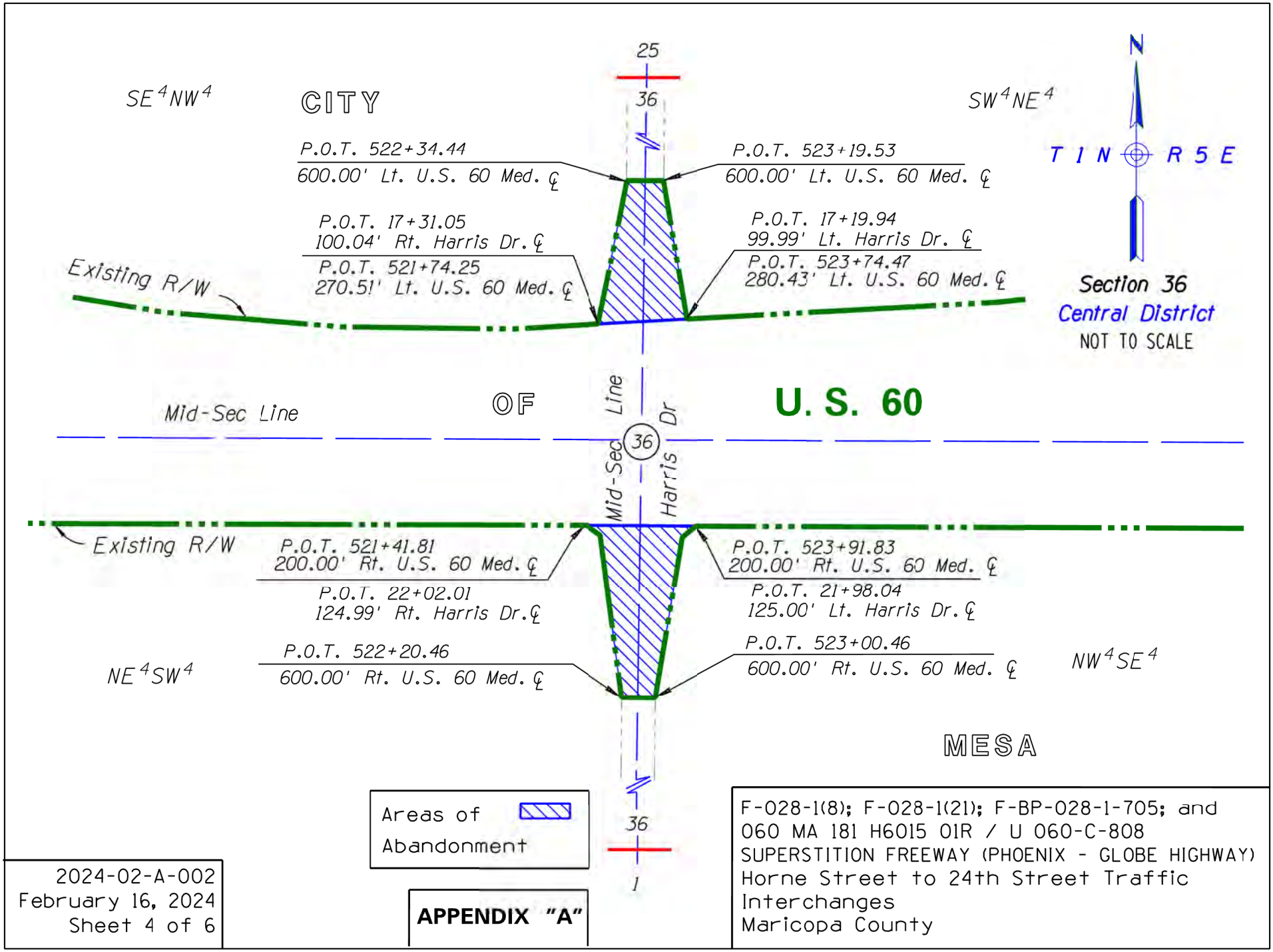
F-028-1(8); F-028-1(21); F-BP-028-1-705; and
060 MA 181 H6015 01R / U 060-C-808
SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)
Horne Street to 24th Street Traffic
Interchanges
Maricopa County



2024-02-A-002
February 16, 2024
Sheet 3 of 6

APPENDIX "A"

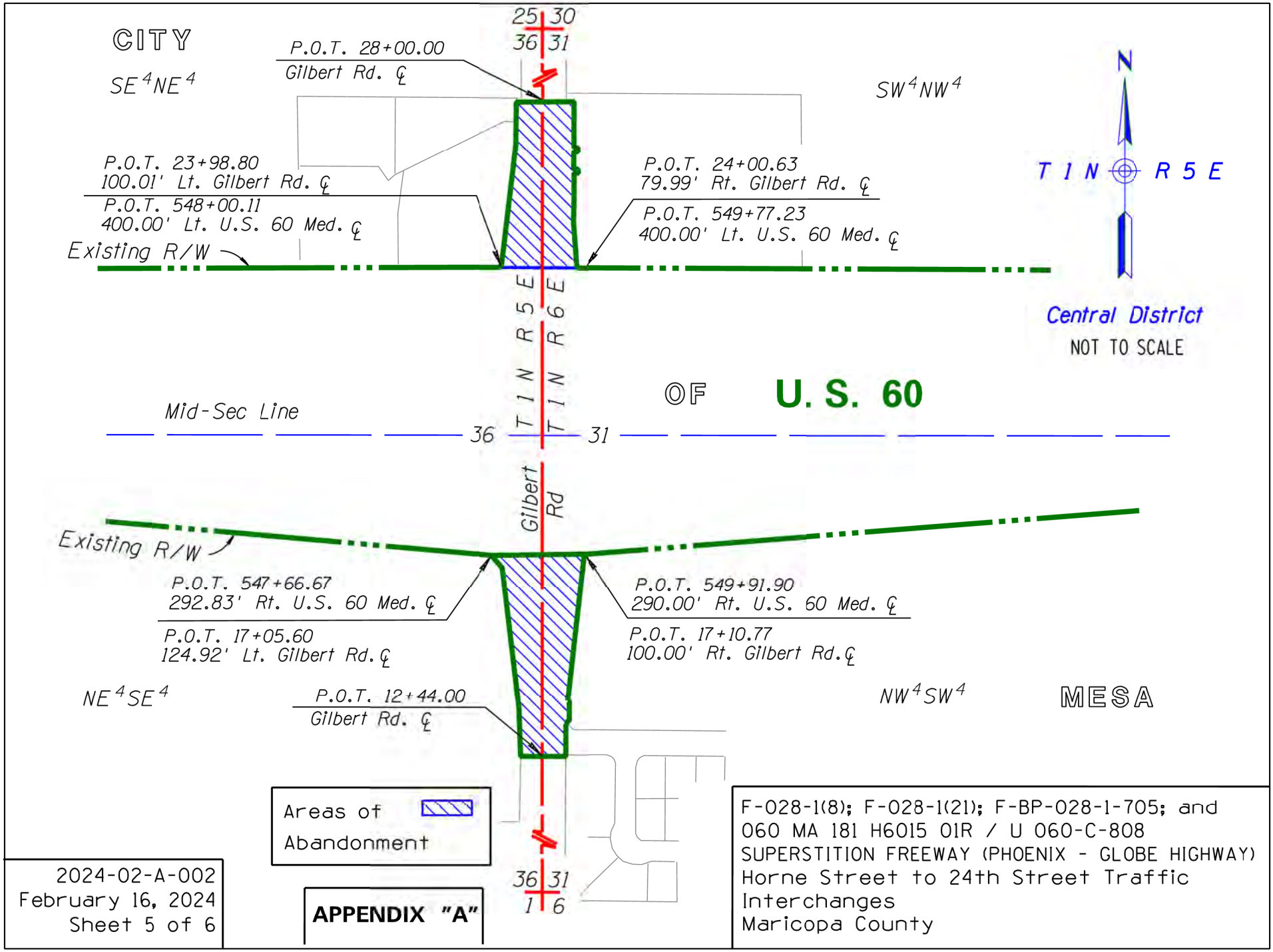
F-028-1(8); F-028-1(21); F-BP-028-1-705; and
060 MA 181 H6015 01R / U 060-C-808
SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)
Horne Street to 24th Street Traffic Interchanges
Maricopa County



2024-02-A-002
February 16, 2024
Sheet 4 of 6

APPENDIX "A"

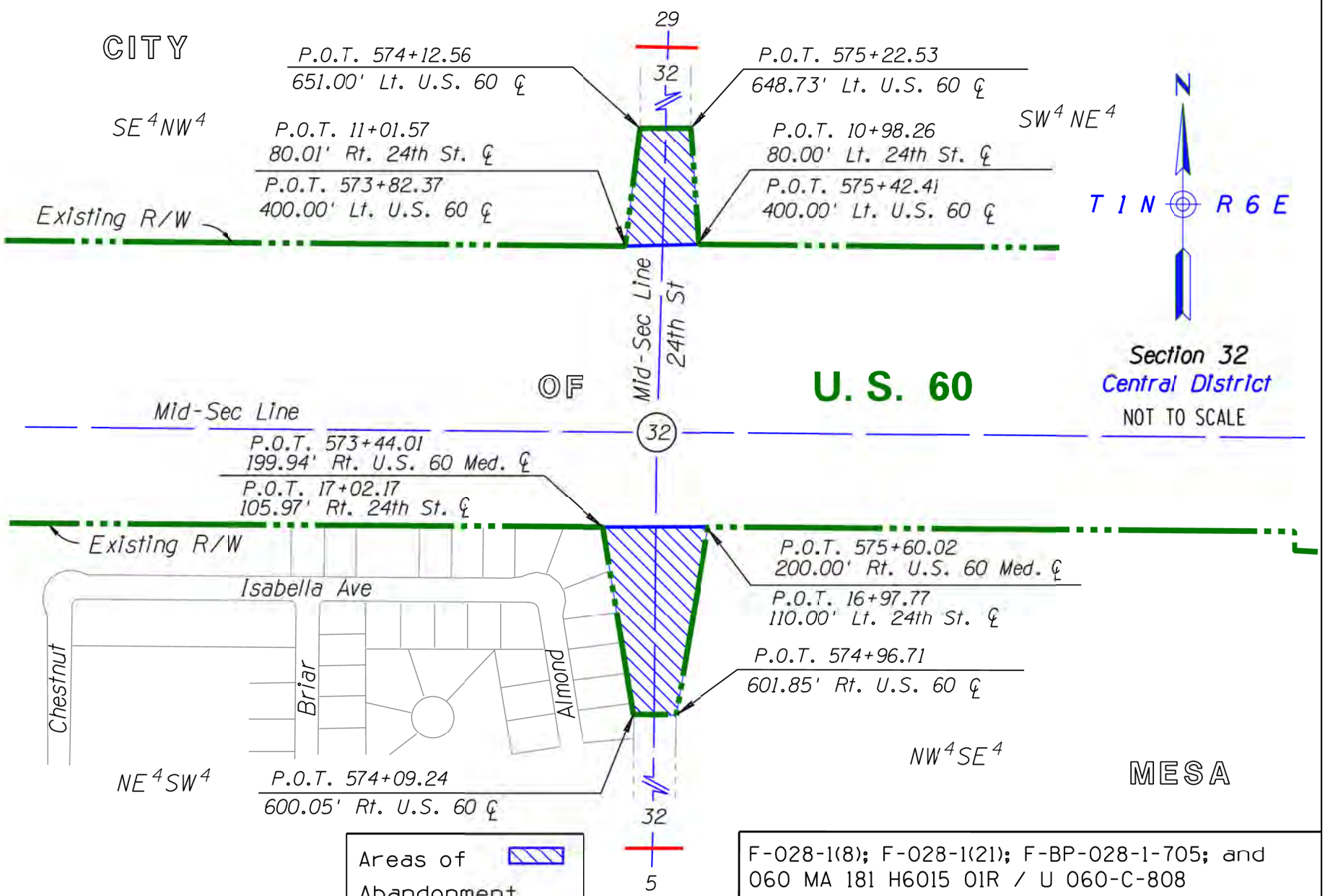
F-028-1(8); F-028-1(21); F-BP-028-1-705; and
060 MA 181 H6015 01R / U 060-C-808
SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)
Horne Street to 24th Street Traffic Interchanges
Maricopa County



2024-02-A-002
February 16, 2024
Sheet 5 of 6

APPENDIX "A"

F-028-1(8); F-028-1(21); F-BP-028-1-705; and
060 MA 181 H6015 01R / U 060-C-808
SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)
Horne Street to 24th Street Traffic Interchanges
Maricopa County



2024-02-A-002
February 16, 2024
Sheet 6 of 6

APPENDIX "A"

F-028-1(8); F-028-1(21); F-BP-028-1-705; and
060 MA 181 H6015 01R / U 060-C-808
SUPERSTITION FREEWAY (PHOENIX - GLOBE HIGHWAY)
Horne Street to 24th Street Traffic
Interchanges
Maricopa County

February 16, 2024

RES. NO. 2024–02–A–003
PROJECT: 101L MA 000 F0475 / 101–A(218)T
HIGHWAYS: AGUA FRIA FREEWAY and EHRENBERG – PHOENIX HIGHWAY
SECTION: S. R. 101L and I–10 T. I.
ROUTE NOs.: State Route 101 Loop and Interstate Route 10
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 System Traffic Interchange of the Agua Fria Freeway and the Ehrenberg – Phoenix Highway, State Route 101 Loop and Interstate Route 10, within the above referenced project.

The existing alignment along State Route 101 Loop was previously established by Arizona State Transportation Board Resolution 84–11–A–73, dated November 16, 1984, which adopted and approved the Outer Loop State Route Plan, and designated it State Route 417. Resolution 87–11–A–105 of December 18, 1987, renumbered State Route 417 and redesignated it as part of the State Route 101 Loop. A refined corridor was established by Resolution 88–10–A–92, dated October 21, 1988; and additional portions were established as a state highway by Resolution 98–06–A–021 of June 19, 1998; and later by Resolution 2009–07–A–041, dated July 17, 2009; amended by Resolution 2010–04–A–032, dated April 16, 2010; and by Resolution 2011–01–A–005, dated January 21, 2011.

The existing alignment along Interstate 10 was recommended for inclusion in the Interstate System by the Arizona State Highway Commission Resolution, dated June 08, 1945, shown on Page 70 of its Official Minutes. The Papago West Freeway was first established as a state highway by Resolution 65–25, dated April 02, 1965. The 107th Avenue – 67th Avenue Section was established as a controlled – access state highway by Resolution 68–89, dated December 11, 1968, and the highway was designated the Ehrenberg – Phoenix Highway therein. Transportation Board Resolution 78–15–A–49, dated September 22, 1978, established additional right of way for improvements along the Dysart Road – 91st Avenue Section.

February 16, 2024

RES. NO.	2024–02–A–003
PROJECT:	101L MA 000 F0475 / 101–A(218)T
HIGHWAYS:	AGUA FRIA FREEWAY and EHRENBERG – PHOENIX HIGHWAY
SECTION:	S. R. 101L and I–10 T. I.
ROUTE NOs.:	State Route 101 Loop and Interstate Route 10
DISTRICT:	Central
COUNTY:	Maricopa

New right of way is now needed to be utilized for the improvement of the State Route 101 Loop / Interstate Route 10 System Traffic Interchange for increased traffic capacity and enhanced convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route, and that access be controlled as needed 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: "Final Design Concept Report – S. R. 101L at I-10 System Traffic Interchange Improvements, dated August 31, 2023, Project 101L MA 000 F0475 / 101-A(218)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.

February 16, 2024

RES. NO.	2024–02–A–003
PROJECT:	101L MA 000 F0475 / 101–A(218)T
HIGHWAYS:	AGUA FRIA FREEWAY and EHRENBERG – PHOENIX HIGHWAY
SECTION:	S. R. 101L and I–10 T. I.
ROUTE NOs.:	State Route 101 Loop and Interstate Route 10
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

February 16, 2024

RES. NO. 2024-02-A-003
PROJECT: 101L MA 000 F0475 / 101-A(218)T
HIGHWAYS: AGUA FRIA FREEWAY and EHRENBERG - PHOENIX HIGHWAY
SECTION: S. R. 101L and I-10 T. I.
ROUTE NOs.: State Route 101 Loop and Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on February 16, 2024, 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 System Traffic Interchange of the Agua Fria Freeway and the Ehrenberg - Phoenix Highway, State Route 101 Loop and Interstate Route 10, as set forth in the above referenced project.

New right of way is now needed to be utilized for the improvement of the State Route 101 Loop / Interstate Route 10 System Traffic Interchange for increased traffic capacity and enhanced convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route, and that access be controlled as needed 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: "Final Design Concept Report – S. R. 101L at I-10 System Traffic Interchange Improvements, dated August 31, 2023, Project 101L MA 000 F0475 / 101-A(218)T".

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

February 16, 2024

RES. NO. 2024–02–A–003
PROJECT: 101L MA 000 F0475 / 101–A(218)T
HIGHWAYS: AGUA FRIA FREEWAY and EHRENBERG – PHOENIX HIGHWAY
SECTION: S. R. 101L and I–10 T. I.
ROUTE NOs.: State Route 101 Loop and Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa

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

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

February 16, 2024

RES. NO.	2024–02–A–003
PROJECT:	101L MA 000 F0475 / 101–A(218)T
HIGHWAYS:	AGUA FRIA FREEWAY and EHRENBERG – PHOENIX HIGHWAY
SECTION:	S. R. 101L and I–10 T. I.
ROUTE NOs.:	State Route 101 Loop and Interstate Route 10
DISTRICT:	Central
COUNTY:	Maricopa

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.

February 16, 2024

RES. NO.	2024–02–A–003
PROJECT:	101L MA 000 F0475 / 101–A(218)T
HIGHWAYS:	AGUA FRIA FREEWAY and EHRENBERG – PHOENIX HIGHWAY
SECTION:	S. R. 101L and I–10 T. I.
ROUTE NOs.:	State Route 101 Loop and Interstate Route 10
DISTRICT:	Central
COUNTY:	Maricopa

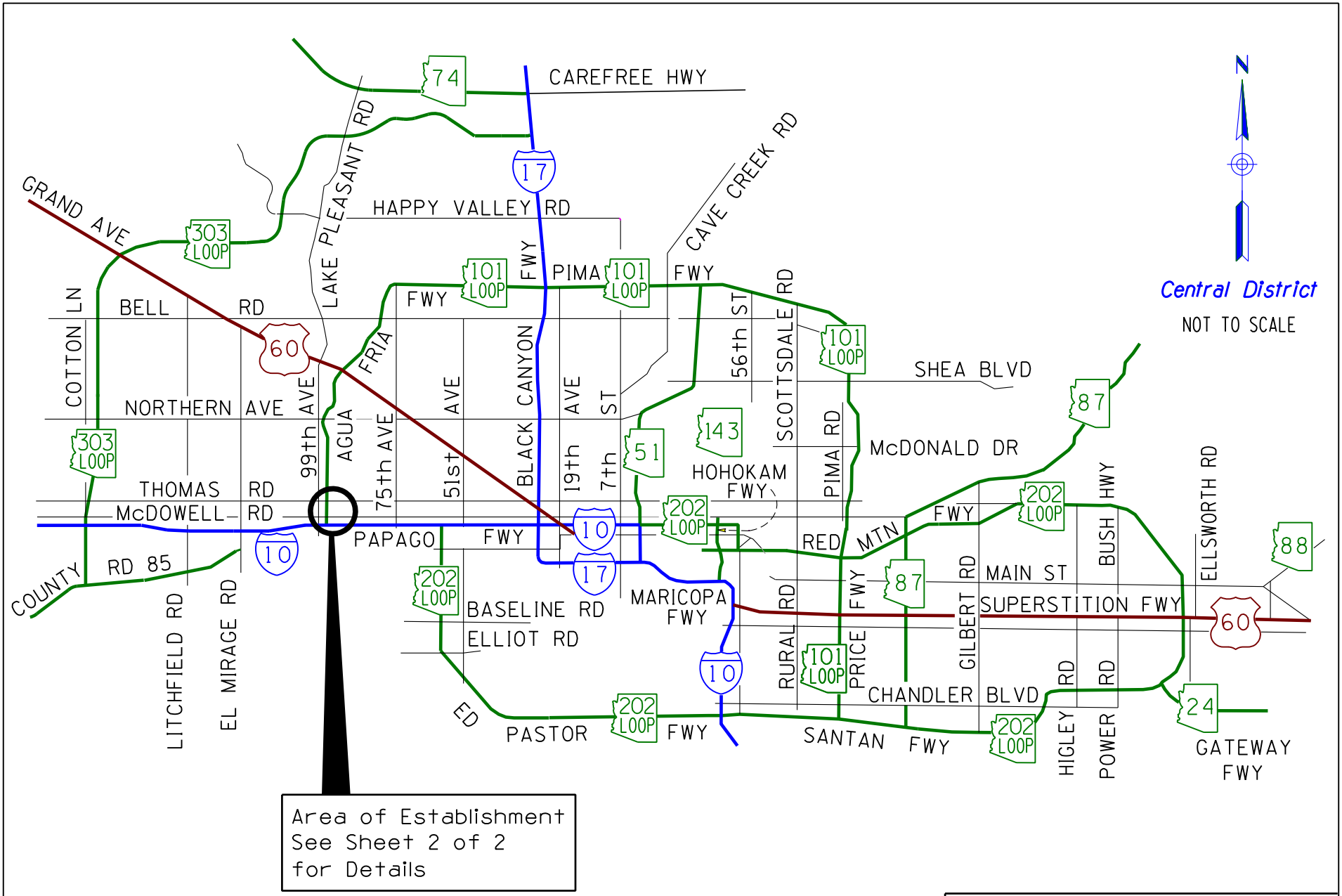
CERTIFICATION

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 February 16, 2024.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 16, 2024.

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

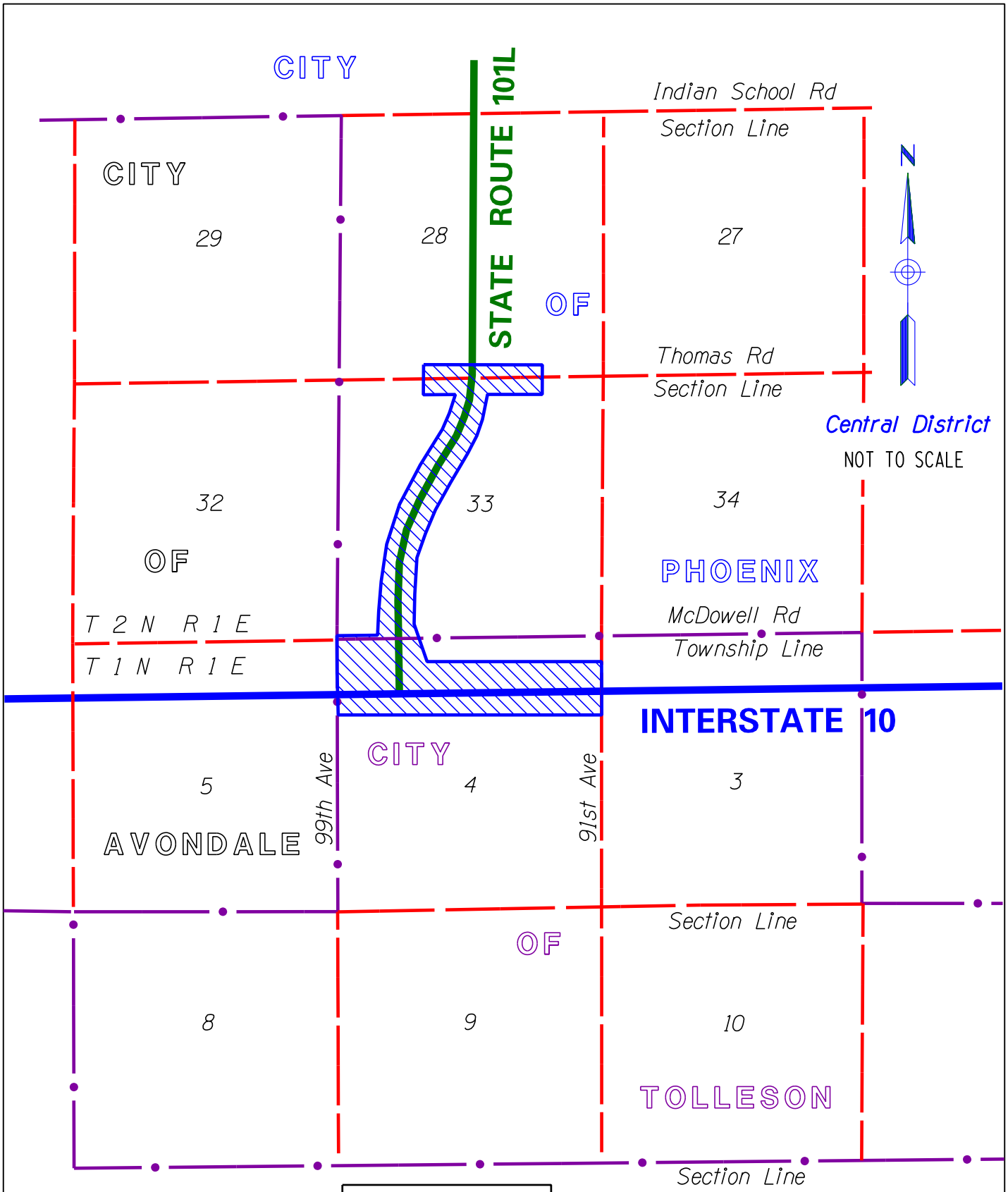
Seal



2024-02-A-003
February 16, 2024
Sheet 1 of 2

APPENDIX "A"

101L MA 000 F0475 / 101-A(218)T
AGUA FRIA FREEWAY
S.R. 101L and I-10 T.I.
Maricopa County



Area of Establishment

2024-02-A-003
February 16, 2024
Sheet 2 of 2

APPENDIX "A"

101L MA 000 F0475 / 101-A(218)T
AGUA FRIA FREEWAY
S.R. 101L and I-10 T.I.
Maricopa County

February 16, 2024

RES. NO.	2024–02–A–004
PROJECT:	010 MA 112 F0119 / 010–A(232)T
HIGHWAY:	EHRENBERG – PHOENIX
SECTION:	S.R. 85 – Verrado Way
ROUTE NO.:	Interstate Route 10
DISTRICT:	Central
COUNTY:	Maricopa
DISPOSAL:	D – C – 127

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain right of way acquired for the Ehrenberg – Phoenix Highway, Interstate Route 10, within the above referenced project.

The existing alignment was previously established as a state highway by Arizona State Highway Commission Resolution 62–55 of December 15, 1961, later amended by Resolution 65–24 of April 02, 1965. In Resolution 65–25, of the same date, the Papago West Freeway alignment was established as a state route, designated Interstate Route 10. Resolutions 69–80, dated September 19, 1969; 72–23, dated March 10, 1972; and 72–113, dated November 17, 1972, collectively established the right of way acquired for several Federal Projects as a controlled – access state highway, designated the Ehrenberg – Phoenix Highway. Additional rights of way for further improvements were established as a controlled – access state route and state highway by Resolution 73–53 of June 14, 1973; and by Arizona State Transportation Board Resolutions 74–12–A–42 of December 06, 1974; 74–13–A–044 of December 20, 1974; 75–10–A–39 of June 20, 1975; 2001–07–A–048 of July 13, 2001; and 2003–03–A–013, dated March 21, 2003. New rights of way for improvements at the State Route 85 interchange were established as a controlled – access state route and state highway by Resolution 2006–05–A–022, dated May 19, 2006; and by Resolution 2007–01–A–013, dated January 19, 2007. Resolution 2019–04–A–016, dated April 12, 2019, established new right of way as a state route under the above referenced project; Resolution 2020–12–A–057 of December 18, 2020, established it with additional right of way as a controlled – access state route and state highway.

February 16, 2024

RES. NO. 2024–02–A–004
PROJECT: 010 MA 112 F0119 / 010–A(232)T
HIGHWAY: EHRENBERG – PHOENIX
SECTION: S. R. 85 – Verrado Way
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D – C – 127

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Buckeye has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 18–0007032, dated November 03, 2020, and any and all amendments thereto, executed pursuant to the provisions of Arizona Revised Statutes § 28–7209.

Accordingly, I recommend that the State's interest in the right of way be abandoned, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the EHRENBERG – PHOENIX HIGHWAY, S. R. 85 – Verrado Way, Project 010 MA 112 F0119 / 010–A(232)T", and is shown in Appendix "A" attached hereto.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Buckeye, in accordance with Intergovernmental Agreement No. 18–0007032, dated November 03, 2020, any and all amendments thereto, and as provided in Arizona Revised Statutes §§ 28–7207 and 28–7209; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the

February 16, 2024

RES. NO. 2024–02–A–004
PROJECT: 010 MA 112 F0119 / 010–A(232)T
HIGHWAY: EHRENBERG – PHOENIX
SECTION: S. R. 85 – Verrado Way
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D – C – 127

attached Appendix "A" and on the maps and plans of the above referenced project.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28–7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

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

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

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

Respectfully submitted,

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

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

February 16, 2024

RES. NO. 2024–02–A–004
PROJECT: 010 MA 112 F0119 / 010–A(232)T
HIGHWAY: EHRENBERG – PHOENIX
SECTION: S. R. 85 – Verrado Way
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D – C – 127

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on February 16, 2024, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28–7046, recommending the abandonment of certain right of way to the City of Buckeye within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Buckeye has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 18–0007032, dated November 03, 2020, and any and all amendments thereto, executed pursuant to the provisions of Arizona Revised Statutes § 28–7209.

Accordingly, it is recommended that the State’s interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: “Right of Way Plans of the EHRENBERG – PHOENIX HIGHWAY, S. R. 85 – Verrado Way, Project 010 MA 112 F0119 / 010–A(232)T”, and is shown in Appendix “A” attached hereto.

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

February 16, 2024

RES. NO. 2024–02–A–004
PROJECT: 010 MA 112 F0119 / 010–A(232)T
HIGHWAY: EHRENBERG – PHOENIX
SECTION: S.R. 85 – Verrado Way
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D – C – 127

WHEREAS the City of Buckeye has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 18–0007032, dated November 03, 2020, and any and all amendments thereto, executed pursuant to the provisions of Arizona Revised Statutes § 28–7209; and

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

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

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

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

February 16, 2024

RES. NO. 2024–02–A–004
PROJECT: 010 MA 112 F0119 / 010–A(232)T
HIGHWAY: EHRENBERG – PHOENIX
SECTION: S. R. 85 – Verrado Way
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D – C – 127

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Buckeye, in accordance with Intergovernmental Agreement No. 18–0007032, dated November 03, 2020, any and all amendments thereto, and as provided in Arizona Revised Statutes §§ 28–7207, 28–7209 and 28–7210; be it further

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

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

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

February 16, 2024

RES. NO.	2024–02–A–004
PROJECT:	010 MA 112 F0119 / 010–A(232)T
HIGHWAY:	EHRENBERG – PHOENIX
SECTION:	S.R. 85 – Verrado Way
ROUTE NO.:	Interstate Route 10
DISTRICT:	Central
COUNTY:	Maricopa
DISPOSAL:	D – C – 127

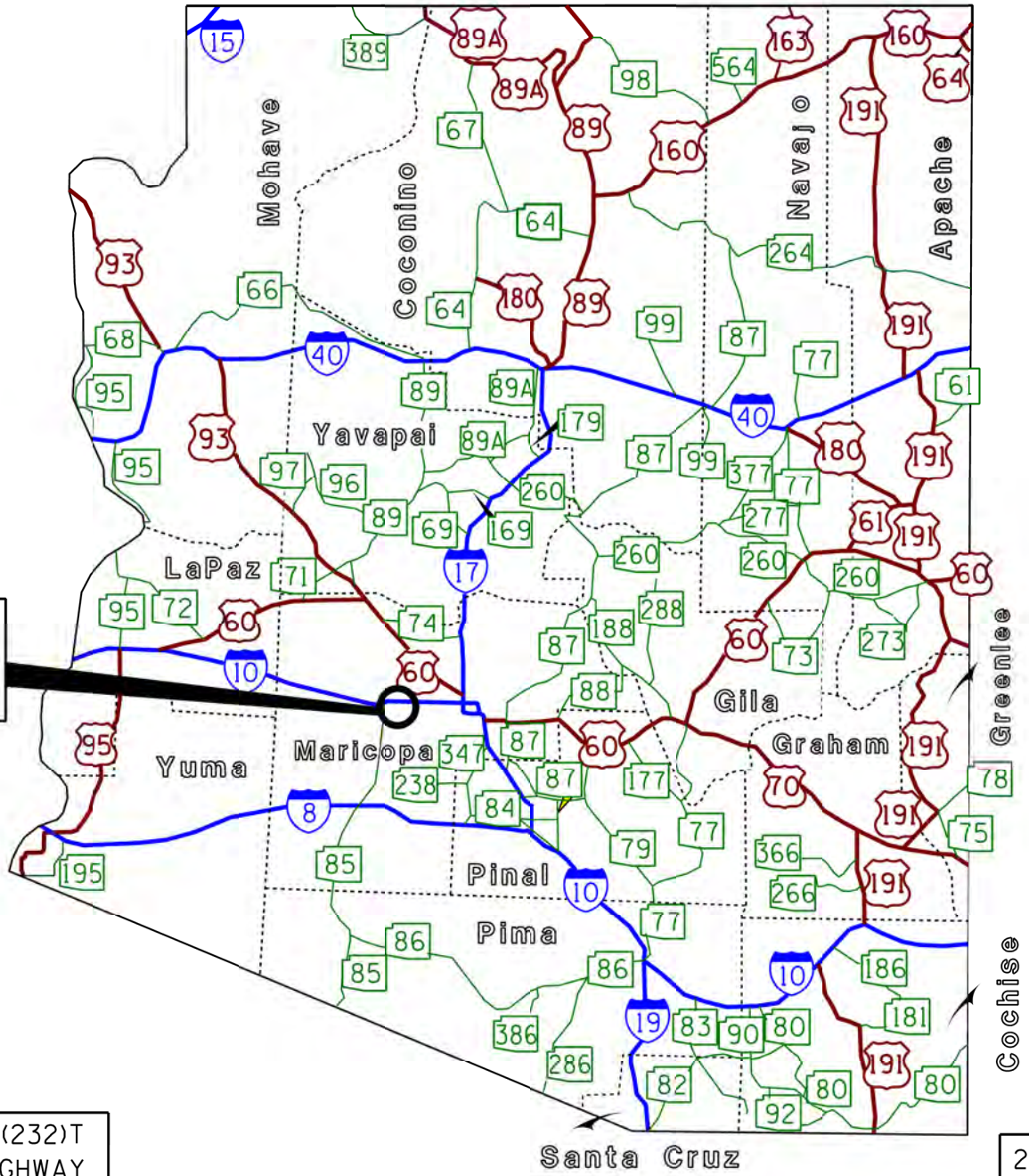
CERTIFICATION

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 February 16, 2024.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 16, 2024.

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

Seal

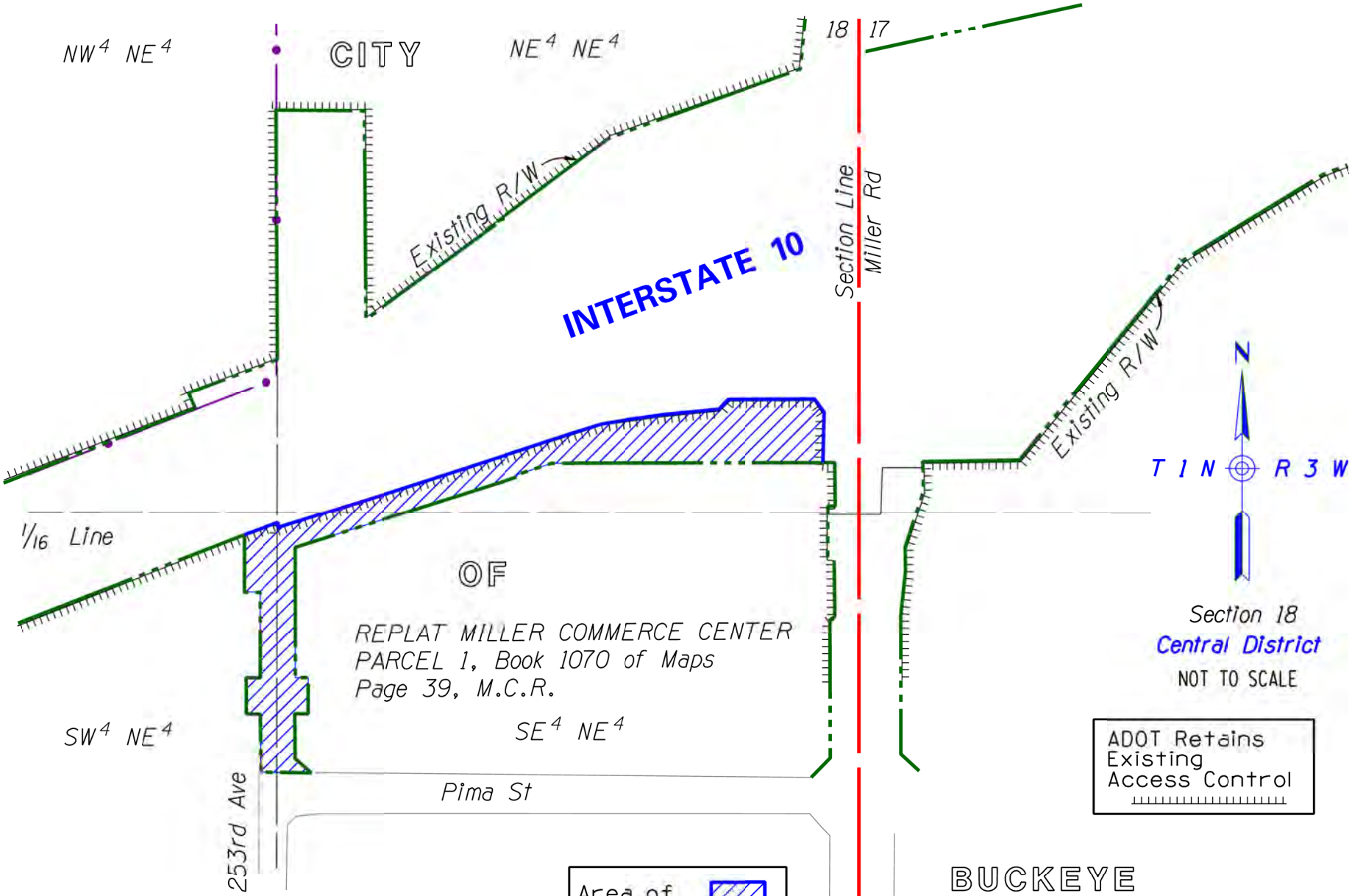


Area of Abandonment
See Sheet 2 of 2
for Details

010 MA 112 F0119 / 010-A(232)T
EHRENBERG - PHOENIX HIGHWAY
S.R. 85 - Verrado Way
Maricopa County

APPENDIX "A"

2024-02-A-004
February 16, 2024
Sheet 1 of 2



010 MA 112 F0119 / 010-A(232)T
EHRENBERG - PHOENIX HIGHWAY
S.R. 85 - Verrado Way
Maricopa County

APPENDIX "A"

2024-02-A-004
February 16, 2024
Sheet 1 of 2

February 16, 2024

RES. NO. 2024–02–A–005
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 – 12540

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 December 06, 2023, depicting Parcel 7–12540, 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 forestall development along the alignment of the future Tres Rios Freeway; and

February 16, 2024

RES. NO. 2024–02–A–005
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 – 12540

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 7–12540 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

February 16, 2024

RES. NO. 2024-02-A-005
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 – 12540

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 February 16, 2024, 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 December 06, 2023, depicting Parcel 7-12540, 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 forestall development along the alignment of the future Tres Rios Freeway; 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.

February 16, 2024

RES. NO. 2024–02–A–005
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 – 12540

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 forestall development along the alignment of the future Tres Rios Freeway; 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

February 16, 2024

RES. NO. 2024–02–A–005
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 – 12540

RESOLVED that the portion of land as shown in Appendix “A”, and delineated on that certain Advance Acquisition Detail Sheet, dated December 06, 2023, depicting Parcel 7–12540, 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 7–12540, 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.

February 16, 2024

RES. NO.	2024–02–A–005
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 – 12540

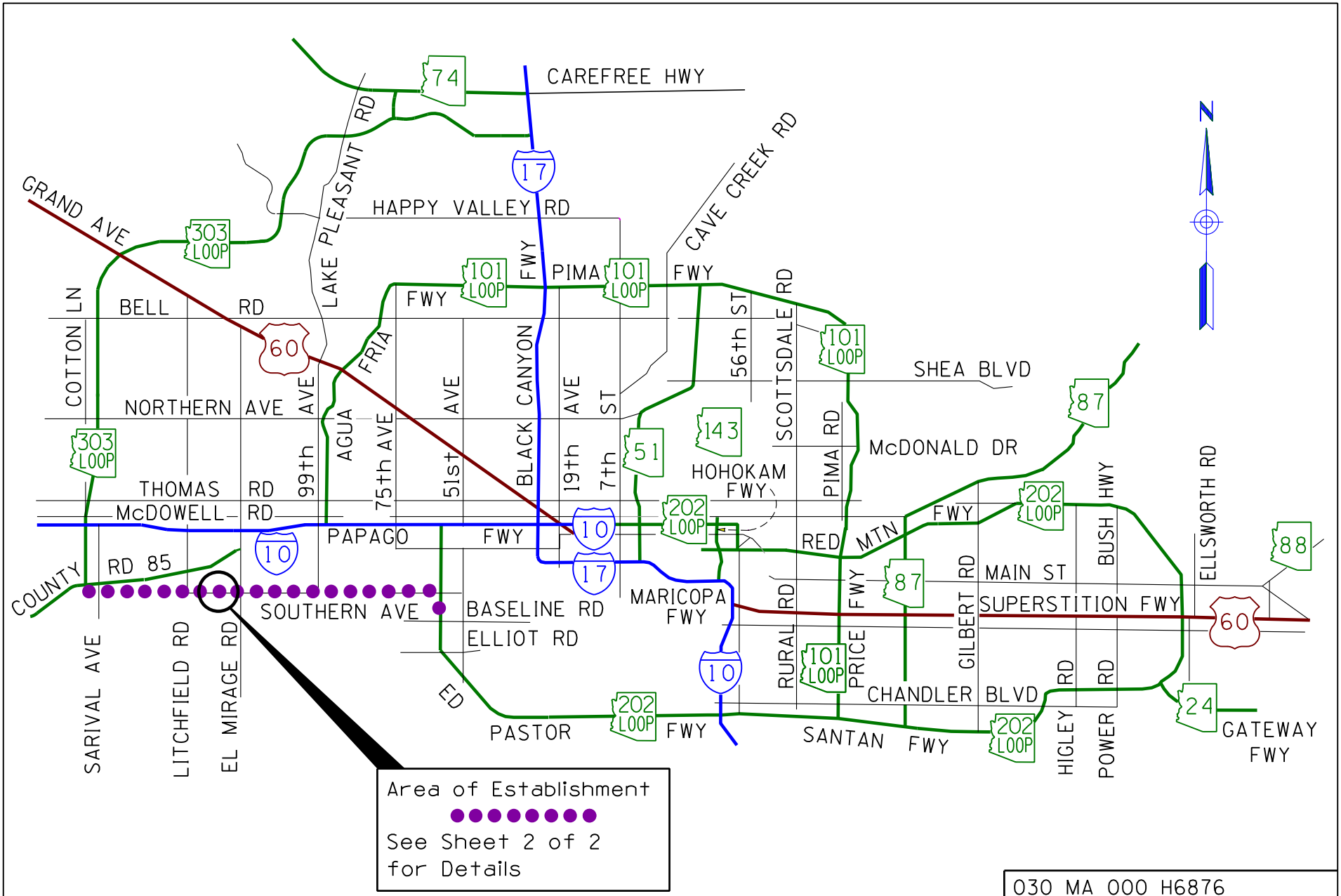
CERTIFICATION

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 February 16, 2024.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 16, 2024.

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

Seal

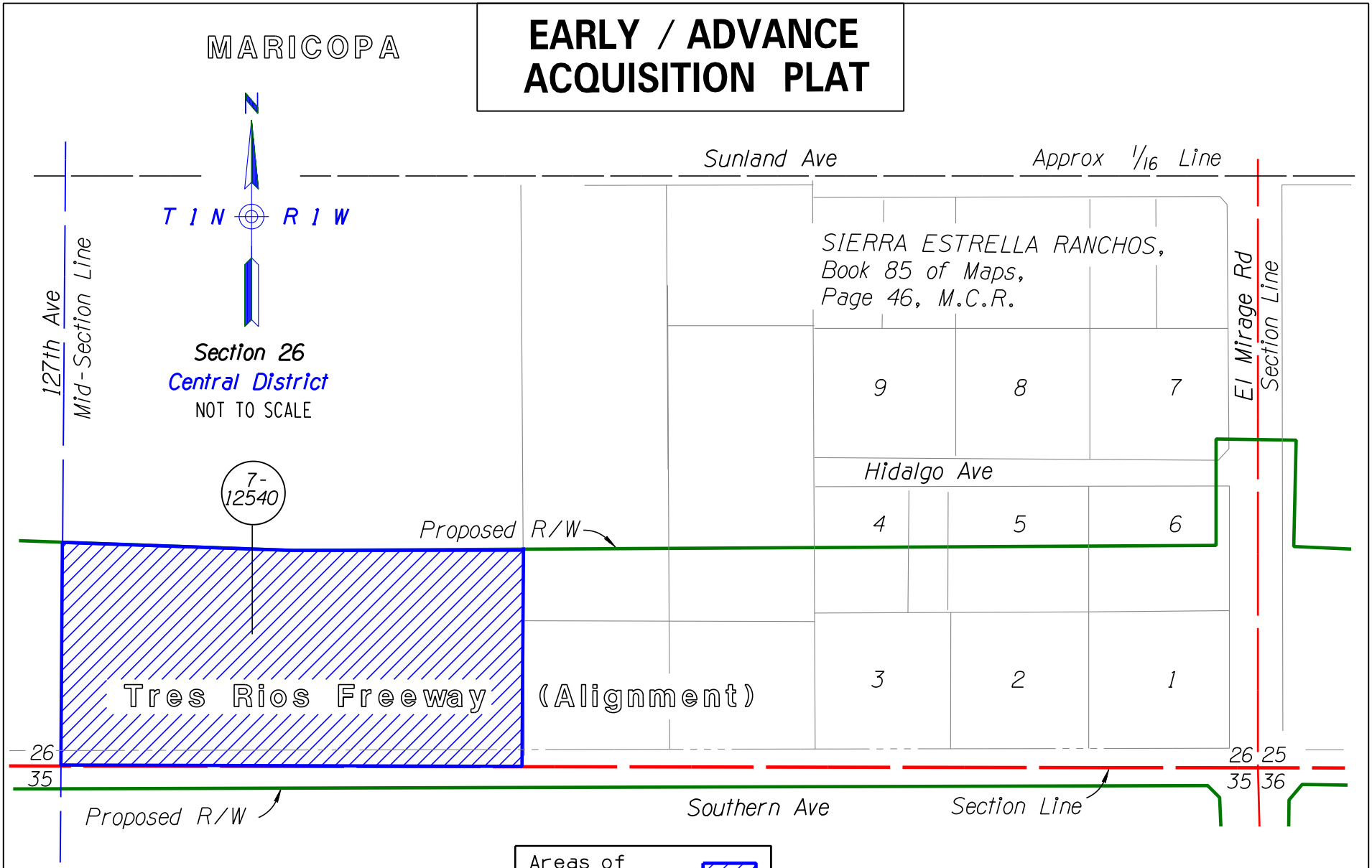


2024-02-A-005
February 16, 2024
Sheet 1 of 2

APPENDIX "A"

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

EARLY / ADVANCE ACQUISITION PLAT



Areas of Establishment to Include Access Control

COUNTY

2024-02-A-005
February 16, 2024
Sheet 2 of 2

APPENDIX "A"

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

February 16, 2024

RES. NO.	2024–02–A–006
PROJECTS:	024 MA 000 H6867 01R; and 024 MA 001 H8915 / 024–A(200)T
HIGHWAY:	GATEWAY FREEWAY
SECTIONS:	S. R. 202L – Meridian Road; and Ellsworth Road – Ironwood Drive
ROUTE NO.:	State Route 24
DISTRICT:	Central
COUNTY:	Maricopa
DISPOSAL:	D – C – 119

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

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

The right of way to be abandoned was previously established as a controlled access state route and approved and adopted as part of the Gateway Freeway State Route Plan under the above referenced Project 024 MA 000 H6867 01R by State Transportation Board Resolution 2010–09–A–070, dated September 16, 2010, therein designated State Route 24. Resolution 2011–10–A–067, dated October 21, 2011 established existing and new right of way as a state route and state highway for the project. Resolution 2018–05–A–021, dated May 18, 2018, established as a state route new right of way by advance acquisition, including the areas now being abandoned. New right of way in Maricopa and Pinal Counties was established as an access controlled state route for Project 024 MA 001 H8915 / 024–A(200)T by Resolution 2019–07–A–020, dated July 19, 2019. Along with numerous rights of way acquired through Resolutions of Advance Acquisition, Resolution 2020–04–A–024, dated April 17, 2020, established all right of way for the project as an access controlled state route and state highway.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Mesa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the

February 16, 2024

RES. NO.	2024–02–A–006
PROJECTS:	024 MA 000 H6867 01R; and 024 MA 001 H8915 / 024–A(200)T
HIGHWAY:	GATEWAY FREEWAY
SECTIONS:	S. R. 202L – Meridian Road; and Ellsworth Road – Ironwood Drive
ROUTE NO.:	State Route 24
DISTRICT:	Central
COUNTY:	Maricopa
DISPOSAL:	D – C – 119

right of way in accordance with Intergovernmental Agreement No. 19–0007461, dated June 08, 2020, and any and all amendments thereto, executed pursuant to the provisions of Arizona Revised Statutes § 28–7209.

Accordingly, I recommend that the State's interest in the right of way be abandoned, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Mesa, in accordance with Intergovernmental Agreement No. 19–0007461, dated June 08, 2020, any and all amendments thereto, and as provided in Arizona Revised Statutes §§ 28–7207 and 28–7209; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the GATEWAY FREEWAY, S. R. 202L – Meridian Road, Project 024 MA 000 H6867 01R", and on those entitled: "Right of Way Plans of the GATEWAY FREEWAY,

February 16, 2024

RES. NO.	2024–02–A–006
PROJECTS:	024 MA 000 H6867 01R; and 024 MA 001 H8915 / 024–A(200)T
HIGHWAY:	GATEWAY FREEWAY
SECTIONS:	S. R. 202L – Meridian Road; and Ellsworth Road – Ironwood Drive
ROUTE NO.:	State Route 24
DISTRICT:	Central
COUNTY:	Maricopa
DISPOSAL:	D – C – 119

Ellsworth Road – Ironwood Drive, Project 024 MA 001 H8915 / 024–A(200)T" and is shown in Appendix "A" attached hereto.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28–7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

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

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

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

Respectfully submitted,

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

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

February 16, 2024

RES. NO.	2024–02–A–006
PROJECTS:	024 MA 000 H6867 01R; and 024 MA 001 H8915 / 024–A(200)T
HIGHWAY:	GATEWAY FREEWAY
SECTIONS:	S. R. 202L – Meridian Road; and Ellsworth Road – Ironwood Drive
ROUTE NO.:	State Route 24
DISTRICT:	Central
COUNTY:	Maricopa
DISPOSAL:	D – C – 119

RESOLUTION OF ABANDONMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on February 16, 2024, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28–7046, recommending the abandonment of certain right of way to the City of Mesa within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Mesa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 19–0007461, dated June 08, 2020, and any and all amendments thereto, executed pursuant to the provisions of Arizona Revised Statutes § 28–7209.

Accordingly, it is recommended that the State’s interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: “Right of Way Plans of the GATEWAY FREEWAY, S. R. 202L – Meridian Road, Project 024 MA 000 H6867 01R”, and on those entitled: “Right of Way Plans of the GATEWAY FREEWAY, Ellsworth Road – Ironwood Drive, Project 024 MA 001 H8915 / 024–A(200)T” and is shown in Appendix “A” attached hereto.

February 16, 2024

RES. NO.	2024–02–A–006
PROJECTS:	024 MA 000 H6867 01R; and 024 MA 001 H8915 / 024–A(200)T
HIGHWAY:	GATEWAY FREEWAY
SECTIONS:	S. R. 202L – Meridian Road; and Ellsworth Road – Ironwood Drive
ROUTE NO.:	State Route 24
DISTRICT:	Central
COUNTY:	Maricopa
DISPOSAL:	D – C – 119

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

WHEREAS the City of Mesa has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 19–0007461, dated June 08, 2020, and any and all amendments thereto, executed pursuant to the provisions of Arizona Revised Statutes § 28–7209; and

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

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

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

February 16, 2024

RES. NO.	2024–02–A–006
PROJECTS:	024 MA 000 H6867 01R; and 024 MA 001 H8915 / 024–A(200)T
HIGHWAY:	GATEWAY FREEWAY
SECTIONS:	S. R. 202L – Meridian Road; and Ellsworth Road – Ironwood Drive
ROUTE NO.:	State Route 24
DISTRICT:	Central
COUNTY:	Maricopa
DISPOSAL:	D – C – 119

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

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Mesa, in accordance with Intergovernmental Agreement No. 19–0007461, dated June 08, 2020, any and all amendments thereto, and as provided in Arizona Revised Statutes §§ 28–7207, 28–7209 and 28–7210; be it further

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

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

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

February 16, 2024

RES. NO.	2024–02–A–006
PROJECTS:	024 MA 000 H6867 01R; and 024 MA 001 H8915 / 024–A(200)T
HIGHWAY:	GATEWAY FREEWAY
SECTIONS:	S. R. 202L – Meridian Road; and Ellsworth Road – Ironwood Drive
ROUTE NO.:	State Route 24
DISTRICT:	Central
COUNTY:	Maricopa
DISPOSAL:	D – C – 119

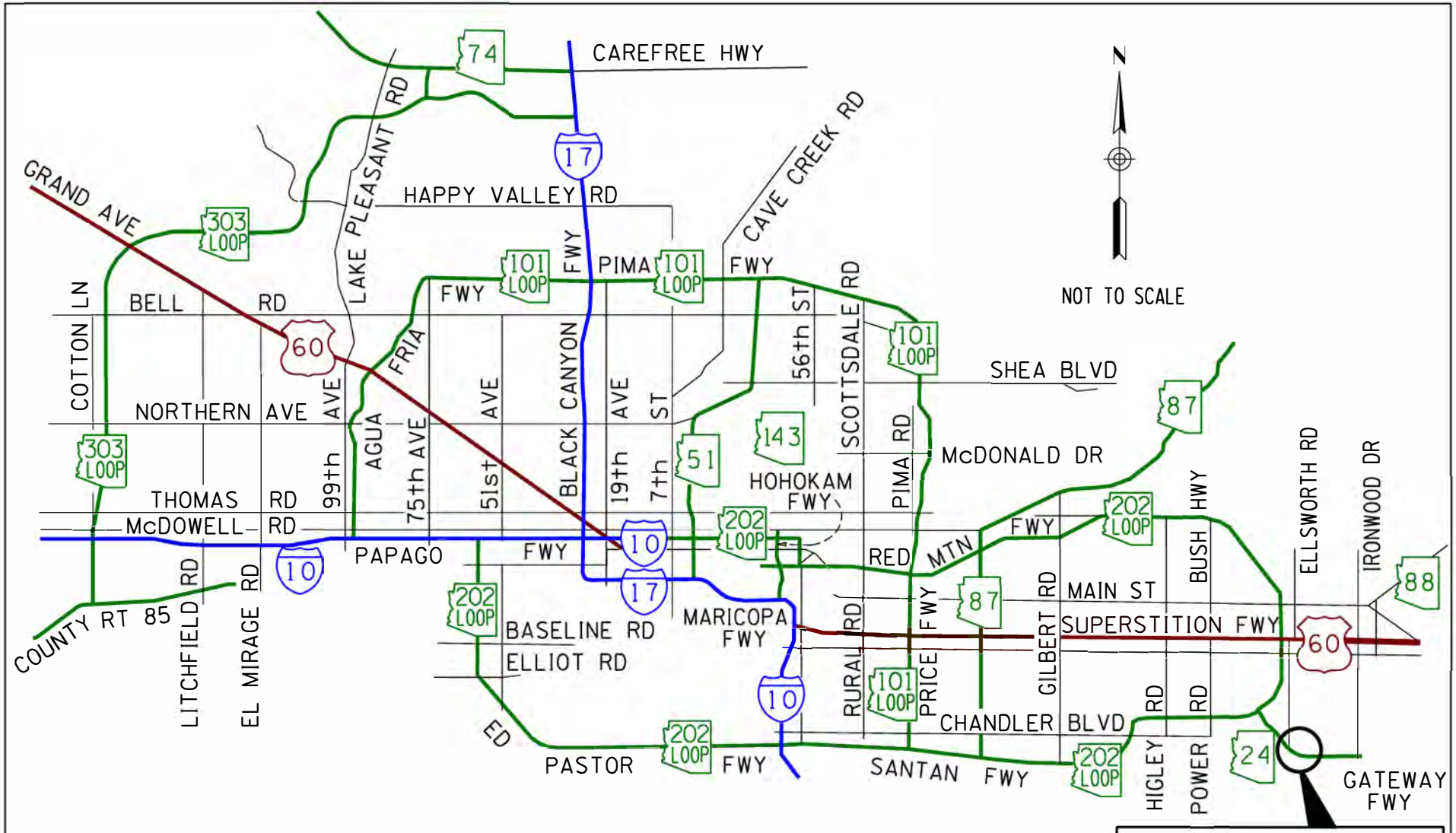
CERTIFICATION

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 February 16, 2024.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 16, 2024.

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

Seal

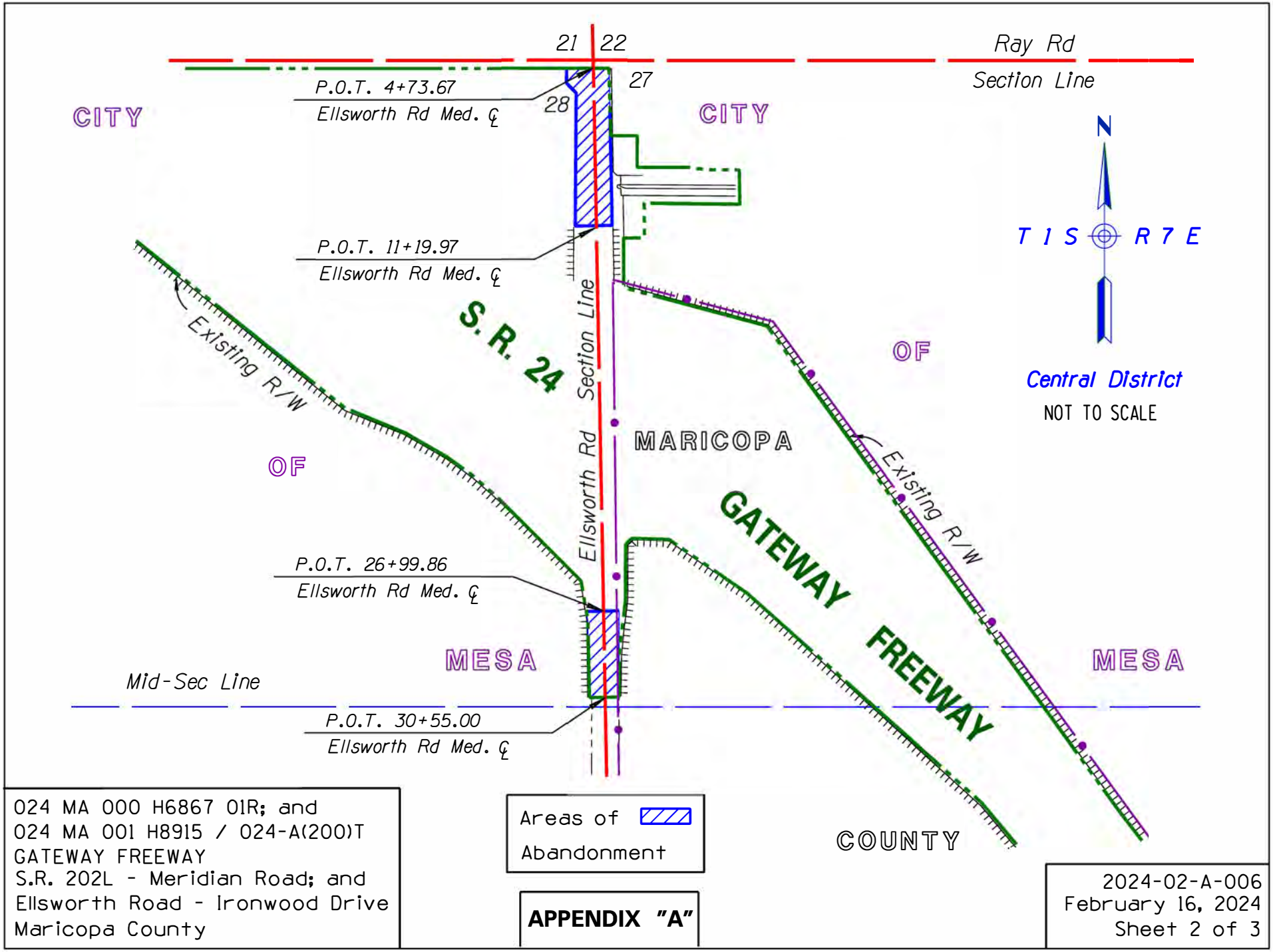


Areas of Abandonment
See Sheets 2 and 3
for Details

024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
GATEWAY FREEWAY
S.R. 202L - Meridian Road; and
Ellsworth Road - Ironwood Drive
Maricopa County

APPENDIX "A"

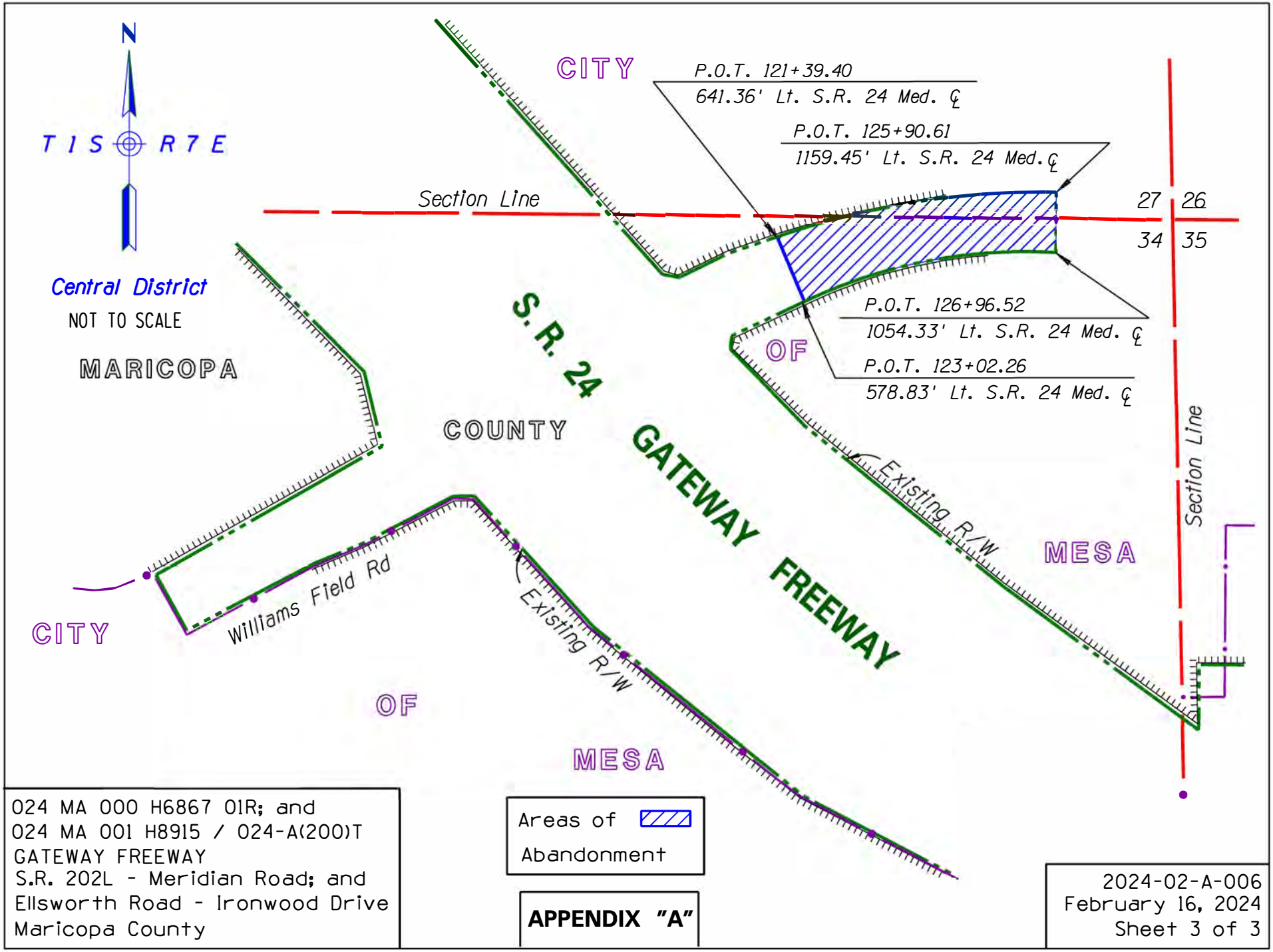
2024-02-A-006
February 16, 2024
Sheet 1 of 3



024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
GATEWAY FREEWAY
S.R. 202L - Meridian Road; and
Ellsworth Road - Ironwood Drive
Maricopa County

APPENDIX "A"

2024-02-A-006
February 16, 2024
Sheet 2 of 3



024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
GATEWAY FREEWAY
S.R. 202L - Meridian Road; and
Ellsworth Road - Ironwood Drive
Maricopa County

APPENDIX "A"

2024-02-A-006
February 16, 2024
Sheet 3 of 3

February 16, 2024

RES. NO. 2024–02–A–007
PROJECT: 060 GI 241 F0454 / 060–D(224)T
HIGHWAY: PHOENIX – GLOBE
SECTION: Schulze Ranch – Town of Miami
ROUTE NO.: U.S. Route 60
DISTRICT: Southeast
COUNTY: Gila
PARCEL: 4 – 0829

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 Phoenix – Globe 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 180, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, and depicted on its Official Map of State Routes and State Highways, incorporated by reference therein. As disclosed by the request of October 29, 1930, shown on Page 36 of the Official Minutes, the highway was redesignated U.S. Route 60 through a subsequent administrative action of the American Association of State Highway Officials. The U.S. Route 180 designation was eliminated by the Resolutions of June 17, 1935, shown on Pages 300 and 301 of the Official Minutes. New right of way for the location, relocation, and alteration of the Miami – Globe Highway, under Federal Aid Project 91–A(2)1942, was established as a state highway by the Resolution dated November 06, 1941, as shown on Page 344 of the Official Minutes. On June 20, 1986, the Arizona State Transportation Board, in Resolution 86–06–C–44 designated the route between Mileposts 214.50 and 240.50 as an Arizona Scenic Highway, thereafter to be known as The Gila – Pinal Scenic Road. Resolution 91–03–A–21, dated March 15, 1991, established easement right of way for the Phoenix – Globe Highway over forest lands in Pinal, Gila, and Navajo Counties, which provided for its official documentation through the Tonto and Apache – Sitgreaves National Forests.

February 16, 2024

RES. NO. 2024–02–A–007
PROJECT: 060 GI 241 F0454 / 060–D(224)T
HIGHWAY: PHOENIX – GLOBE
SECTION: Schulze Ranch – Town of Miami
ROUTE NO.: U.S. Route 60
DISTRICT: Southeast
COUNTY: Gila
PARCEL: 4 – 0829

This project involves improvements of the existing right of way. Temporary construction easements outside the existing right of way are needed to be utilized during the above referenced project involving drainage improvements for erosion abatement and slope stabilization 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 area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated December of 2023, PHOENIX – GLOBE HIGHWAY, Schulze Ranch – Town of Miami, Project 060 GI 241 F0454 / 060–D(224)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 the Phoenix – Globe Highway.

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

February 16, 2024

RES. NO.	2024–02–A–007
PROJECT:	060 GI 241 F0454 / 060–D(224)T
HIGHWAY:	PHOENIX – GLOBE
SECTION:	Schulze Ranch – Town of Miami
ROUTE NO.:	U.S. Route 60
DISTRICT:	Southeast
COUNTY:	Gila
PARCEL:	4 – 0829

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

February 16, 2024

RES. NO. 2024–02–A–007
PROJECT: 060 GI 241 F0454 / 060–D(224)T
HIGHWAY: PHOENIX – GLOBE
SECTION: Schulze Ranch – Town of Miami
ROUTE NO.: U.S. Route 60
DISTRICT: Southeast
COUNTY: Gila
PARCEL: 4 – 0829

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on February 16, 2024, 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 Phoenix – Globe Highway, U.S. Route 60, 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 during the above referenced project involving drainage improvements for erosion abatement and slope stabilization 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 area of temporary construction easement right of way required for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated December of 2023, PHOENIX – GLOBE HIGHWAY, Schulze Ranch – Town of Miami, Project 060 GI 241 F0454 / 060–D(224)T".

WHEREAS temporary construction easement right of way is needed beyond the existing right of way to be utilized for drainage improvements; and

February 16, 2024

RES. NO. 2024–02–A–007
PROJECT: 060 GI 241 F0454 / 060–D(224)T
HIGHWAY: PHOENIX – GLOBE
SECTION: Schulze Ranch – Town of Miami
ROUTE NO.: U.S. Route 60
DISTRICT: Southeast
COUNTY: Gila
PARCEL: 4 – 0829

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.

February 16, 2024

RES. NO.	2024–02–A–007
PROJECT:	060 GI 241 F0454 / 060–D(224)T
HIGHWAY:	PHOENIX – GLOBE
SECTION:	Schulze Ranch – Town of Miami
ROUTE NO.:	U.S. Route 60
DISTRICT:	Southeast
COUNTY:	Gila
PARCEL:	4 – 0829

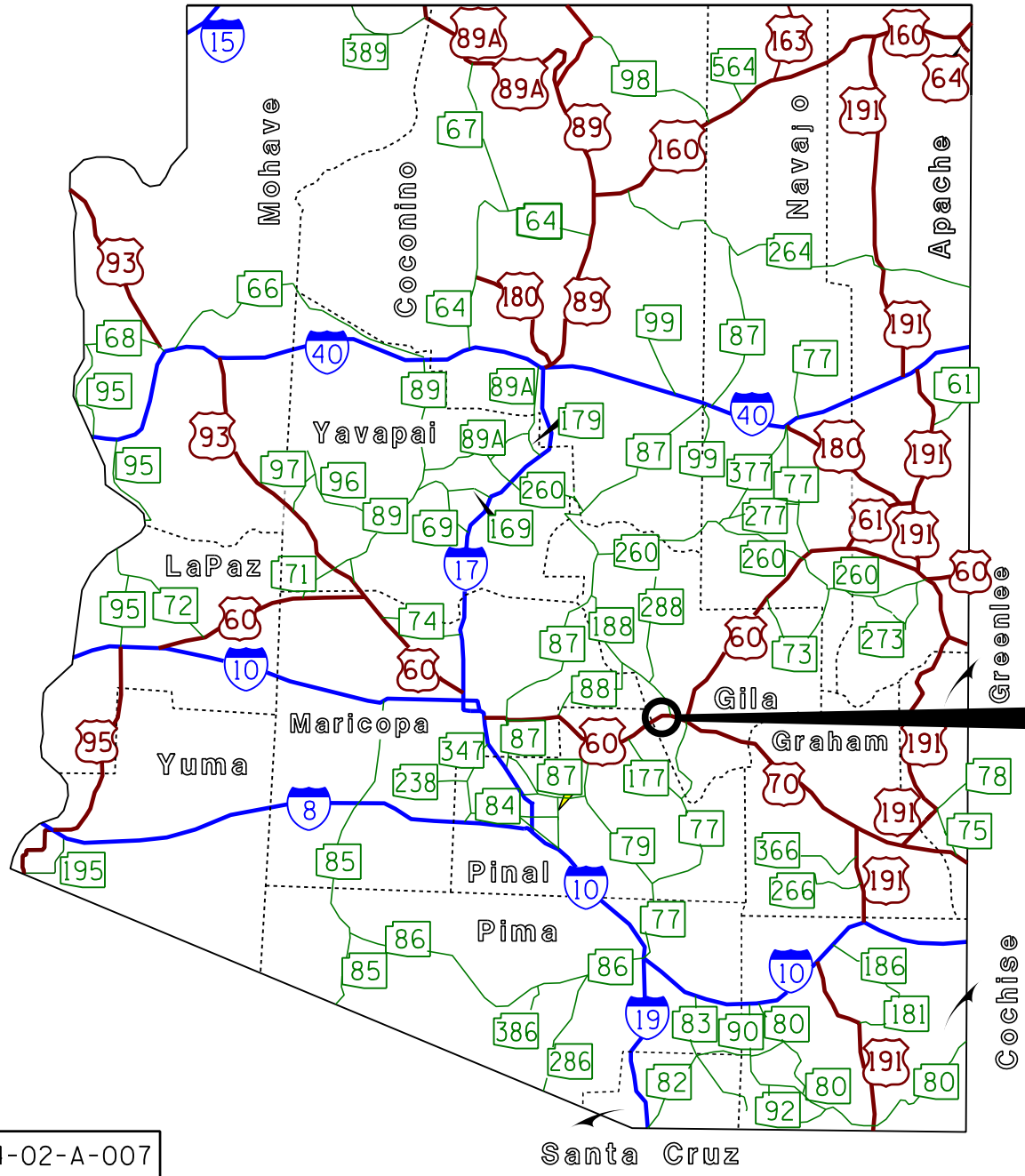
CERTIFICATION

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 February 16, 2024.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 16, 2024.

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

Seal

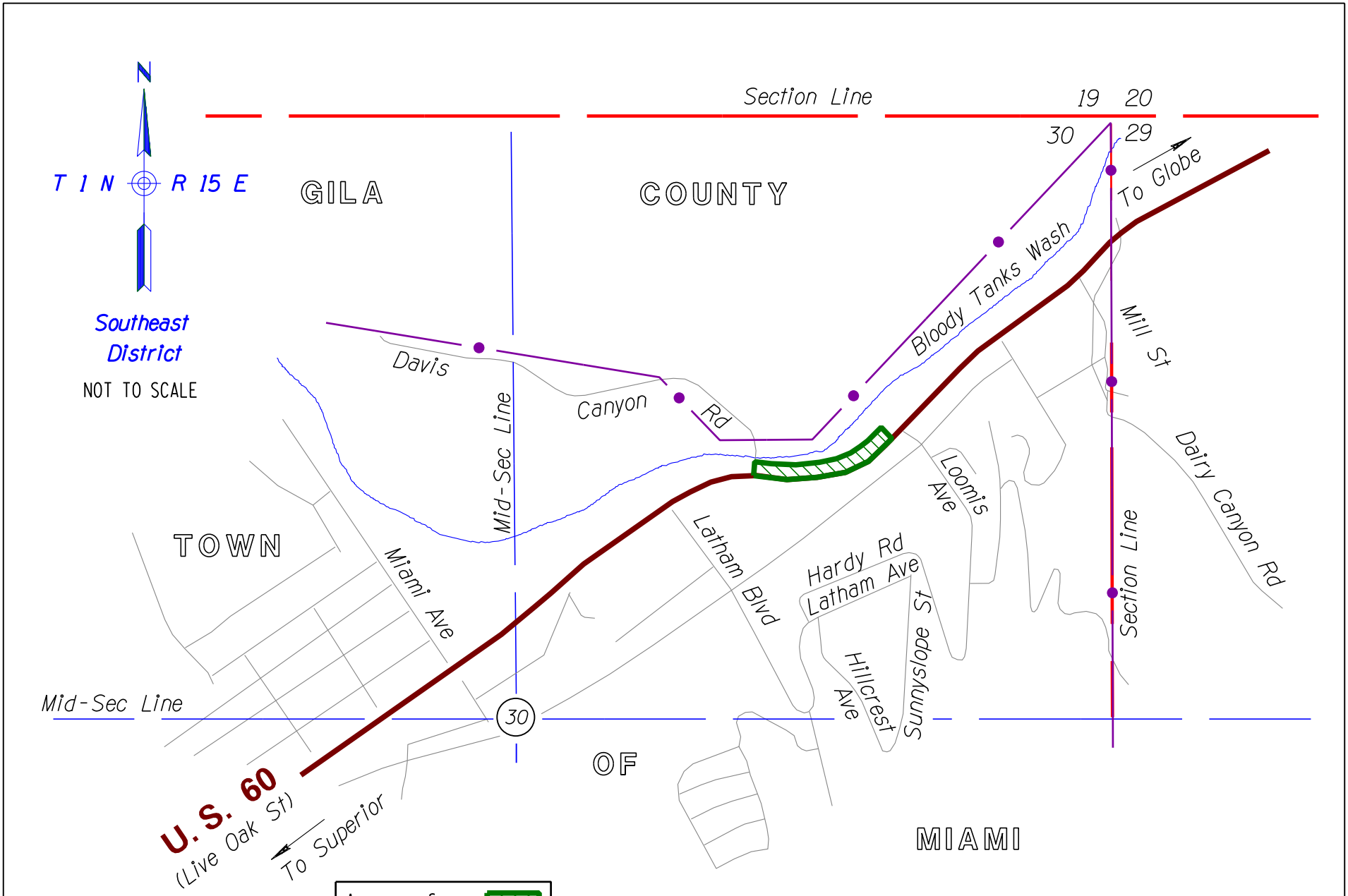


Area of Establishment
See Sheet 2 of 2
for Details

2024-02-A-007
February 16, 2024
Sheet 1 of 2

APPENDIX "A"

060 GI 241 F0454 / 060-D(224)T
PHOENIX - GLOBE HIGHWAY
Schulze Ranch - Town of Miami
Gila County



2024-02-A-007
February 16, 2024
Sheet 2 of 2

Area of Temporary Construction Easement

APPENDIX "A"

060 GI 241 F0454 / 060-D(224)T
PHOENIX - GLOBE HIGHWAY
Schulze Ranch - Town of Miami
Gila County

February 16, 2024

RES. NO. 2024–02–A–008
PROJECT: 191 GH 117 F0580
HIGHWAY: BOWIE JCT. – SAFFORD
SECTION: Armory Road – U.S. 70
ROUTE NO.: U.S. Route 191
DISTRICT: Southeast
COUNTY: Graham

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the change of usage from maintenance facility to public highway right of way, and its establishment as a state route and state highway, necessary for the improvement of the Bowie Junction – Safford Highway, U.S. Route 191, as set forth in the above referenced project.

The existing alignment was previously established as a state route and state highway, designated State Route 81, 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 Maps of State Routes and State Highways, incorporated by reference therein. Additional right of way was established as a state highway for the location, relocation, and alteration of the Douglas – Safford Highway by the Commission's Resolution of May 10, 1935, shown on Page 207 of the Official Minutes. The Resolution dated March 29, 1938, set forth on Page 516 of the Minutes renumbered and redesignated it as U.S. Route 666. On September 18, 1992, the Arizona State Transportation Board eliminated the U.S. 666 designation in Resolution 92–09–A–64, which renumbered and redesignated the highway as U.S. Route 191. Resolution 94–05–A–25, dated May 13, 1994, established new right of way as a state route and state highway for improvements along this segment of the Bowie Junction – Safford Highway. Resolution 2006–03–A–013, dated March 17, 2006, established new right of way as a state route for the Safford Sidewalks Project 191 GH 118 H5744 01R, which was not completed as a State Project.

February 16, 2024

RES. NO. 2024–02–A–008
PROJECT: 191 GH 117 F0580
HIGHWAY: BOWIE JCT. – SAFFORD
SECTION: Armory Road – U.S. 70
ROUTE NO.: U.S. Route 191
DISTRICT: Southeast
COUNTY: Graham

Highway right of way is now needed for the above referenced project to be utilized for roadway improvements along U.S. Route 191 in the City of Safford through the change of usage of a portion of ADOT Safford Maintenance Camp No. 3 – 15 to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to establish the right of way as a state route and state highway by its change of usage for the above referenced improvement project.

The right of way to be established as a state route and state highway for this improvement through change of usage is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated July of 2023, BOWIE JCT. – SAFFORD HIGHWAY, Armory Road – East Safford, Project 191 GH 117 F0580".

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

I recommend the utilization of the right of way, pursuant to Arizona Revised Statutes §§ 28–7092 and 28–7094, an estate in fee, or such other interest as required, including said change of usage, 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.

February 16, 2024

RES. NO. 2024–02–A–008
PROJECT: 191 GH 117 F0580
HIGHWAY: BOWIE JCT. – SAFFORD
SECTION: Armory Road – U.S. 70
ROUTE NO.: U.S. Route 191
DISTRICT: Southeast
COUNTY: Graham

I further recommend the immediate establishment of existing county, town, and city roadways into the state highway system as a state route and state highway, which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation.

This resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required.

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

Respectfully submitted,

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

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

February 16, 2024

RES. NO. 2024-02-A-008
PROJECT: 191 GH 117 F0580
HIGHWAY: BOWIE JCT. - SAFFORD
SECTION: Armory Road - U.S. 70
ROUTE NO.: U.S. Route 191
DISTRICT: Southeast
COUNTY: Graham

RESOLUTION OF ESTABLISHMENT

GREGORY D. BYRES, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation (ADOT), on February 16, 2024, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the change of usage from maintenance facility to public highway right of way, and its establishment as a state route and state highway, now necessary for the improvement of the Bowie Junction - Safford Highway, U.S. Route 191, as set forth in the above referenced project.

Highway right of way is now needed for the above referenced project to be utilized for roadway improvements along U.S. Route 191 in the City of Safford through the change of usage of a portion of ADOT Safford Maintenance Camp No. 3 - 15 to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to establish the right of way as a state route and state highway by its change of usage for the above referenced improvement project.

The right of way to be established as a state route and state highway for this improvement through change of usage is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated July of 2023, BOWIE JCT. - SAFFORD HIGHWAY, Armory Road - East Safford, Project 191 GH 117 F0580".

WHEREAS change of usage of the right of way, and its establishment as a state route and state highway as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§ 28-

February 16, 2024

RES. NO. 2024–02–A–008
PROJECT: 191 GH 117 F0580
HIGHWAY: BOWIE JCT. – SAFFORD
SECTION: Armory Road – U.S. 70
ROUTE NO.: U.S. Route 191
DISTRICT: Southeast
COUNTY: Graham

7092 and 28–7094, to include said change of usage, 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 change of usage and establishment of the right of way as a state route and state highway needed for this improvement; and

WHEREAS the existing county, town or city roadways, as delineated on said maps and plans, are hereby established as a state route and state highway by this resolution action; and this resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is required; therefore, be it

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

RESOLVED that the right of way depicted in Appendix “A” is hereby changed from its previous use as part of ADOT Safford Maintenance Camp No. 3 – 15, and is now designated a state route and state highway, to include any existing county, town or city roadways necessary for or incidental to the improvements as delineated on said maps and plans; be it further

RESOLVED that the Deputy Director is hereby authorized to utilize 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 said change of usage, advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any

February 16, 2024

RES. NO. 2024–02–A–008
PROJECT: 191 GH 117 F0580
HIGHWAY: BOWIE JCT. – SAFFORD
SECTION: Armory Road – U.S. 70
ROUTE NO.: U.S. Route 191
DISTRICT: Southeast
COUNTY: Graham

property necessary for or incidental to the improvements, as delineated on said maps and plans; be it further

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

RESOLVED that the Deputy Director secure an appraisal of the property to be utilized for public highway purposes and that necessary parties be compensated – with the exception of any existing county, town or city roadways being immediately established herein as a state route and state highway.

February 16, 2024

RES. NO.	2024–02–A–008
PROJECT:	191 GH 117 F0580
HIGHWAY:	BOWIE JCT. – SAFFORD
SECTION:	Armory Road – U.S. 70
ROUTE NO.:	U.S. Route 191
DISTRICT:	Southeast
COUNTY:	Graham

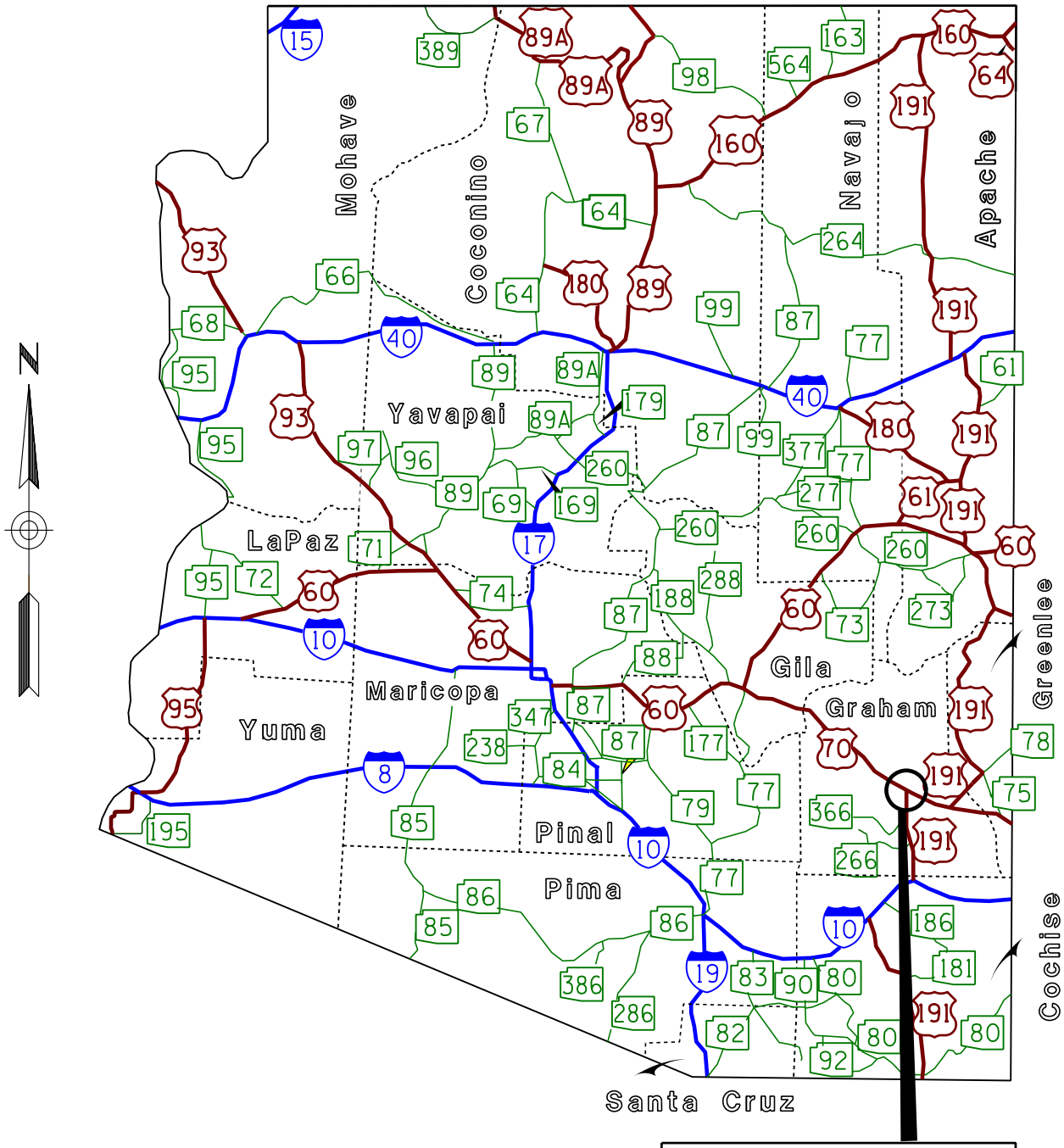
CERTIFICATION

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 February 16, 2024.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on February 16, 2024.

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

2024-02-A-008
February 16, 2024
Sheet 1 of 3

APPENDIX "A"

191 GH 117 F0580
BOWIE JCT. - SAFFORD HIGHWAY
Armory Road - U.S. 70
Graham County

Appendix "A"

Legal Description

That portion of the Northeast quarter of the Northwest quarter (NE¼NW¼) of Section 29, Township 7 South, Range 26 East, Gila and Salt River Meridian, Graham County, Arizona, described as follows:

Commencing at a ½ inch rebar marking the North quarter corner of said Section 29, which bears North 89°35′28″ East 2627.83 feet from a ¾ inch iron pipe marking the Northwest corner of said Section 29;

thence along the North line of said Section 29 South 89°35′28″ West 109.32 feet;

thence South 00°24′32″ East 13.16 feet to the POINT OF BEGINNING on the existing southerly right of way line of Discovery Park Blvd.;

thence along said existing southerly right of way line South 87°49′10″ East 18.07 feet;

thence continuing along said existing southerly right of way line from a Local Tangent Bearing of South 89°58′06″ East along a curve to the Right having a radius of 49.29 feet, a length of 34.84 feet to the existing westerly right of way line of U.S. Highway 191 (BOWIE JCT. – SAFFORD HIGHWAY);

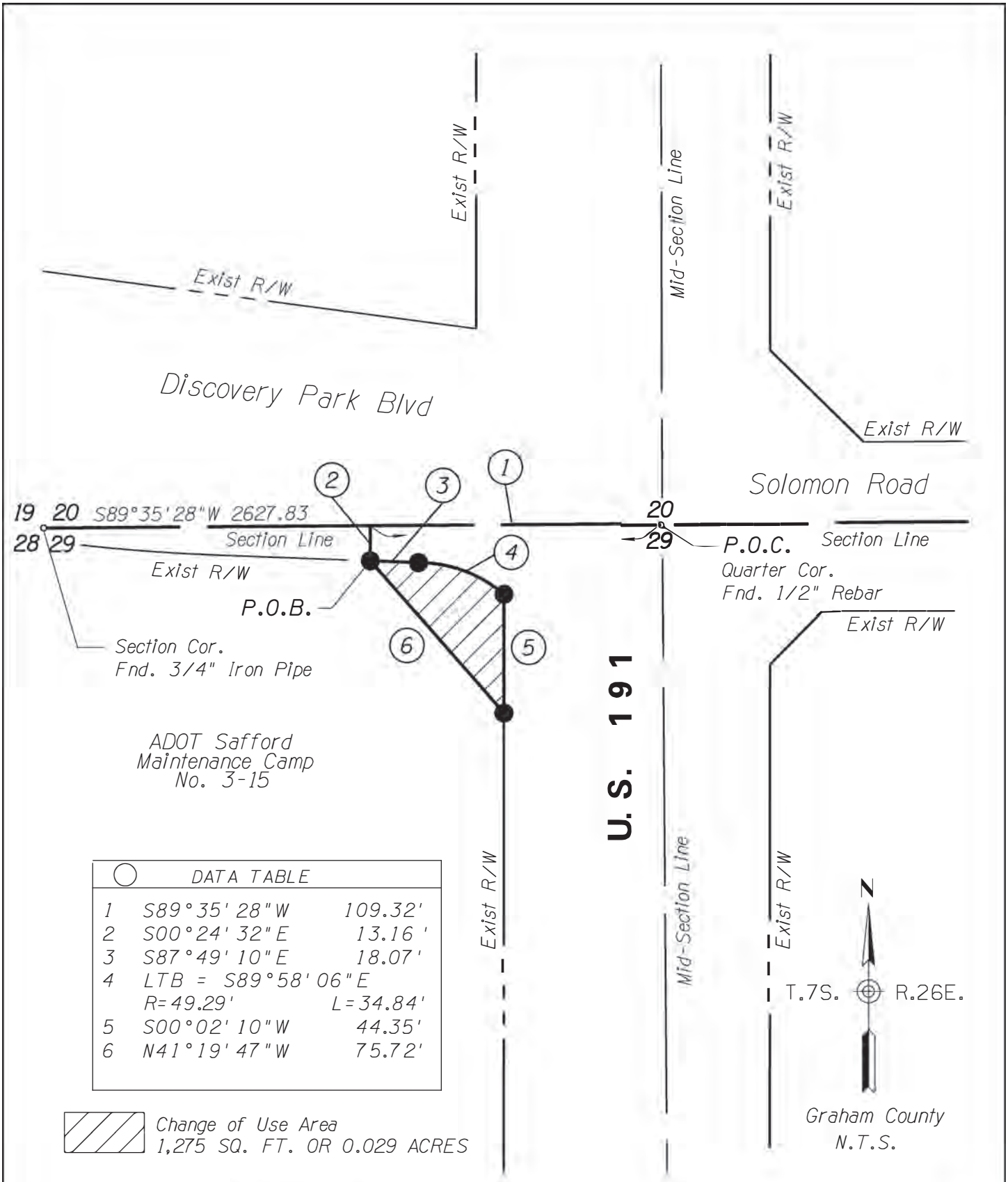
thence along said existing westerly right of way line South 00°02′10″ West 44.35 feet;

thence North 41°19′47″ West 75.72 feet to the POINT OF BEGINNING.

Comprising an area of 1,275 square feet, more or less.

cg 01-25-2024

Sheet 2 of 3



DATA TABLE		
1	S89°35'28"W	109.32'
2	S00°24'32"E	13.16'
3	S87°49'10"E	18.07'
4	LTB = S89°58'06"E	
	R=49.29'	L=34.84'
5	S00°02'10"W	44.35'
6	N41°19'47"W	75.72'

Change of Use Area
1,275 SQ. FT. OR 0.029 ACRES

ADOT Right Of Way Plans Section	PARCEL NO.	MC 3-15	HIGHWAY NAME: BOWIE JCT. - SAFFORD HIGHWAY	
	DRAWN	MTM	PROJECT NO. 191 GH 117 F0580	
	DATE	01/26/24		
ROUTE NO.: U.S. 191	SECTION NAME: Armory Road - U.S. 70		FEDERAL AID NO.:	SHEET NO. 3 OF 3

STATE TRANSPORTATION BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, September 15, 2023
Mohave County Board of Supervisors
700 W. Beale Street
Kingman, Arizona 86401

Call to Order
Chairman Gary Knight called the State Transportation Board Meeting to order at 9:02 a.m.

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

Roll Call by Board Secretary, Sherry Garcia
A quorum of the State Transportation Board was present. **In attendance (in person):** Chairman Gary Knight, Board Member Ted Maxwell, Board Member Jesse Thompson, Board Member Jenny Howard, and Board Member Jackie Meck. Vice Chairman Richard Searle participated virtually via WebEx. Board Member Jenn Daniels was absent. There were approximately 68 members of the public on-line and approximately 40 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

BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BOARD MEETING

VIA WEBEX AND IN PERSON AT:

Mohave County Board of Supervisors
700 West Beale Street
Kingman, Arizona 86401

September 15, 2023
9:02 a.m.

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

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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

In-Person Speakers: PAGE:

Steve D'Amico, Mayor of Bullhead City..... 5

Jean Bishop, Mohave County Supervisor..... 6

Crystal Figueroa, Executive Director, YMPO..... 9

Alton Joe Shepherd, Apache County Supervisor..... 10

AGENDA ITEMS

Item 1 - Director's Report, Jennifer Toth, ADOT Director..... 12
Legislative Update..... XX

Item 2 - District Engineer's Report, Anthony Brozich, Northwest District Administrator..... 20

Item 3 - Consent Agenda..... 24

Item 4 - Financial Report, Kristine Ward, Chief Financial Officer..... 25

Item 5 - Multimodal Planning Division Report, Paul Patane, Division Director, Multimodal Planning Division... 31

Item 6 - Priority Planning Advisory Committee (PPAC), Paul Patane..... 48

Item 7 - State Engineer's Report, Gregory Byres, Deputy Director of Transportation/State Engineer..... 54

Item 8 - Construction Projects, Greg Byres..... 55

Item 9 - Suggestions, Floyd Roehrich, Junior..... 65

1 (Beginning of excerpt.)
2 CHAIRMAN KNIGHT: Moving on to call to the
3 audience. Telephonically and WebEx, everyone will be muted when
4 they call in to the meeting. When your name is called to
5 provide your comments, you will indicate your presence by
6 virtually raising your hand using your telephone keypad or WebEx
7 application. The WebEx host will guide you through the muting
8 and unmuting process following the instructions included in the
9 meeting agenda.
10 In person, there is an opportunity for members of
11 the public to discuss items of interest with the Board. Please
12 fill out a Request For Public Input Form and give it to the
13 Board Secretary if you wish to address the Board.
14 In the interest of time, a three-minute limit
15 will be imposed.
16 And we'll now move on to, Floyd, would you call
17 the first speaker?
18 MR. ROEHRICH: Yes, Mr. Chairman. We -- before I
19 start, I do see that Board Member Jenn Daniels has entered the
20 WebEx. Mr. Chairman, all board members are present.
21 CHAIRMAN KNIGHT: Thank you, Floyd. Thank you,
22 Floyd.
23 MR. ROEHRICH: We have no requests to speak
24 online, so we are going to move into the requests to speak which
25 are all in person.

Our first speaker is Mayor Steve D'Amico. Mayor D'Amico.

MAYOR D'AMICO: Thank you, Chairman and Board. I'll be brief. I don't know what your time is. I know you guys have a lot to do today. First, I just wanted to say the last time I met with you guys was in Winslow for the board meeting, and we got funding approved for Highway 95, and I just want to say I appreciate that. They're getting ready to start that very soon.

And coming up pretty soon down the line on your agenda, we're going to have a takeback for Highway 95 for Bullhead City, and I just wanted to briefly comment on what a great thing this is going to be, not only for Bullhead City, but for the State. It's a win-win for everybody, and I just wanted to thank you in advance for your consideration on that.

And again, thank you for everything, and have a wonderful day.

UNIDENTIFIED SPEAKER: Thank you very much.

CHAIRMAN KNIGHT: Thank you for your comments, Mayor.

MR. ROEHRICH: Our next speaker is Jean Bishop, Mohave County Supervisor. Ms. Bishop.

Mr. Chairman, I have a letter that Ms. Bishop asked to give the board members. I'll make sure to scan it and send it to the board members who are virtual.

1 CHAIRMAN KNIGHT: Thank you, Floyd.
2 MS. BISHOP: Thank you very much for allowing us
3 to be here and speak to you this morning and inviting us to have
4 dinner with you last night. It was very nice to be able to just
5 socialize with the -- with the board members and the Director,
6 and I was able to take some leftovers to my dogs, and they were
7 extremely happy and didn't mind that I stayed out late last
8 night.
9 So getting down to business, I also want to thank
10 you for all the help that you give rural Arizona, especially in
11 Mojave County. I am the supervisor for District 4. My name is
12 Jean Bishop, and I represent all the area between the city of
13 Kingman and Pat Tillman Dam, and going all the way up to
14 Meadview and Lake Mead, South Cove area.
15 So the residents in that area that travel back
16 and forth to Kingman, a lot of them do their shopping in Las
17 Vegas. So they travel this section of 93 quite frequently, and
18 this has always been an uninterrupted flow of traffic on 93
19 until Grand Canyon West came to be. And Grand Canyon West
20 brings about a million tourists and visitors yearly to their
21 tourist attraction, and they turn off from US-93 onto a two-lane
22 county road called Pierce Ferry, and this intersection has been
23 named the most dangerous intersection in all of Arizona. I
24 don't know if that's true or not, but the residents believe
25 that's true.

1 So we have tried and tried and you folks have
2 tried too. We've improved that intersection with stop signs and
3 warnings, and there's been a lot of publicity about it, but the
4 accidents continue to happen. And so Mojave County has put in
5 twice now for a grant to help ADOT put a flyover interchange at
6 that intersection.
7 And while we've been working on that, along with
8 the support from ADOT, all of a sudden the traffic light shows
9 up in the White Hills area, which is about 20 miles further down
10 the road, US-93 toward Las Vegas. This traffic light is an
11 unexpected traffic hazard on this long stretch of desert highway
12 that forces drivers to step on their brakes and come to a stop,
13 and people behind them don't always stop.
14 So the letter is from a husband and wife that
15 just a few days ago, the light turned red. They came to a stop,
16 looked in the rear-view mirror, and here comes this big truck
17 barreling down. They -- the truck takes evasive action and goes
18 into the next lane, sideswipes another car, still hits the
19 husband and wife and knocks him into the intersection, and they
20 both received some injuries. They're both going to be fine and
21 recover, but I get these kind of complaints all the time. I get
22 emails. I see Facebook postings, and it's just not ending.
23 So I don't know what the answer is other than
24 full interchanges at these intersections, and I know that will
25 come when Interstate 11 actually becomes a reality, but until

then, people are getting hurt, people are dying, and I would just like to respectfully request that you take another look at these two intersections. There's got to be something more that we can do. Maybe we can do a study and come up with an idea. And I think Mojave County would be happy to partner with ADOT to do anything to help these two particular intersections.

And as a final note, I just wanted to call attention to the fact that at White Hills, where this traffic light is, there's a big subdivision, almost a city that's being developed out there that you're going to see come to fruition in the next probably 10 to 20 years. There is an FAA-approved runway out there that will be bringing in cargo planes from Harry Reid Airport in Las Vegas. Along with those planes will come distribution centers and jobs. And this developer is building homes, affordable homes, and --

MR. ROEHRICH: Ms. Bishop, could you please -- you've exceeded your time. Could you please bring your comments to a close?

MS. BISHOP: Okay. In closing, this is going to be a big city right where that traffic light is. So an interchange is going to have to be there when that comes to fruition.

So thank you for any consideration, and we all appreciate you. Thank you.

CHAIRMAN KNIGHT: Thank you, Supervisor Bishop.

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

MS. FIGUEROA: Good morning, Mr. Chairman Knight and members of the Board. My name is Crystal Figueroa. I'm the Yuma MPO Executive Director.

I'm here to inform you that we're only less than five weeks away from the Arizona Rural Transportation Summit; this year hosted in Yuma October 18th and 19th, followed by the State Transportation Board on October 20th. We thank ADOT for their title sponsorship and their partnership for this event.

Those who have attended the rural summit in the past know what an exceptional opportunity the event is for elected, appointed local government officials, transportation planners, legislators, and other notable guests. They convene and engage in providing solutions to issues that might arise for greater Arizona.

We have put up a fantastic agenda, lineup of speakers. There will be an ADOT Tribal Nations Partnership Program, which precedes the kickoff of the summit, and thereafter, presentations by USDOT, Federal Highway, Federal Transit Administration, National Association of Regional Councils, the RTAC board, various keynote speakers and panel discussions around important transportation topics.

Please visit the azrts.org website for additional agenda details. Early bird registration is ending today,

September 15th, so we encourage people to register. We look forward to hosting the State Transportation Board on October 20th and hope to see you all there. Thank you.

CHAIRMAN KNIGHT: Thank you, Crystal, for your comments.

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

MR. SHEPHERD: Good morning, Mr. Chair, also members of the ADOT Board.

I have several things I wanted to bring in this public comment. One is in support of the action items that are slated for adjustment of their budgets in Apache County on the bridge replacements or bridge improvements. Highly support that.

The other is we will be bringing at least and has been brought to the Board's attention on developing a rural school bus study on -- in the Northern Arizona area. NACOG has that as a priority on their list, and I hope that we continue to have support from the Board to do that, because, you know, a lot of people don't realize what kind of world we live in up there, if our buses don't have paved roads, the muddy roads and dirt roads and long distance for kids to travel just to get to school, and so I just wanted to bring that to the attention of the Board again.

The other is just working with the Board.

1 There's going to be some highway improvement along I-40 slated
2 for next year. We met with the engineer person in that area
3 about three weeks ago. Hoping to, I guess, coordinate some of
4 the millings that are going to be pulled off of the interstate.
5 Possibly looking at coordinating some of those fresh millings to
6 be laid down on county road -- a school bus route just north of
7 Chambers in the area. However, I think the policy of the --
8 environmental policy that you guys have or that ADOT has is it
9 needs to be in storage and put there for a bit until all the
10 clearances happen.
11 So if counties are willing to work with you to
12 line up their trucks to be on board, maybe it might be cost
13 savings, and that savings would mean the costs (inaudible)
14 burden on the -- on the County to do that to improve some of the
15 roads. So just kind of being -- thinking -- you know, just
16 thinking outside the box a lot and being more efficient with
17 that. Maybe something we can look at down the road.
18 The other is just SMART grant policy
19 recommendations and changes. As you know, in my area, Apache
20 County, two-thirds of it is lying on the Navajo Nation.
21 Sometimes it's a catch-22 to do my job, because a lot of my area
22 that I represent is on the Navajo Nation. And so the SMART
23 grant, which is supposed to help us gain some of these federal
24 grants that are out there, maybe we can expand that to include
25 tribal county/state partnership, just like we did with the

broadband, because right now the states are -- I think can apply for some of these grants and matching dollars and such. So just wanted to also bring that to the attention of the Board, and NACOG, as well as moving that forward.

And lastly, this is my year as far as the NAGOG chairman. So I'll be at the helms for the next 12 months, and just wanted to say thank you for all that you guys do there and, of course, at the NACOG region as well. So I just wanted to express my appreciation. Thank you, Mr. Chairman.

MR. ROEHRICH: Thank you very much, Mr. Shepherd, for your comments.

So Mr. Chairman, that's all the requests to speak that we got. I did not receive any requests to speak online prior to the meeting, but I do know that -- oh, somebody had his hand raised up. I don't know if he wanted to speak, but -- they did not -- we did not receive any requests to speak. So that's all the requests to speak that I have. I'd say you can close call to the audience and move on to the next item.

CHAIRMAN KNIGHT: Okay.

MR. ROEHRICH: So the record for a board meeting was 56 minutes. Let's see if you can beat that.

CHAIRMAN KNIGHT: We'll move on to Item 1, the Director's report, from Jennifer Toth.

DIRECTOR TOTH: Good morning. Thank you to Mayor and the Kingman City Council and the supervisors, along with the

city staff for welcoming us with such hospitality last night. We're very happy to be here in Kingman. I started my career here in Kingman, so it was very exciting for me to come back and be able to spend this week in this area and visiting with our employees.

So I'd like to share a few quick ADOT updates with everyone.

Next slide, please.

So I'll start by highlighting some recent awards. Last month, the Arizona Chapter of the Society of Marketing Professional Services honored ADOT with the Grand Phoenix -- or Phelix Award for making a positive and substantial impact on the architecture, engineering and construction industries. Our I-10 Broadway Curve and I-17 improvement projects were specifically noted by the award as examples of how our teams contribute towards the economic engine of Arizona. The award also recognizes our employees' involvement with industry associates and the efforts to streamline our processes. So we thank SMPS for this award and are very proud to be recognized.

Next slide.

ADOT was also recently honored for our work with minority- and women-owned businesses for the eighth year. ADOT was inducted into the Arizona Hispanic Chamber of Commerce prestigious Arizona Million Dollar Circle of Excellence Award, and this honor is -- notes ADOT's efforts in the area of being a

1 supplier of diversity, recognizes our DBE supportive services
2 program and how we help small businesses get certified as
3 disadvantaged business enterprises and enhance their ability to
4 get work on federal aid transportation projects. It (inaudible)
5 that during the one-year period ending in March 31st of this
6 year, ADOT contracts with the DBE enterprises, totaled nearly
7 $100 million. So we thank everybody for their efforts in
8 ensuring that we have the DBE goals and meet those requirements.
9 Next slide, please.
10 It was also recently announced that our State
11 Route 24 project won the *Engineering News-Record* 2023 Best
12 Project Award in the Southwest region's highway/bridge category.
13 *Engineering News-Record* is an engineering and construction news
14 publication that organizes a variety of projects in regional and
15 global levels. Entries are judged by industry professionals for
16 safety, innovation and also for community benefit. The SR-24
17 project will now automatically be considered for the National
18 Best of the Best Awards next spring. Then, as you know, the
19 SR-24 project was an extension of a five-mile section of the
20 (indiscernible) expressway between Williams Field and Ironwood
21 Drive in the Phoenix area. It provided a much anticipated new
22 mobile route to help ease of traffic demands in a growing area.
23 Got a lot of awards this morning, so I'm very
24 proud.
25 Next slide, please.

I'm also excited to tell you that the I-10 Broadway Curve Improvement Project, if you remember the Ready to Rubble event that was -- it was selected as the winner for the Transportation Research Board's communicating concepts with the public competition. So the Ready to Rubble event, if you remember, was we invited a bunch of engineering students from around the state to see up close and look at the bridge removal process. ADOT engineers and industry professionals were also involved, and they answered the questions of the students. It was -- this entry will be honored during the 2024 TRB annual meeting in January, and it's a great honor to show how our teams got really creative and took extra effort to help the public understand what we do in terms of transportation.

Next slide, please.

And finally, I want to highlight an award that we actually presented. It's the 2023 Airport of the Year Award, and it was presented to the Colorado City Municipal Airport. ADOT's aeronautics group cited the Northern Arizona airport's community outreach, new fencing and other upgrades, and we're always proud to announce this annual award which recognizes Arizona airports for their dedication to the community, collaboration, reputable management and providing a safe and secure aviation facility.

And that's actually a perfect segue for the next slide I want to share with you. These were taken on the evening

of September 6th. You may have already heard about this incident, but a small plane landed on our southbound Interstate 17 near Sunset Point. Luckily, all occupants and the public were reported to be safe, and no lanes were blocked. We did warn the motorists to travel with care through the area, but I thought this was just an interesting situation, and it illustrates every day we deal with something totally different. We never know what we might face. Certainly shows that our teams handle a variety of situations and are always ready to respond. So big thanks to our ADOT crews who were on the scene to coordinate with DPS, and I also want to give a shoutout to the ADOT crews in the Traffic Operations Center who kept our motorists informed.

Next slide, please.

And another item that -- we've just got 900 of our managers and supervisors together this last month for our annual leadership conference. It's the first time in four years that the conference was able to be held in person. They gave us a chance to focus on our ageny's strategic look forward. Highlights included the address from Governor Katie Hobbs on service, some valuable breakout sessions, and the unveiling of our agency's new mission, vision and values, which you can see here on the screen.

Our mission really is simple and to the point and explains what ADOT does. We provide highway infrastructure and

1 transportation services. And our vision describes our purpose
2 and why we come to work every day, to safely connect people and
3 empower our economy. And our values state how we meet our
4 mission and vision. Our ADOT employees should be easy to work
5 with, collaborative and results focused.
6 So my goal is for every ADOT employee to see
7 themselves in this new mission, vision and values, and right now
8 we've started rolling out those new mission, vision and values
9 statements to the entire agency, and we'll continue to highlight
10 the role that ADOT employees have in meeting our mission and
11 safely connecting people through transportation.
12 And one last thing. As a financial spoiler alert
13 for Kristine's report, but it has been a very lucrative month
14 for the Board's program thanks to a lot of collaboration and
15 innovation. With the authorization of the Board, the department
16 proceeded with some first ever bond transactions, and they all
17 embarked upon with an eye for the Board's policy of maintaining
18 a fiscally conservative approach. So the results are
19 $40 million in debt service savings. The partnership and
20 collaboration between our financial advisor, RBC Capital and the
21 FMS team was really exceptional. It was a heavy lift for all
22 involved, but $40 million is definitely worth it.
23 But wait, there's more. So $225 million more.
24 Every year FWA redistributes unused funds, and the department
25 received the highest August redistribution in its history,

225 million. The highest we've ever had is about in the $60 million range. So this could not have been achieved without the collaboration between FHWA and our FMS program and project funding team. I really want to thank Karla Petty and her team for the guidance and support, and $265 million isn't a bad way to start a meeting, I don't think.

So that is my report. There's nothing new to report for the legislative report. Thank you.

CHAIRMAN KNIGHT: Thank you, Director.

Do any of the board members have questions for Jennifer?

MR. MAXWELL: So Director (inaudible) ask is that's a lot of money. So how does that now go back into the plan?

DIRECTOR TOTH: That's an excellent question. So the $225 million, we have a very short window to soak that up, and Kristine can get into more detail and correct me, because I'll -- I know just enough to get myself in trouble. So we use a lot of that to advance construction projects so that we can get it funded between the time frame of August and October, which is the federal fiscal year, and then what that does then is frees up future years of funding. So we'll be coming and programming probably a lot of preservation projects as those funds come available in the future years.

MR. MAXWELL: Thank you.

CHAIRMAN KNIGHT: Any questions from any of our virtual board members?

Hearing none --

MR. THOMPSON: Chairman.

CHAIRMAN KNIGHT: -- any -- any last minute items to report?

DIRECTOR TOTH: No, Mr. Chairman.

CHAIRMAN KNIGHT: Thank you.

Floyd, did you have something?

MR. ROEHRICH: No, sir. I do not. Mr. Thompson did say that he --

CHAIRMAN KNIGHT: Jesse, go ahead.

MR. THOMPSON: Chairman, Board Members and those all on virtual, call in, I'm really happy that ADOT is certainly listening to all the advice, recommendations and projects that are being introduced from the public. I know for a fact that many times you wonder (inaudible) and you begin to think how can we address their needs? Certainly very complicated many times, but the work is there to try to bring up some success or results to these needs. And certainly I do appreciate the Director (inaudible) on some of the very positive things that have been happening. And there's all these good things are happening because of the public bringing these issues to light. So again, thank you very much, Chairman.

CHAIRMAN KNIGHT: Thank you, Jesse.

1 Any other comments from the Board?
2 Hearing none, we'll move on to Item 2, the
3 district report, for information and discussion only, with
4 Anthony Brozich.
5 MR. BROZICH: Good morning, Mr. Chairman, members
6 of the Board. Pleased to be able to bring you an update on our
7 projects here in Mojave County in the Northwest District.
8 So for our current projects, I want to highlight
9 we have our I-40, Walnut Creek project, just outside of Kingman.
10 Bid amount of just under $30 million pavement pres., a
11 definitely needed section by 40. So that just kicked off
12 recently, and you should see construction out there shortly.
13 We also have the SR-95 Courtwright Road to
14 Bullhead City Parkway project underway, as well as the extension
15 of SR-95 down at Lake Havasu, Sara Park to I-40.
16 US-93 Gunsite Canyon Road to Gray Wash. That
17 partnering has just kicked off as well, so we'll be moving
18 forward with that shortly.
19 US-60 Wash Bridge. A scour retrofit is also
20 happening down in the southern end of the project -- or the
21 district.
22 And the US-93 Moore Ranch Road to Milepost 190,
23 AC spot repairs.
24 And the East Seligman TI, which is getting close
25 to wrapping up.

We have the I-40 East Kingman TI Bridge. It's a deck replacement that's underway.

The SR-68 Laughlin Bridge to West Golden Valley, pavement pres. coming up the hill.

MR. ROEHRICH: Anthony, can you go to the next slide?

Yes. It didn't change for you?

MR. ROEHRICH: It didn't change. At least I don't see it online. Oh, there it is. Little different.

MR. BROZICH: US-93 northbound, Sycamore Creek Bridge and northbound Gray Watch Bridge. Another deck rehab and scour retrofit.

US-93 north of Nothing is a pavement pres. We've been doing some guardrail repairs along that section, and hopefully by the end of the year seeing -- this is a mill and fill. (Inaudible.)

Further down by Wickenburg, we have the Tegner Street widening we're doing down there, adding some more roundabouts, Wickenburg Ranch.

And the I-17 Anthem Way TI to Sunset Point. A flex lane project.

And SR-169 at I-17 is a deck replacement as well. Busy intersection over there. Interchange.

I-40 east Willow Bridge Creek, is a new bridge placement for (inaudible) a bridge we have out there. Been

holding together. And we also have a county Antares Road over Truxton Wash Bridge.

Here's some of the latest pictures we have from the flex lane project. Definitely a lot of earthwork happening out there and some bridge foundations and bridges going in. And I'm sure everybody's seen the crushing operation up at Sunset Point.

Here's the Willow Creek project, and then new abutments being placed.

And unfortunately, on 95, all we're doing right now is, yeah, curb and ADA ramps. Paving has not started yet, but wanted to show that anyways.

Upcoming projects. I-40, Fort Rock to Markham Wash. Another section of pavement we have we'll be doing, along with the Holy Moses to Rattlesnake. I-40 definitely has several projects coming down in the next couple years.

Needle Mountain is another one, (inaudible) we did up to 2.4. This one will take us to Milepost 8, I believe.

US-60 again, Centennial Wash Bridge. Another realignment over there.

And on SR-69 and 169, we are looking at the installation of another roundabout in that area.

And on SR-89, Paulden to Ash Fork, centerline rumble strip project.

And the Ash Fork Creek Bridge has a scour

retrofit coming up.

Future expansions. Everybody here knows Kingman Crossing TI, plan -- working with the City, as long -- as well as Rancho Santa Fe TI. We are planning to get US-93 west Kingman TI underway still this year.

And the SR-97, re-aligned as a project with the Bagdad mine. We're working in conjunction with them to try to get that realignment done.

SR-69 Preston Parkway to Frontier Village is a widening through downtown Prescott area. It's very congested.

And the I-40 (inaudible).

Any questions?

CHAIRMAN KNIGHT: Does anyone -- does anyone from the Board have questions for Anthony? And that includes our virtual board members.

MR. MAXWELL: Gary.

CHAIRMAN KNIGHT: Yes, Ted.

MR. MAXWELL: Thank you, Mr. Chair.

So that's a lot of work. There's a lot going on in throughout your district. So one of the benefits, I think, that some of the rural communities have allocations of funding coming from the Legislature over the last several years. What -- just roughly, what percentage or how many of those projects were (inaudible) some of the legislative funding for projects?

MR. BROZICH: I know we have -- the Rancho Santa Fe had legislative funding.

DIRECTOR TOTH: And I believe SR-97 as well.

MR. BROZICH: Yes. They had some money put in. And the SR-95 project, though it didn't make it in time for the project, did get some legislative funding for turn lanes as well.

MR. MAXWELL: Well, it's good to see those (inaudible), you know, we'll see how the state budget and revenues come in this year, but they're -- not sure we'll have the same luxury of having a lot of those excess funds that were more distributed, so it's good to see all the work going on here. Thank you.

MR. BROZICH: Thank you.

CHAIRMAN KNIGHT: Any other questions for Anthony? Hearing none.

We'll move on to Agenda Item Number 3, the consent agenda. Does any member want an item removed from the consent agenda for special consideration? Hearing none.

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

MR. THOMPSON: Chairman, I would so move.

MR. MAXWELL: Second.

CHAIRMAN KNIGHT: I have a motion from Board Member Thompson and a second from Board Member Maxwell to

1 approve the motioned consent agenda as presented.
2 All those in favor signify by saying aye.
3 BOARD MEMBERS: Aye.
4 CHAIRMAN KNIGHT: And Floyd, if you will poll the
5 virtual board members.
6 MR. ROEHRICH: Vice Chairman Searle.
7 VICE CHAIR SEARLE: Aye.
8 MR. ROEHRICH: Board Member Daniels.
9 MS. DANIELS: Aye.
10 MR. ROEHRICH: Board Member Meck.
11 MR. MECK: Aye.
12 MR. ROEHRICH: Board Member Thompson.
13 MR. THOMPSON: Aye.
14 MR. ROEHRICH: Board Member Howard.
15 MS. HOWARD: Aye.
16 MR. ROEHRICH: Mr. Chairman, the motion carries.
17 I apologize. I did Mr. Thompson twice. I was
18 going down my list too quickly. So you only get one Aye, even
19 though you did multiple. I apologize.
20 CHAIRMAN KNIGHT: You get one virtual aye.
21 MR. ROEHRICH: So the motion really passes.
22 CHAIRMAN KNIGHT: Yeah. Thank you.
23 So we'll move on to Agenda Item Number 4. I
24 noticed Kristine's not among us today, so --
25 MR. ROEHRICH: Mr. Chairman, she is virtual. So

she is ready to go.

CHAIRMAN KNIGHT: She's virtual.

MR. ROEHRICH: She is ready to present.

CHAIRMAN KNIGHT: Good. Good. We won't miss her... She's got extra money. She's (inaudible) her smiling face, then she'll be on (inaudible).

MR. ROEHRICH: The extra money. She wasn't going to miss presenting, not when there's extra money.

Okay. Kristine, you're up.

MS. WARD: Thank you, Mr. Knight.

Well, good morning, Board Members. You're right. I -- excuse me? I'm getting some feedback. My apologies.

Okay. Yes. I wasn't going to miss this morning given the -- given what we -- the exciting things we have going on this morning. So if we could go to the next slide, and we'll just cover the HURF, Highway User Revenue Fund, and Regional Area Roads Fund fairly quickly.

If we could get to the next slide. There we go. Thank you very much.

Okay. In terms of the Highway User Revenue Fund, there's not a significant amount to report. We've collected about $281 million to date, running at about --

MR. ROEHRICH: Kristine.

MS. WARD: -- 4.8 percent above '23. We're a little above forecast and out of our targeted range, largely due

to a diesel tax coming in strong.

If you go to the next slide, you'll be able to see where use fuel, AKA diesel fuel, was 33 percent above forecast. That's largely associated -- and this is -- this slide shows you for the month of August -- 33 percent above forecast. That's largely due to refunds that -- we had a large amount of refunds last year, and we did not have as many refunds going out this year. Thus, we have higher revenue level coming in there.

If we could go to the next slide.

The Regional Area Road Fund. Notice it is remarkably on forecast. That's because we had the actuals. So I would like to -- let's see. It was a previous slide, but this is -- this is fine. We'll just stay with July. We have the actuals in hand here, so there's no -- you won't see any variants. I'd like to say it's our extreme talents, but in -- for the month of July, that is not the case.

Now let's go to the fun items. If you could go to the next slide.

So as the Director was mentioning in July, you, the Board, authorized us to go and proceed with a bond transaction. It was basically three parts. We were doing a defeasance, where we were paying off some (inaudible) paying off some bonds from 2015. It had a second part, which was we did a tender offer to existing holders of our bond, of our 2015 bonds.

1 No. Excuse me. Our 2020 bonds. And then we did an overall
2 issue of new money in order to pay off or to replenish from that
3 defeasance and to pay off that tender.
4 So between August 18th and September 15th, we
5 made that tender offer to investors (inaudible) 2020 bonds. 20
6 percent of investors, 20 percent of the holders of those bonds
7 chose to sell their bonds, for a total of about $78 million.
8 Then on September 7th, we -- the department used
9 $303 million of state highway funds to defease the 2015 bonds.
10 That same day we went into the market and issued $351 million
11 worth of bonds at a premium, and the average interest cost --
12 Mr. Maxwell, you often ask me this -- (inaudible) was 3.22
13 percent.
14 So the proceeds, as I mentioned, from this new
15 issue will go to replenish the state highway funds, will be used
16 to defease the bonds, the 2015 bonds, and they will go to pay
17 for the bonds that were tendered and to pay costs of issuance.
18 Many -- as the director mentioned and as you can
19 see on this slide, we owe a great deal of thanks to our partners
20 in this transaction, and Mr. Knight, that includes you and this
21 Board. But Mr. Knight, you really went out of your way, and we
22 deeply appreciated to get those documents signed, because we had
23 many more documents than we typically have in a bond
24 transaction, and you were very responsive, and we very much
25 appreciate it. Also RBC Capital, Kurt Fruend, Tom Carlson.

1 Step by step, we have really great talent on
2 these -- on these issues. Wells Fargo was exceptional. And
3 then we had a new FFS team member that was learning bonds for
4 the first time. Besides the overall team, we had Ariana Nelson
5 that was just project managing this through to the finest
6 detail.
7 We could move on to the next slide, the next
8 exciting item.
9 August redistribution. So this happens, as you
10 might guess, every August, and it's a situation in which FHWA
11 picks and redistributes funding that other states or programs
12 have not used. And when I say funding, the federal term here
13 would be obligation authority.
14 So that unused obligation authority gets
15 redistributed to other states, and we get an opportunity to say,
16 hey, this is how much more of funding we could utilize. There's
17 quite a bit of effort that goes into developing that number, and
18 this year was particularly impressive. The collaboration
19 between FHA and FMS's program project, finance, and so what we
20 ended up with, as the Director let you know, we received
21 225 million in August redistribution.
22 And then she mentioned, you know, these funds
23 have got to be used very quickly. We generally have about two
24 weeks to get these funds utilized. And so we use -- the way we
25 use them is we use them on projects that are already underway.

1 So then we free up dollars in future years.
2 Another point that needs to be made is since this
3 happens every August, we build a certain amount into the revenue
4 forecast that I present to you every year as we build the
5 budget, as we build the program, and in this case, we had
6 $35 million that we were already counting on in those revenue
7 estimates that support the '24 to '28 program.
8 So what will happen from now on? You know, we've
9 got $190 million that will be freed up, and those additional
10 funds, when I come back to you in January, they will be built in
11 and incorporated into the upcoming five-year program revenue
12 estimates.
13 Again, many thanks to FHWA, FMS, (inaudible) was
14 constantly on this -- on this issue. I think we must have had
15 good (inaudible) we have on this one. So $225 million. We're
16 very happy.
17 Next slide. I'll take any questions.
18 CHAIRMAN KNIGHT: Thank you, Kristine.
19 Do any board members have questions for Kristine?
20 Kristine, I would just like to say that I was
21 kind of disappointed that you weren't here to take a bow. All
22 the -- all the positive news that we've received, financial news
23 that we've received, and I kind of -- kind of figured you might
24 be here in person to take a bow for that, but you'll get there.
25 MS. WARD: Thank you very much, Mr. Knight. I

1 would have loved have been there. I actually have a flight
2 that's going out early this afternoon, Kingman, so I would have
3 been pushing it. I didn't want to have to flap my arms
4 (inaudible), so... But yes, could I have a rain check and I can
5 bow next month?
6 CHAIRMAN KNIGHT: Okay. If we have no -- if we
7 have no questions for Kristine, and I'm hearing none from the
8 virtual members, we will move on to Agenda Item Number 5 with
9 Paul Patane, for information and discussion only. The
10 Multimodal Planning Division report.
11 MR. PATANE: Good morning, Chairman Knight, Board
12 Members. I'm Paul Patane with the Multimodal Planning Division.
13 Next slide, please.
14 So today on the MPD update, we'll talk about the
15 tribal transportation, a little bit on the planning to
16 programming process, a little update on the Long-Range
17 Transportation Plan, along with the potential route transfers
18 that we're working on, and also an update on the SR-88 Apache
19 Trail.
20 Next slide, please.
21 So, you know, a big part of our tribal outreach
22 is, you know, really focused on just meeting and hearing the
23 needs with the -- with our tribal partners. As you can see from
24 the graphic on the left there, you know, the tribal communities
25 are a huge part of our transportation system where we have the

67 airports, over 1,200 miles, along with, you know, 28 percent of Arizona lands is within the tribal nations, along with also there are 22 tribes in Arizona. Seven have aboriginal and ancestral interests in Arizona that are located out of the state, and the tribes, they do operate seven tribal public transportation systems.

And then the graphic on the right, I just want to re-emphasize our constant outreach that we continually have with our tribal communities. It's ongoing. That's, you know, the circular cycle of this. It never stops, and the issues range from, you know, new development of projects, maintenance, operation issues, but it's a big part of our outreach is with our tribal communities.

Next slide, please.

So some of the statewide activities we're working on. We're doing outreach with the tribe liaisons and their consulting with the different tribal outreach for the Intelligent Transportation System Architectural update. We recently had the Long-Range Plan, the virtual public meeting, along with the P2P workshops, and we're really seeing a lot more engagement with our tribal partners in the P2P workshop, because it's very important that they understand, you know, how projects get fed into the five-year program.

Then we're recently kicking off the Vulnerable Road User Safety Assessment. That stakeholder meeting was held

earlier in the week, along with the upcoming -- for the NEVI deployment plan, this is the update from last year's plan. We'll be having a statewide virtual public hearing next month, and many of the tribal communities expressed a lot of interest in how the NEVI plan or program is moving forward.

Next slide, please.

Then as mentioned earlier, the Rural Transportation Summit is coming up next month in October. It does take place on the 18th and 19th, and we're getting here on the 18th, which is Wednesday. There will be a tribal nations partnering meeting. The purpose of the meeting is to just inform participants of recent updates, allow tribes an opportunity to reconnect, but also hear some of their concerns.

Some of the agenda items, we'll have remarks from ADOT, the USDOT Office of Secretary of Tribal Government Affairs, Mr. Arlando Teller. The division administrator at the FHWA administration division will be there, along with the Bureau of Indian Affairs Western Region. Also, we'll have -- one of the big topics we'll be covering is the NEPA assignment. Then also just a roundtable discussion.

Next slide, please.

So some of our northern region Arizona activities. We have -- there's a meeting later today with the Hualapai tribe, and some of the concerns they're expressing is the road leading -- that's along SR-66. They also have concerns

about when there's incidents along I-40, when we have to divert traffic. And they also -- because when we divert traffic, some of the speeds are relatively high through their community. So they're looking -- they're looking out to ask us if there's ways we can incorporate some type of traffic calming measures that -- to help reduce some of those speeds.

Next we have the Hopi partnership meeting next week. This is an ongoing meeting with our Hopi partners, and some of the topics that will be coming up next week are the right-of-way transfer of HR-60, Low Mountain Road, SR-89. Also, they had issues or concerns with the SR-89 road closures.

Next we'll have a couple of meetings that will be in the future are with the Navajo Nation, the Rock Point Chapter. They've got concerns along -- regarding the flooding along US-191. Then also, the Round Rock Chapter, we'll be meeting later, later in the year as well to talk about some of the high rates of speed traveling through the area along US-191.

Next slide, please.

So a little bit of update on the P2P process. As you can see, we held five workshops to date. Things are going quite well. Jason James and his team are doing a great job there meeting with the districts, and we've had great participation. I think the Northcentral one had close to 30 to 40 people there. Excuse me. Some of the upcoming ones, next week, we have the Southwest District, which is on September

18th. And this will be followed up by the South Central District on September 20th, 11:30 to 2:00 for that one.

Again, the P2P process is a performance-based approach to planning. The objective of P2P is to provide a transparent, logical, understandable and reproducible methodology to efficiently preserve and improve ADOT's transportation systems, and, you know, the five-year program, the Long-Range Plan, along with the P2P, are all interconnected as we deliver the projects.

Next slide, please.

So this is a little update on the Long-Range Plan of things that have been happening since the last time we provided you an update.

Next slide, please.

A couple things I'll go over is the project schedule, the public involvement, then just the overview of -- again, of the recommended investment choices and the additional efforts that will be undertaken.

So the project schedule, just to show where we're at, as you can see, we're approaching the final 30-day comment period, and our plan is to bring the 2050 Long-Range Plan to the Board in October for their adoption. And as you can see, there's many activities that happen just to get to where we are today, and all this information as far as if there's a desire to look at any of the revenue analysis, any of the gap analysis,

all that information is available on the ADOT Long-Range Plan website.

Again, the Long-Range Plan, the policy document, it must be updated every five years to provide a current roadmap for the state transportation system over the next 25 years. As part of the process, there are requirements for public input.

As you can see, the draft LRTP was made available for the 45-day public review. We had a virtual meeting that was held on August 22nd. We had close to 67 people attend. We have public meetings. We provide English and Spanish recordings as necessary. Then, also, a virtual comment survey is on the website, too, which is over now, but it was on there through September 7th.

Again, the plan service is a policy-based plan rather than a project-based plan, meaning that it establishes a policy recommendation but does not recommend specific projects. The Long-Range Transportation Plan has two major policy outcomes. The first is a list of strategies that provide recommendations for how future decisions and processes (indiscernible) decision, goals and objectives. The second is the recommended investment choice which serves as a guide of how available funding should be allocated across preservation, modernization and the expansion categories.

Next slide, please.

So just a little recap on the public comments

that we received, the feedback received to date. Most of the comments have been general in nature, were really outside the scope of the project. We've had a few complaints on pavement conditions and other issues with our pavement condition. We had -- there's definitely a need. There was a lot of input on public transit and the need to increase the amount of public transit. So today we had over -- close to 485 individual comments. The graph on the right shows how we categorized them. There's the funding distributions (indiscernible) rural needs and the state highway system, along with the expansion, the need for expansion and (inaudible) in Greater Arizona.

Next slide, please.

You'll just -- we presented this information at the -- during the meeting in Florence, but I just wanted to recap and provide an overview/review of it. This is the Long-Range Transportation Plan. On the left is the current Long-Range Plan for -- that was put together in 2018, where it shows the forecasted overall needs of 55.3 billion. We had the forecasted revenues of the 20.8 came to the estimated gap of around 30, 30-plus billion dollars.

So we compare it now to the current draft Long-Range Plan on the right there. As you can see, the state highway system needs have grown substantially. A lot of that is due to the cost of construction. And we have -- our forecasted revenues are up. And again, our estimated funding gap has grown

1 to $162.3 billion.
2 Next slide, please.
3 And so again, just a recap on the draft Long-
4 Range Plan. We have a need of 31.4 billion, with the revenue of
5 69.1. Much of the revenue is allocated in specific programs
6 such as the HSIP, with the bridge program. And so for Greater
7 Arizona, the revenue flexibility choice is around 29.7 billion.
8 The projected -- the anticipated revenue available over a
9 25-year period, as I mentioned, is 69.1 billion, which includes
10 ADOT's portion of the HURF, the freeway and highways, highway
11 portions of the MAG, (inaudible) funding of freeways and
12 highways from the PAG, Pima County Association of Governments.
13 It also includes ADOT stewardship programs, such as the federal
14 transit funding, as well as federal and state aviation funding.
15 The funding gap -- the funding gap represents the difference
16 between the projected needs and the ADOT projected revenues.
17 Next slide, please.
18 So for Greater Arizona, we're showing a breakdown
19 of a recommended investment choice, where we have dedicated --
20 or we're -- the guidelines recommended investment choice is a
21 guideline where we're showing 78 percent toward preservation,
22 which is approximately $23 billion. We have 15 percent towards
23 modernization of 4.6 billion, and we have 7 percent toward
24 expansion, which is $2.1 billion.
25 Next slide, please.

1 So this is just a breakdown of the recommended
2 investment choices by geographic areas. And so we're -- as --
3 the graph on the left is a statewide recommended investment
4 choice where we have 24 percent, or 15 billion, toward
5 modernization. We have 40 percent, or 24.6 billion, toward
6 preservation. Then we have 36 percent, or 22.6 billion, towards
7 expansion. Again, this is the statewide.
8 And the graphs to the right, we break it down,
9 (inaudible) the recommended investment choices for Greater
10 Arizona. They're on the left. And for PAG, they have
11 1.5 billion, or 28 percent, for modernization, and 17 percent,
12 or $4 billion, toward expansion. Then the MAG breakdown,
13 Maricopa Association of Governments breakdown is showing 61
14 percent toward expansion, or 16.5 billion. Then we have 33
15 percent, or 8.9 billion toward modernization, with preservation
16 at 6 percent with 1.7 billion. As you can see, most of the
17 Greater Arizona investment is in preservation of our system.
18 Next slide, please.
19 So (inaudible) some of the additional efforts
20 that will -- moving forward with, I alluded to earlier. The
21 final Long-Range Plan will have to go through the 30-day public
22 review, which will start in -- on September 18th. Then there's
23 the location of the ADOT -- the link of the ADOT 2050 website.
24 Then we'll be requesting a letter from the State Transportation
25 Board for inclusion like we did on the previous plan to be

included with the final version, and as mentioned earlier, we're looking to request and recommend adoption at the October board meeting coming in Yuma next month.

Next slide, please.

So that covers the Long-Range Plan. Any questions?

MR. MAXWELL: Mr. Chair, I've got a couple questions.

CHAIRMAN KNIGHT: Yes. Go ahead, Ted.

MR. MAXWELL: Thank you, Paul. Appreciate it.

Now, these are all in regards to the Long-Range Transportation Plan. So in the comment section, is that included in the final plan where we find those comments -- because I've got some specific on, like, the passenger rail ones. If I can find them on the website, I'll just go through there.

MR. PATANE: Yeah. We'll send you those comments related to passenger rail. I'll get with our team, and we can make those available to you, sir.

MR. MAXWELL: (Inaudible.) Then the other thing I wanted to ask is on those breakdowns that you showed between Greater Arizona and, you know, the PAG and the MAG money, is that assuming in the Long-Range Plan passage of both Prop 400 E and a secondary RTA?

MR. PATANE: Yes, it is.

1 MR. MAXWELL: Okay. So if either one of those
2 don't pan out or don't come on board in the -- in the right
3 time, then that 50-year plan is extremely impacted, correct?
4 MR. PATANE: Yes. We'll have to amend the Long-
5 Range Plan, because even if the -- on the Prop 400, if the
6 percentages change, the distribution between -- I'm going to get
7 this wrong -- infrastructure and public transportation, we'll
8 have to go back and make amendments to the Long-Range Plan.
9 MR. MAXWELL: Okay. Thank you.
10 MR. PATANE: You're welcome.
11 CHAIRMAN KNIGHT: Thank you, Ted.
12 Any other questions of the Board? Jesse.
13 MR. THOMPSON: Paul, thank you for your
14 presentation and your efforts of staff and tribal liaisons for
15 reaching out to the Native American communities. You've heard
16 quite a bit about their needs, and certainly they are very
17 difficult to address. Easily we can say that's against policy
18 or we don't have enough funding, but I've seen that working
19 together more and more with them, we can find ways to begin
20 addressing at least a percentage of their needs.
21 Yes, I understand (inaudible) policies that will
22 not allow certain projects that are (inaudible) up, but I think
23 by working together, continuing to be united and trying to make
24 things happen, I think we can be very successful in meeting on
25 those needs. Again, thank you very much for your efforts.

1 MR. PATANE: Well, you're very much welcome, and,
2 you know, that's one thing -- I've been here at ADOT many years,
3 and that's one thing I can say. We always come to the table
4 with an open mind and, you know, we like to create and just
5 improve our partnerships, so... Okay.
6 CHAIRMAN KNIGHT: Any other questions from the
7 Board? Do any of our virtual members have any questions for
8 Paul at this point?
9 Okay. Paul, go ahead and continue.
10 MR. PATANE: So I just wanted to provide just a
11 little update on the potential route transfers that we're
12 working on. We have two that are currently in progress, and the
13 first one is the Bullhead City or the SR-95 section within
14 Bullhead City. It's approximately a little over a 10-mile
15 segment that we're in negotiations with the local agency, as
16 well as with ADOT.
17 So things are moving forward for (inaudible).
18 There's been a lot of positive movement on this one. And so
19 just looking forward to some of the ongoing negotiations and
20 looking, as mentioned from the mayor of Bullhead City, as things
21 progress, they eventually will come to the Board for this
22 approval of the route transfer. And in this particular case,
23 ADOT is transferring our roadway to a local agency.
24 And so on the Naco Highway section, this is with
25 Cochise County. As you can see, the Naco Highway's the section

1 going down to the south there, to the bottom of the page. And
2 so we received a request from the Board of Supervisor and then
3 the County for ADOT to take this section of roadway into our
4 system. So this is the complete opposite of what we're doing in
5 Bullhead City. And so we've -- we received a letter, and we've
6 had the meeting with the County and requested some of the
7 initial information to help us make our decisions.
8 One of the -- because whenever you do turnbacks,
9 there's always things that come up, if it's either the right-of-
10 way documentation... So on this one, you know, it was our
11 understanding that the Naco Highway was under the jurisdiction
12 of just the County, but on this particular section of road, the
13 City of Bisbee has jurisdiction over segments of Naco Highway as
14 well. And so that being the case, we'll have to do -- or begin
15 to research and investigate two possible route transfers because
16 of the two agencies. So we'll have to work through that, those
17 administrative efforts there, but there is -- the important part
18 is the communication has started, and there is being information
19 shared by both parts. So good step in the right direction on
20 these, because they can become quite -- (inaudible) negotiations
21 (inaudible) positive or negative, they can stay, but we always
22 look for the positive.
23 Next slide, please.
24 So this is a little update on the Apache Trail
25 project. The scope of this project was a design concept report

and an environmental overview document. We had a public meeting on August 16th at the City of Apache Junction Multi-Generational Center. And there was over 200 representatives there, and they were very vocal on the need to open up the highway.

Next slide, please. I'm sorry.

But again, our -- just real quick, on our -- just a shoutout to our community relations and communications staff who lead these efforts where we have our public meetings, because they can be quite challenging, and this one here, we had people lined up to get inside. And so some of the methods we use to convey and update the general public on, we have the in-person meetings. We also use the government delivery notices, along with several social media posts, either Facebook or Twitter, Nextdoor, along with our webpage, the ADOT webpage, and for this -- for this project here, we did do ads in the *Arizona Republic*.

Next slide, please.

So, you know, a lot of the frustration and the themes and what we heard was the -- you know, how the road is still closed. You know, many of the residents there feel, you know, we need to do better in moving things forwards, and, you know, this design concept report is the first step in moving forward.

And so, you know, the other themes that were presented were, you know, as far as kind of get it open, then do

the major repairs, but a lot of them wanted ADOT to preserve the historic character of the road, which that is our intent. And one comment was request for ADOT to prioritize and advance the project by any means necessary.

So today -- besides, I think Floyd's got close to 3,000 emails already over the last few years, but for this public -- today we have received close to 1,200 comments on the study and through the various ways of online responses, emails, phone calls and written comments from the public.

But our intent is to complete and finalize the design concept report early this fall. Then we'll be in a position to move forward and try to seek funding for design and construction. For design, it applied for one of the bipartisan infrastructure grants. We applied for the PROTECT grant for the design phase only.

Next slide, please.

Any questions?

CHAIRMAN KNIGHT: Does the Board have any questions for Paul?

Paul, I just would like to say that I have been attending the P2P workshops. I went to the Northwest a week or so ago, and I have Soutwest next week. I would strongly recommend for the board members to attend those. They're very informative and very insightful. It gives you a very good idea of how these projects get onto the five-year plan and all the

work that goes into it to vet the programs so that the highest priority ones make it to the -- to the five-year -- the five-year plan.

So with that said, thank you, Paul, for your presentation.

I would like to say on the Apache Trail, I can't really agree with doing it at all costs. We have to prioritize the Apache Trail, just like every other highway and road in the state, and so I can't go along with putting it at the top of the list this way.

Any other comments from the Board?

VICE CHAIR SEARLE: Gary, this is Richard.

CHAIRMAN KNIGHT: Yes, Richard.

VICE CHAIR SEARLE: Paul, any update on the (indiscernible)?

MR. PATANE: I'll have to (indiscernible) to Greg Byres for this one. Excuse me.

VICE CHAIR SEARLE: Okay.

MR. PATANE: He's right here.

MR. BYRES: Mr. Chairman, Board Members, Board Member Searle, we are looking at having the final selection for the contractor by the first of October, with construction starting pretty much immediately right after that. This is for the 191 bridge over I-10 that was hit by a truck and burned underneath it. So the bridge currently is closed, and so that's

1 the status of where we're on that.
2 VICE CHAIR SEARLE: Thank you, Greg. Appreciate
3 it.
4 MS. DANIELS: Chair, this is Jenn Daniels.
5 CHAIRMAN KNIGHT: Yes, Jenn. Go ahead.
6 MS. DANIELS: Thank you.
7 I just wanted to thank ADOT for their attention
8 (indiscernible) to State Route 88. I've been participating as
9 frequently as I can in some of their small group meetings, as
10 well as (indiscernible) Transportation Infrastructure Committee
11 that has focused a lot on State Route 88 and has a great desire
12 to see this project proceed for several different reasons.
13 Tourism is one of them, but there is a massive public safety
14 element associated with this as well, particularly for those who
15 need to access Apache Lake and others, and I do think that this
16 definitely warrants greater attention and appreciate the fact
17 that ADOT has responded so well. That is a very organized
18 group, and they are very passionate about State Route 88, both
19 from a historical perspective as well as the public safety and
20 tourism perspective.
21 So again, grateful for that effort. I'm excited
22 to see that project move along, and if our board members haven't
23 ever made it or haven't gone down to Tortilla Flats and seen the
24 beauty of that area -- I've actually hiked quite a bit back
25 there prior to the fires as well, and it's such a gorgeous area

of our state. So thank you and ADOT for assisting on that.

CHAIRMAN KNIGHT: Any other comments or questions for Paul?

Hearing none, then we will move on to Item 6, the PPAC items with Paul for -- presenting those as well.

MR. PATANE: Password.

MR. ROEHRICH: (Inaudible) we don't have the -- here we go. It's coming on.

MR. PATANE: Okay. The first item, Chairman Knight, Board Members, is Item 6A.

Just a little quick blurb on the Economic Strength Program. The ESC is a joint program with the Arizona Commerce Center. Each year 1 million is allocated to the Economic Strength Program. The fund comes from the HURF, Highway Revenue User Fund. A project can be awarded a maximum of $500,000. The objective is to help rural communities build a roadway or transportation improvement that will lead to a business or retail center, thereby generating jobs and stimulating the local economy. It is hoped that this will also generate other capital investments within the communities.

CHAIRMAN KNIGHT: Does anyone on the Board have a question?

I understand we -- I -- and for the life of me, I can't remember doing this one last year, but anyway... Ted is at a loss too. But so these are HURF funds. Every year a

1 million dollars is allocated to this program, and these -- this
2 year there were nine applications, and they're vetted by and --
3 scored is a better word -- they're scored by the Commerce
4 Association and one member from ADOT, and I can't remember all
5 of them, but so these projects have all been scored. These are
6 the top four from the nine applicants; is that correct?
7 MR. PATANE: That's correct. Just to add a
8 little bit, there are -- there is Arizona Revised Statute that
9 (indiscernible) the committee development. The funding for this
10 program comes off the top of the highway revenue -- the HURF
11 funding, and so that's where our role comes in into awarding the
12 project.
13 CHAIRMAN KNIGHT: Okay. Go ahead, Ted.
14 MR. MAXWELL: Mr. Chair, Paul, so in this case,
15 since obviously there was nine applicants, it was a pretty
16 robust form. Is that -- historically, what's the number of
17 average applicants we've been getting under this program?
18 MR. PATANE: Last year was my first year doing
19 it. I think there was six. So there definitely was more this
20 year, and if all of the funding is not used, it rolls over to
21 the next year. That's why this year is $1.3 million, even
22 though there's a million dedicated each year from the HURF
23 funding.
24 CHAIRMAN KNIGHT: At this point there won't be
25 any rolled over for next year, correct?

MR. PATANE: Correct. Yeah. I believe we used all -- yeah. Total awards is 1.3 million --

CHAIRMAN KNIGHT: Okay.

MR. PATANE: -- is what's requested.

CHAIRMAN KNIGHT: Any other questions from the Board?

MR. PATANE: So...

CHAIRMAN KNIGHT: If there are no questions, then I will entertain a motion to approve PPAC Economic Strength Project Item 6A as presented.

MR. MAXWELL: So moved.

MR. THOMPSON: Second.

CHAIRMAN KNIGHT: I have a motion from Board Member Maxwell, a second from Board Member Thompson to approve Item 6A as presented.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: And any opposed?

Then will -- Floyd, will you poll the virtual board members?

MR. ROEHRICH: Yes, Mr. Chairman.

Vice Chair Searle.

VICE CHAIR SEARLE: Aye.

MR. ROEHRICH: Member Daniels.

MS. DANIELS: Aye.

1 MR. ROEHRICH: Member Meck.
2 MR. MECK: Aye.
3 MR. ROEHRICH: Member Howard.
4 MS. HOWARD: Aye.
5 MR. ROEHRICH: Chairman, the motion carries.
6 UNIDENTIFIED SPEAKER: (Inaudible.)
7 MR. ROEHRICH: You only get one vote this one.
8 CHAIRMAN KNIGHT: Okay. Thank you.
9 MR. PATANE: So...
10 CHAIRMAN KNIGHT: Okay. Go ahead, Paul.
11 MR. PATANE: Okay. Moving on, Chairman Knight,
12 Board Members, for your consideration, the proposed changes to
13 the FY 2024-2028 State Transportation Facilities Construction
14 Program. Items 6B through 6F, project modifications.
15 CHAIRMAN KNIGHT: Are there any questions from
16 any of the Board on Items 6B through 6F?
17 Hearing none, is there a motion to approve PPAC
18 project modification Items 6B through 6F as presented?
19 MR. THOMPSON: Chairman, I will so move for
20 approval.
21 MR. MAXWELL: Second.
22 CHAIRMAN KNIGHT: I have a motion from Board
23 Member Thompson, a second from Board Member Maxwell to approve
24 PPAC project modification Items 6B through 6F as presented.
25 All those in favor signify by saying aye.

1 BOARD MEMBERS: Aye.
2 CHAIRMAN KNIGHT: Any opposed?
3 Floyd, would you poll our virtual members?
4 MR. ROEHRICH: Vice Chairman Searle.
5 VICE CHAIR SEARLE: Aye.
6 MR. ROEHRICH: Member Daniels.
7 MS. DANIELS: Aye.
8 MR. ROEHRICH: Member Meck.
9 MR. MECK: Aye.
10 MR. ROEHRICH: Member Howard.
11 MS. HOWARD: Aye.
12 MR. ROEHRICH: Chairman, the motion carries.
13 CHAIRMAN KNIGHT: Thank you.
14 MR. PATANE: Okay. Chairman Knight, Board
15 Members, for your consideration, the proposed changes to the
16 2024-2028 State Transportation Facilities Program, Items 6G and
17 6H, new projects.
18 CHAIRMAN KNIGHT: Is there any -- are there any
19 questions from the Board on Items 6G through 6F? Hearing none.
20 Is there a motion to approve PPAC new projects
21 Items 6G through 6H?
22 MR. MAXWELL: I move to approve 6H and 6F as
23 recommended.
24 CHAIRMAN KNIGHT: Who moved to approve?
25 MR. MAXWELL: I think I did. I just made it a

more elaborate of a move instead of just "so moved."

CHAIRMAN KNIGHT: I've got a motion --

MR. THOMPSON: Second.

CHAIRMAN KNIGHT: -- to approve from Member Maxwell and a second from Member Thompson.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed?

Floyd, would you poll our virtual members?

MR. ROEHRICH: Vice Chairman Searle.

VICE CHAIR SEARLE: Aye.

MR. ROEHRICH: Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: Member Meck.

MR. MECK: Aye.

MR. ROEHRICH: Member Howard.

MS. HOWARD: Aye.

MR. ROEHRICH: Chairman, the motion carries.

CHAIRMAN KNIGHT: Thank you.

MR. PATANE: Okay. One more. Chairman Knight, Board Members, for your consideration, the proposed changes to the 2024-2028 State Transportation Facilities Construction Program, Items 6I and 6J from the Airport Capital Improvement Program.

CHAIRMAN KNIGHT: Is there a motion to approve

PPAC airport projects, Items 6I and 6J as presented?

MR. THOMPSON: So moved.

MR. MAXWELL: Second.

CHAIRMAN KNIGHT: I have a motion from Board Member Thompson, a second from Board Member Maxwell to approve PPAC airport project Items 6I and 6J.

All in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed?

Floyd, would you poll our virtual members?

MR. ROEHRICH: Vice Chairman Searle.

VICE CHAIR SEARLE: Aye.

MR. ROEHRICH: Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: Member Meck.

MR. MECK: Aye.

MR. ROEHRICH: Member Howard.

MS. HOWARD: Aye.

MR. ROEHRICH: Chairman, the motion carries.

CHAIRMAN KNIGHT: Thank you, Floyd.

Now we'll move on to Agenda Item 7.

MR. PATANE: Thank you.

CHAIRMAN KNIGHT: State engineer's report with Gregory Byres, for information and discussion only.

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

1 Members.
2 To date we have 93 projects that are currently
3 under construction, for a value of $2.1 billion. Six projects
4 were finalized in the month of August, worth $13 million.
5 Fiscal year to date, we have 15 projects that have been
6 finalized. That is where we're at with the summary for active
7 and finalized projects.
8 CHAIRMAN KNIGHT: Any questions? Any questions
9 from the Board? Okay.
10 MR. BYRES: We'll go on to Item 8. This is new
11 construction contracts. We've got ten projects that we're
12 presenting today. Going forward, one of the good things to see
13 here is we've got a lot of green on the screen, which is
14 somewhat rare nowadays, but a good thing.
15 Next slide, please.
16 So far to date, we have 13 projects that have
17 been awarded. We're under the engineer -- or the State's
18 estimates by a little over 600,000 to date, or 1.8 percent of
19 the total funding that has been provided for those projects.
20 Next slide, please.
21 We'll go on to Item 8A. This is a pavement and
22 spot repair project. The -- we have --
23 MR. ROEHRICH: Greg, you're a couple slides
24 behind. Could you go one more slide, please? This is for the
25 virtual attendees. They're not seeing Slide 8A. One more

slide, please. Advance one more slide. That's -- thank you.

MR. BYRES: Okay. We're all caught up.

So for this project, we had two bidders on the project. The low bid was $782,282. The State's estimate was $986,817, a difference of $204,535, or 20.7 percent.

The contractor estimated a higher rate of production than the State's estimate for both milling and paving, and with that higher production rate, the cost of traffic control was also reduced.

After analyzing the low bid, it was determined that the bid is a responsive and responsible bid, and we recommend award to Sunland Asphalt & Construction, LLC.

CHAIRMAN KNIGHT: Is there a motion to award Item 8A to Sunland Construction & Asphalt as presented?

MR. THOMPSON: Chairman, I would go ahead and move.

MR. MAXWELL: Second.

CHAIRMAN KNIGHT: I have a motion from Member Thompson, a second from Board Member Maxwell to approve -- to award Item 8A to Sunland Asphalt & Construction, LLC, as presented.

All those the favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed?

MR. MAXWELL: One quick comment, Mr. Chair.

I love seeing all the green. I recommend putting them on these, the green too, when it's in the good direction versus the opposite direction, just to highlight that even more.

MR. BYRES: Excellent. We'll do that.

CHAIRMAN KNIGHT: Floyd, will you poll our members?

MR. ROEHRICH: Vice Chairman Searle.

VICE CHAIR SEARLE: Aye.

MR. ROEHRICH: Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: Member Meck.

MR. MECK: Aye.

MR. ROEHRICH: Member Howard.

MS. HOWARD: Aye.

MR. ROEHRICH: Chairman, the motion carries.

CHAIRMAN KNIGHT: Thank you, Floyd.

MR. BYRES: Our next item is Item 8B. This is installation of flashing signs in Tuba City on US-160 and SR-98. We have one bidder on this project. The low bid was $197,777. The State's estimate was $149,661, a difference of $48,116, or 32.1 percent over the State's estimate. The State's estimate was based on mobilization from Flagstaff. The sole bidder for the project is planning on mobilizing from Phoenix.

After analyzing the bid, it appears that the bid is responsive and responsible, and we recommend award to Hawk

Contracting, LLC.

CHAIRMAN KNIGHT: Do I hear a motion to award Item 8B to Hawk Contracting, LLC, as presented?

MR. THOMPSON: So moved.

MR. MAXWELL: Second, Mr. Chair, but I'd ask a question.

CHAIRMAN KNIGHT: I have a -- I have -- yes. I have a motion from Board Member Thompson and a second from Board Member Maxwell to award Item 8B to Hawk Contracting, LLC, as presented.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed?

Would you please poll our virtual members?

MR. ROEHRICH: Board Member Maxwell, you had said you had a comment. Did you want --

MR. MAXWELL: I'll talk to Greg afterwards. I'm always curious why when we only have a single bidder.

MR. ROEHRICH: Vice Chairman Searle.

VICE CHAIR SEARLE: Aye.

MR. ROEHRICH: Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: Member Meck.

MR. MECK: Aye.

MR. ROEHRICH: Member Howard.

MS. HOWARD: Aye.

MR. ROEHRICH: Chairman, the motion carries.

CHAIRMAN KNIGHT: Thank you, Floyd.

Go ahead.

MR. BYRES: Our next item is --

CHAIRMAN KNIGHT: Ted?

MR. MAXWELL: I'll save it for this bid. This one also only has one bidder, so...

CHAIRMAN KNIGHT: Okay. Go ahead, Greg.

MR. BYRES: So this item is Item 8C. This is modifying raised medians in Glendale, Gilbert and Queen Creek. The -- we only had one bidder on this project. The low bid was $632,870. The State's estimate was $782,869, a difference of $149,999, or 19.2 percent below the State's estimate.

The bidder intends to self-perform all of the work items, including removal of AC pavement, aggregate base, traffic control, curb and gutter, asphaltic concrete, as well as surveying and layout. By -- he also intends to use smaller equipment to minimize the disturbance.

After analyzing the bid, it appears to be responsive and a responsible bid, and we recommend award to AJP Electric, Inc.

CHAIRMAN KNIGHT: So do I have a motion to award Item 8C to AJP Electric, Inc., as presented?

MR. MAXWELL: So moved.

MR. THOMPSON: Second.

CHAIRMAN KNIGHT: I have a motion from Member Maxwell and a second from Board Member Thompson to award Item 8C to AJP Electric, Inc., as presented.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed?

Floyd, would you poll our virtual members?

MR. ROEHRICH: Vice Chair Searle.

VICE CHAIR SEARLE: Aye.

MR. ROEHRICH: Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: Member Meck.

MR. MECK: Aye.

MR. ROEHRICH: Member Howard.

MS. HOWARD: Aye.

MR. ROEHRICH: Chairman, the motion carries.

CHAIRMAN KNIGHT: Thank you, Floyd.

And now do you have a question, Ted?

MR. MAXWELL: Thank you, Mr. Chair. I appreciate it.

Greg, you know I'm always concerned when we only have one bidder. The first one, it seemed pretty -- to me, apparently it was probably because of the location, and it was a smaller contract on top of it. And a couple of the other ones

that only have one bidder this time around too also seem to be driven by location of projects. However, the one that we just put through was not. So what -- what is your belief for why we only had a single bidder on that project.

MR. BYRES: So on the -- what we're seeing right now is the industry is pretty inundated with work, has been for quite a while, and it's still continuing. There's a real crunch on the workforce. So the smaller projects that we had where we went -- normally would have multiple bidders, we're now only seeing one bidder coming through, and, you know, when it was 100,000, 200,000 dollar projects, such -- that's kind of always been an issue, but it's kind of creeping up a little bit, you know. We've got one project there that's over 600,000, and there's just not -- there's interest out there, but unfortunately, the workload is so heavy that in a lot of cases the bidders just aren't there.

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

CHAIRMAN KNIGHT: Thank you.

Go ahead, Greg.

MR. BYRES: Our next item is Item 8D. These are safety improvements. London Bridge Road. Reimer Drive to SR-95. We had one bidder on this project. The low bid was $243,333. The State's estimate was $325,701, a difference of $82,368, or 25.3 percent below the State's estimate.

Production rates were obliterating the pavement

markings, and the new pavement markings were greater than the State's estimate. So consequently, it's came up with a lower price.

After analyzing the bid, it appears to be a responsive and responsible bid, and we recommend award to Hawk Contracting.

CHAIRMAN KNIGHT: Do I hear a motion to award Item 8D to Hawk Contracting, LLC, as presented?

MR. THOMPSON: So moved.

MR. MAXWELL: Second.

CHAIRMAN KNIGHT: I have a motion from Board Member Thompson, a second from Board Member Maxwell to award Item 8D to Hawk Contracting, LLC.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed?

Go ahead, Floyd.

MR. ROEHRICH: Vice Chairman Searle.

VICE CHAIR SEARLE: Aye.

MR. ROEHRICH: Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: Member Meck.

MR. MECK: Aye.

MR. ROEHRICH: And Member Howard.

MS. HOWARD: Aye.

MR. ROEHRICH: Chairman, the motion carries.

CHAIRMAN KNIGHT: Thank you, Floyd.

MR. BYRES: Our next item is Item 8E. These are raised pavement markers and curve signs in Mohave County, various locations. We had two bidders on this project. The low bid was $248,888. The State's estimate was $195,547, a difference of $53,342, or 27.3 percent over the State's estimate.

In this particular case, Mohave County is not willing to pay additional funds. We recommend the rejection of all bids. Mohave County may come back with a different package and rebid this project sometime in the future, possibly in November.

CHAIRMAN KNIGHT: Is there a motion to reject all bids on Item 8E as presented?

MR. MAXWELL: So moved.

MR. THOMPSON: Second.

CHAIRMAN KNIGHT: I have a motion from Board Member Maxwell, a second from Member Thompson to reject all bids on Item 8E as presented.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed?

And go ahead, Floyd.

MR. ROEHRICH: Vice Chairman Searle.

VICE CHAIR SEARLE: Aye.

MR. ROEHRICH: Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: Member Meck.

MR. MECK: Aye.

MR. ROEHRICH: Member Howard.

MS. HOWARD: Aye.

MR. ROEHRICH: Chairman, the motion carries.

CHAIRMAN KNIGHT: Thank you, Floyd.

MR. BYRES: Item 8F is next. This is to construct multi-use path -- pathway in the city of Nogales. We had one bidder on this project. The low bid was $1,207,622. The State's estimate was $786,310, a difference of $421,312, or 53.6 percent over the State's estimate.

The cost estimates from the bidder were higher than the State's estimate from structural concrete, mobilization and riprap. The City of Nogales is not willing to pay the additional funds at this time. Therefore, we recommend that all bids be rejected. The City of Nogales may rescope the project and bid sometime in the future.

CHAIRMAN KNIGHT: Is there a motion to reject all bids on Item 8F as presented?

MR. THOMPSON: So moved.

MR. MAXWELL: Second.

CHAIRMAN KNIGHT: I have a motion from Board

Member Thompson, and second from Board Member Maxwell to reject all bids on Item 8F as presented.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed?

Go ahead, Floyd.

MR. ROEHRICH: Vice Chairman Searle.

VICE CHAIR SEARLE: (Inaudible.)

MR. ROEHRICH: Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: Member Meck.

MR. MECK: Aye.

MR. ROEHRICH: Member Howard.

MS. HOWARD: Aye.

MR. ROEHRICH: Chairman, the motion carries.

CHAIRMAN KNIGHT: Thank you, Floyd.

MR. BYRES: Thank you.

CHAIRMAN KNIGHT: Thank you, Greg.

Moving on to Agenda Item 9, suggestions. Do any board members have any suggestions for future agenda items?

MR. ROEHRICH: Mr. Chairman, I would just like to remind everybody that the next board meeting is October 20th in Yuma. It is in conjunction with the Rural Transportation Summit, which will be the 18th and the 19th, a couple days before. So if you are attending, please make sure you work

with -- get registered, but you work with Linda to make sure you get your reimbursement. Otherwise, we've already started coordination with the City of Yuma in preparation for the board meeting. So we should be in good shape.

CHAIRMAN KNIGHT: Thank you, Floyd. I'm looking forward for -- hopefully we can all be there.

That being said, if there are no other --

MS. HOWARD: Chairman Knight, this is -- this is Jenny. Can I -- can I request one item for next month's meeting?

Greg, is it possible you could come back with costs to date against the 50 million that we allocated for statewide maintenance, just kind of how much we've expended of that budget?

MR. BYRES: Mr. Chairman, Board Members, yes, we can certainly bring that forward.

MS. HOWARD: Thank you.

CHAIRMAN KNIGHT: That was Jenny? Okay.

MS. HOWARD: Yes, it was.

CHAIRMAN KNIGHT: Thank you, Jenny.

Any other comments, suggestions for agenda items, future? That being said, we have concluded the -- this agenda. We've covered all the items. There's no further business for this board. We're adjourned.

(Meeting adjourned at 10:45 a.m.)

1 STATE OF ARIZONA)
2 COUNTY OF MARICOPA) ss.
3
4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 66 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.
11 I FURTHER CERTIFY that I am in no way related to any of
12 the parties hereto, nor am I in any way interested in the
13 outcome hereof.
14 DATED at Phoenix, Arizona, this 3rd day of January 2024.
15
16
17 *_/s/ Teresa A. Watson_*
18 TERESA A. WATSON, RMR
Certified Reporter
19 Certificate No. 50876
20
21
22
23
24
25

Adjournment

Chairman Gary Knight adjourned the State Transportation Board Meeting on September 15, 2023.

Meeting adjourned at 10:45a.m. PST.

Not Available for Signature_____
Gary Knight, Chairman
State Transportation Board

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

STATE TRANSPORTATION BOARD MEETING
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
9:00am, October 20, 2023
City of Yuma City Hall
One City Plaza
Yuma, Arizona 85364

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, Board Member Ted Maxwell, Board Member Jesse Thompson, Board Member Jenny Howard, and Board Member Jackie Meck. Vice Chairman Richard Searle participated virtually via WebEx. Board Member Jenn Daniels was absent. There were approximately 68 members of the public on-line and approximately 40 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

BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BOARD MEETING

VIA WEBEX AND IN PERSON AT:

City of Yuma City Hall
One City Plaza
Yuma, Arizona 85364

October 20, 2023
9:00 a.m.

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

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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

In-Person Speakers: PAGE:

Bruce Bracker, Santa Cruz County Supervisor..... 5

Donald Huish, Douglas Mayor..... 8

Randy Heiss, SEAGO Executive Director..... 10

Mary Mallory, Yavapai County Supervisor..... 13

Nancy Smith, Maricopa Mayor..... 14

Jeronimo Vasquez, Coconino County Board of Supervisors Chair..... 16

Vinny Gallegos, CYMPO Executive Director..... 17

Bryn Stotler, CYMPO Planner..... 19

Crystal Figueroa, Executive Director, YMPO..... 21

Online/Telephonic Speakers: PAGE:

Kevin Biesty, Freeport-McMoRan Bagdad..... 23

Jorge Maldonado, Nogales Mayor..... XX

AGENDA ITEMS

Item 1 - Director's Report, Jennifer Toth, ADOT Director..... 25

Legislative Update, Anthony Casselman..... 29

Item 2 - District Engineer's Report, Bruce Fenske, Southwest District Administrator..... 31

Item 3 - Consent Agenda..... 39

Item 4 - Financial Report, Kristine Ward, Chief Financial Officer..... 40

Item 5 - Multimodal Planning Division Report, Paul Patane, Division Director, Multimodal Planning Division... 44

Aeronautics Update, Matthew Munden, Aeronautics Group Manager..... 49

Legislative Appropriation and Federal Earmark Projects, Paul Patane..... 57

Item 6 - 2050 Long-Range Transportation Plan, Jason James, Regional Planning Manager, Multimodal Planning Division..... 59

Item 7 - Priority Planning Advisory Committee (PPAC), Paul Patane..... 67

Item 8 - AZ SMART Fund - Paul Patane..... 70

Item 9 - State Engineer's Report, Barry Crockett, Deputy State Engineer..... 76

Item 10 - Construction Projects, Barry Crockett..... 79

Item 11 - Suggestions, Floyd Roehrich, Junior..... 88

(Beginning of excerpt.)

CHAIRMAN KNIGHT: So we'll move on now to call to the audience. Remember that telephonically and 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 using your phone keypad or through the WebEx application. The WebEx host will guide you through the unmuting and muting process following the instructions included with the meeting agenda.

In person -- in person, there is 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 -- give it to the Board Secretary if you wish to address the Board.

In both cases, whether it be virtually or in person, in the interest of time, a three-minute limit will be imposed.

So Floyd, if you will call the first speaker.

MR. ROEHRICH: Yes, sir, Mr. Chairman. We do have speakers in person and online. I'll start with the in-person speaker requests first.

Our first speaker is Mr. Bruce Bracker. Supervisor Bracker.

MR. BRACKER: Ready to go?

Chairman Knight and members of the Board, my name

is Bruce Bracker. I am the vice chair of the Board of Supervisors in Santa Cruz County.

I'm here to talk to you today about a recent submittal from Santa Cruz County for a $3.5 million AZ SMART grant application to pay for the design phase for the I-19 interchanges at Ruby Road and Rio Rico Drive. This project also includes the East Frontage Road.

Santa Cruz County has enjoyed a great working relationship with Arizona Department of Transportation. Together we've addressed key issues, including the modernization of State Route 189. That was completed last year.

What happens in our community cannot be simply seen as a local issue. We are the gateway to over $30 billion in trade. Our community is a critical nexus for national and global supply chains. With more than 380,000 trucks, 3.7 million cars, you would think that we were a major metropolitan community, but the reality is the entire county has a population of under 50,000. We are small, but what happens here is felt all over Arizona and North America.

In 2018, ADOT adopted/completed the DCR for this project, providing us with a cost estimate of 2 point -- of $26.4 million. But due to inflationary impacts, supply changes and challenges over the last five years, ADOT is projecting this project at now $56 million, and the need for the project continues to grow.

1 The State budget that was approved this last year
2 included $8.6 million to help pay for the modernization of these
3 key interchanges. This money has been transferred to Santa Cruz
4 County. Additionally, our Senior Senator, Kirsten Sinema, has
5 included a $50 million ask as one of her top direct spending
6 requests in the U.S. Senate to help pay for this project.
7 Santa Cruz County is proposing to use half a
8 million dollars of the funding that was included in this year's
9 budget as a match for the AZ SMART grant. Additionally, a SMART
10 grant requires we will also be applying for the additional
11 federal funds to help pay for the other aspects of the project,
12 including the completing of the frontage road that connects
13 these interchanges.
14 But for those of you who have been to Santa Cruz
15 County, you know that the volume of trucks that rely on these
16 interchanges is growing day by day, but so is the regular car
17 traffic, as this intersection is the fastest growing residential
18 area in the county.
19 I would like to ask that once the AZ SMART
20 application comes to you, you give it your full consideration
21 and approval, as this project cannot wait.
22 Thank you very much for your time, and if you
23 have any questions, I'll be happy to answer them.
24 CHAIRMAN KNIGHT: Thank you, Supervisor. Thank
25 you.

1 MR. ROEHRICH: Our next speaker is Mayor Don
2 Huish. Mayor Huish.
3 MAYOR HUISH: Good morning, Chairman and members
4 of the Transportation Board. My name is Donald Huish, and I'm
5 the Mayor of the City of Douglas. I'm pleased to be standing
6 before you today, and I'm glad to have a chance to speak to you,
7 many of you during this recent wonderful Rural Transportation
8 Summit. Transportation is such an important component of our
9 lives and our futures.
10 I wanted to provide you a quick update on the
11 progress that has been made on our new port of entry at Douglas,
12 where the city is close to completing the Donation Acceptance
13 Agreement with the General Services Administration for the 80
14 acres that the City is donating to the federal government to
15 build a new commercial port of entry. This is where the General
16 Services will be building a new commercial port of entry at an
17 estimated cost of $216 million in federal investment.
18 Most recently, GSA has indicated that due to
19 inflationary impacts and new technology requirements, the cost
20 of the project may increase by 30 to 40 percent, and that could
21 make the new port of entry close to $300 million. But there are
22 other areas of need. Douglas and our local, regional and state
23 partners have been busy working on meeting the utility and
24 infrastructure needs required by the new port of entry. We
25 continue our efforts with several federal and regional

1 institutions in applying and securing grants needed to help pay
2 for the infrastructure and utility services needed to support
3 the new port of entry and the anticipated industrial and
4 commercial investment around the new facility.
5 Understanding what the new port -- what the new
6 port requires, we have embarked on a path to secure
7 approximately $28 million in investment in water and wastewater,
8 electric, natural gas and broadband services, and I'm proud to
9 report that thanks to tireless work by our own city staff and
10 our partners in Cochise County and other stakeholders, we have
11 secured close to 13 million and have identified funding
12 opportunities for the balance. In 2022, the State of Arizona
13 awarded $8.9 million for water and wastewater infrastructure
14 needed for the project.
15 I'm also happy to remind everyone that ADOT has
16 been -- has spent close to $1.5 million for the Design Concept
17 Report and the environmental compliance required for the
18 project. ADOT has informed us that the DCR should be ready for
19 public comment by February of next year. Sounds far down the
20 road, but it's only five months, and only a month after Board
21 Member Howard's going to play golf here in Yuma. So it's coming
22 quick.
23 Earlier this year, by working with the state
24 legislators with the support of the Governor, $8.2 million was
25 included in the budget to help pay for the construction of the

connector road. Initial estimates by SEAGO put the cost of the connector road at approximately 12 to 14 million dollars when we started this. We suspect that recent inflation and impacts and supply chain challenges and wanting to make sure the road is done right, we estimate it will be over 20 million. And I heard another estimate this morning of probably at least $30 million for that connector road. I know that we will not have a final settlement until the DCR is completed, but with the funding that is already in hand, I think it's safe to say we're well on our way to get there.

MR. ROEHRICH: Mayor, please. Your time is up. Can you please...

MAYOR HUISH: Thank you, and I'd be happy to answer any questions, and thank you for the opportunity to speak in front of you.

CHAIRMAN KNIGHT: Thank you, Mr. Mayor.

MR. ROEHRICH: Our next speaker is Mr. Randy Heiss. Mr. Heiss. Sorry.

MR. HEISS: Good morning. For the record, Randy Heiss, Southeastern Arizona Governments Organization, Executive Director.

I have two asks for you this morning. The first is what Mayor Huish just talked about, the Douglas commercial land port of entry connector road. As you heard Mayor Huish, the importance of moving this project along into the next five-

1 year plan can't be overemphasized. It's my understanding that
2 GSA is getting a little nervous about this, because it's not in
3 our five-year plan. We haven't committed to the project.
4 So it's also my understanding, as you said, the
5 DCR should be completed, a preferred alternative known, and the
6 cost of that alternative understood by the end, sometime in
7 February. As I understand it, there's 8.2 million sitting in
8 account an of the City, and that was appropriated by the
9 Legislature last session in accordance with the efforts of the
10 Rural Transportation Advisory Council. As you know, that's a
11 big win.
12 The return on investment for projects
13 facilitating international trade and commerce are well known.
14 In fact, in this particular case, an economist forecasts that
15 10 million will be generated in GDP in the first year of
16 operation of that port and 20 million each year thereafter, and
17 so it's not hard to imagine how your return comes back to you in
18 a couple of years, right? So once that's operational, it's
19 going to bring benefits to the entire state. So please, let's
20 figure out how to scrape together the money necessary to get
21 that project in next year's five-year plan. I think that's
22 super important.
23 And thanks in advance. Remember that Mexico is
24 not just Arizona's number one trading partner anymore. It's
25 USA's number one. So with that in mind, let's get that done.

The second one is -- going to tag on to what Supervisor Bracker just said, the application for AZ SMART funds. So if you heard me say, developing that final design for the I-19, Exits 12 and 17, is another critical need to support international trade and commerce. You heard the numbers. I don't need to repeat them. Again, return on investment, for this project will be real. The economic benefits cannot be understated, not just for Santa Cruz County, not just for the state of Arizona, but for the entire United States of America. So I strongly encourage you to approve that application when it comes before you, and again, thanks in advance.

And lastly, as some of you have heard, after almost 15 years as Executive Director for the Southeastern Arizona Governments Organization, I'm going to be retiring on January 16th. On September 11th, the Executive Board selected Mr. Keith Dennis to lead the organization. Keith is currently our Community and Economic Development Program Manager. I'll be working closely with him for the next couple of months to prepare him for his new responsibilities. I hope they do a good job at that. And I hope to bring him to your November meeting so I can introduce him to you.

And as for me, I don't know what's ahead as far as my next phase of public service. Who knows? Maybe I'll be cursed or blessed enough to sit up on the dias with some of you and be tasked with some of the impossible investment choices you

guys are expected to make, and I appreciate your service. But for now, I guess we'll see. And have a safe trip home.

CHAIRMAN KNIGHT: Thank you for your comments.

MR. ROEHRICH: Our next speaker is Supervisor Mary Mallory. Supervisor Mallory.

MS. MALLORY: Good morning, Chairman and Board.

I just wanted to come up to thank you, actually, in regards to the I-17. It is something that's very passionate to my heart, and the work that's being done and appreciate all those workers from ADOT out there. It is a hard task, no doubt, and it is a costly one, but I know that it will benefit our state tremendously, and so I just wanted to say thank you. I know your job is hard, and we always have a lot of asks, but we're here to work together, and I just wanted you to know how much I appreciate everything that you do.

And the I-17, we started it before with a different board, and so the way that you keep the vision going is so important. I appreciate that, and thank you again.

And there's only one other thing I wanted to bring up is in Yavapai County, we do have the State Route 69 that we're trying to get that little widening area done, and we've got -- been at it now for a little over ten years. So I know that it's in your paperwork and just wanted to give a little reminder that we're still, you know, working on that one as well.

So thank you. God bless all of you, and appreciate your service. Thank you.

BOARD MEMBER: Thank you.

CHAIRMAN KNIGHT: Thank you, Supervisor Mallory.

MR. ROEHRICH: Our next speaker is Mayor Nancy Smith. Mayor Smith.

MAYOR SMITH: Hello, and thank you for the opportunity to speak. I'm Nancy Smith from the City of Maricopa, and I'm here just to talk about some things that I'm thankful for and some things that are a little bit of a challenge.

First of all, I'm thankful for Director Toth for coming out to the City of Maricopa and speaking to our Chamber of Commerce. It's wonderful when we get a representative directly out to the City to speak and help citizens and businesses understand what's going on with ADOT.

I also want to thank ADOT for listening. We had a meeting back in January about low-hanging fruit and what can be done on 347 for safety, and we took the first step in making the speed limit continuous down 347. It went up and down and up and down, and they've now made it continuous, and that provides for a more fluid flow of cars, and so we appreciate that. We would like to know in regards to the other elements of low-hanging fruit for safety on 347 what the status of those pieces are.

1 And I also wanted to notify you that the citizens
2 of Maricopa, a group of them, have created a citizens group. I
3 did let our representative, Jenny Howard, know. I let ADOT
4 know. But we have a citizens group who is just frustrated with
5 the fact that, as an example, Riggs Road overpass received
6 funding two years ago, and we're nowhere near starting
7 construction, and it's slipping. And so they're frustrated,
8 because now we've had the funding for two years, no action and
9 it's slipping another year or two. And so you'll start to see
10 some information from those citizens because they are very
11 frustrated, and so I just want to give you a heads up. We did
12 ask them to be respectful in their comments, and hopefully they
13 will follow through with that.
14 We currently have just started this week a
15 project on 347 within the city. It has created a little bit of
16 chaos, and so we have asked ADOT to look at ways to make it less
17 chaotic. It takes some people an hour to get out of town during
18 rush hour in the morning. That's just to get out of town,
19 beyond the city limits. So anything that can be done there
20 would be very helpful.
21 And lastly, I just want to thank ADOT for being
22 the group that is constantly educating on the funding gap. To
23 me, the funding gap is huge. It's an opportunity to actually
24 look at things, evaluate things. How do we find a way to fill
25 that gap? And therefore, providing more revenue for more roads,

more maintenance, more...

And we shared yesterday that the State of Arizona is in the bottom ten states for funding transportation, and we need to find a way to fix that, and I appreciate that ADOT is the group that's continuing to educate people on that. I challenged yesterday the Governor's office, state legislators, elected officials in the cities, elected officials in the counties. Let's get together and find a way to fix this, because it's important. It's critical. I heard a lot of -- I don't want to say excuses --

MR. ROEHRICH: Mayor Smith, I apologize.

MAYOR SMITH: Thank you.

I heard a lot of reasons why we can't, but we have to. We must. Thank you.

CHAIRMAN KNIGHT: Thank you, Mayor Smith.

MR. ROEHRICH: Our next speaker is Supervisor Jeronimo Vasquez. Mr. Vasquez.

MR. VASQUEZ: Thank you. Good morning. My name Jeronimo Vasquez. I'm the supervisor for District 2 in Coconino County and current board chair. I also represent MetroPlan, RTAC and (indiscernible) in Flagstaff.

And I just wanted to come up today to say thank you for the SMART Fund money for the PROTECT grant match for U.S. Highway 89. We still haven't received the federal grant, but we do have the funding for the match, and so that's greatly

appreciated.

The SMART Fund is an important program, and we would not have had the match to apply for that grant without the funding that you provided. We hope to see it continue, and we also will be advocating to the Legislature to expand eligibility so any eligible applicant for federal funds such as transit can make use of the fund. Right now it's a little restrictive, and they have to go through counties or other entities, and so we want to see that that flexibility be provided.

And then finally, I just wanted to say thank you to the Yuma MPO for hosting a great summit. It was a great event. A lot of work, but I learned a lot, and I look forward to coming back to Yuma now that I've got to know it a little better. So thank you.

CHAIRMAN KNIGHT: Thank you, Supervisor Vasquez.

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

MR. GALLEGOS: Good morning. I'm Vinny Gallegos, Executive Director of the Central Yellow Plan Metropolitan Planning Organization. Mr. Chair, we're glad we're able to drive to you this time. So you travel the state. We appreciate all the board members that travel all around.

I would really like to truly express just a deep appreciation to Crystal Figueroa, the Yuma MPO staff. Having had the opportunity to host the rural summit a time or two

before in Havasu and in Prescott, it's an incredible amount of work. All the MPO and council of government staffs have full-time jobs, have full plates. They have a lot going on. Speaking as one, we're incredibly busy. And to take on this event to host, I think she had 275 or more people, is a big, big event, but it's also a great opportunity.

So I'm so glad to be here in Yuma. I'm very glad -- if you didn't hear the announcement already, if you weren't there -- that CYMPO, my organization, will be hosting next year. It'll be the 25th anniversary. It's the silver anniversary. And it's a great honor. It's a great opportunity to bring rural Greater Arizona together.

The six small urbanized MPOs and the four councils of government and then the rural parts of the Maricopa Association of Governments, but to really come together, and we've already heard it today on education, on opportunities, on working together. It's an incredible audience. Our state legislators, our local legislators, our staff, you know, we are very fortunate to have most of our executive board members from CYMPO there.

Our technical members, the ones that weren't able to attend were due to family emergencies, but they really did dedicate their time to come here this week to spend the time together, and now we're going to go back and continue to rally and work together. We recognize moving forward, but in this

next year through RTAC, Rural Transportation Advocacy Council, again, we're going to be working with the Legislature on a $400 million request. That's important. That's valuable. So I just really want to appreciate that.

We look forward to you all coming to Prescott a year from now. As Supervisor Mallory referenced earlier, you'll be traveling on Highway 69. We hope that's going to be breaking ground soon with your approval. That's been over ten years with the locals really working with ADOT. So we do appreciate you, and again, thank you very much.

CHAIRMAN KNIGHT: Thank you, Vinny, and thank you for your remarks.

MR. ROEHRICH: Our next speaker is Ms. Bryn Stotler. Ms. Stotler.

MS. STOTLER: Good morning, Mr. Chair, members of the Board. I'm Bryn Stotler. I'm a planner with CYMPO.

I want to echo the sentiments of Vinny Gallegos and Member Howard. It's been a wonderful trip to Yuma. I've been in Arizona for 35 years, and I had never been here. I'm a little embarrassed to say that. It's a great community, and we've enjoyed our stay. And I also want to echo the sentiments of appreciation for Crystal Figueroa and her amazing team at YMPO. They threw a great summit, and we can only aspire to knock that out next year as well.

I wanted to talk to you for a moment about State

Route 69. The project that Vinny Gallegos just referenced has been in the making for over ten years. Some six years ago, during my first engagement with CYMPO -- I'm a return -- a returning planner -- Chris Bridges and I, the former director, traveled to Globe and stood in front of the Board and advocated for that project to not be pulled from the expansion projects. That was at a time when expansion was being fully eliminated, and preservation was becoming more of the focus. And the Board made wise decisions at that time and moved that project forward as a critical need for Yavapai County.

I just wanted to express appreciation to this board for continuing the difficult work of making decisions with few resources, and we really appreciate the work of the Board and the willingness to continue to consider this project. We do hope that when we host you all next year for the summit that you are able to travel that part of the corridor and see the progress of that construction.

We're currently doing a 17-mile master corridor study of Highway 69. So there are 16 more miles that we're going to need to improve for capacity and safety improvements, and that is also part of the critical freight corridor system of our state.

So we do appreciate the work of the Board and just wanted to express that to you today. Thank you.

CHAIRMAN KNIGHT: Thank you for your remarks.

1 MR. ROEHRICH: Our next speaker is Ms. Crystal
2 Figueroa. Lady of the hour. Congratulations on the rural
3 summit.
4 MS. FIGUEROA: Thank you so much.
5 Good morning, Mr. Chairman, Board Members. My
6 name is Crystal Figueroa. I'm the executive director of the
7 Yuma Metropolitan Planning Organization. On behalf of the MPO
8 Executive Board, I thank you for attending the 24th Rural
9 Transportation Summit held at the Hilton Yuma Pivot Point. It
10 was a well-attended conference with insightful information from
11 our federal and state partner agencies, federal highway and
12 federal transit administrations. We have, we have Karla Petty
13 present, Anthony Sarhan, Ray Tellis.
14 And while expanding this year's event to
15 attendees compared to COVID-19 pandemic years, the summit still
16 focused on bringing together our state and locally-elected
17 officials to discuss transportation issues for Greater Arizona.
18 We thank our legislative representatives present who became
19 involved in the discussions, including Representative Contreras,
20 Martinez, Cook, Carter, Sandoval and Senators Gabaldon, Carroll
21 and Hatathlie, to name a few.
22 We also have the opportunity to showcase the
23 Rural Transportation Advocacy Council's initiative for 40 million
24 of regional priority projects around the state for consideration
25 in the next year's legislative session.

1 Thank you to the State Transportation Board
2 Member Ted Maxwell for attending and participating in the
3 Transportation Sales Tax Initiative Update Panel.
4 Special thank you to Kristine Ward for the ADOT
5 revenue outlook, the ADOT Multimodal Planning Division Director
6 Paul Patane's staff, for Tribal Nations Partnership Program, the
7 Long-Range Transportation Plan, program updates and fund updates
8 as well.
9 Thank you to Mark Sanders for the keynote
10 conversation on border infrastructure and international trade
11 alongside Julie Cruz, Transportation Policy Advisor for Governor
12 Katie Hobbs. We really appreciate the state and federal
13 partnership. It was a great event with a great turnout.
14 Central Yavapi MPO, as Vinny mentioned, will be
15 hosting the next year's summit in Prescott, October 15th through
16 the 17th. I'm not sure if he's taking it to the full conference
17 similar to prior years. However, we've mentioned providing good
18 comments on the reduced conference, but again, thank you for
19 your time and for your service to the state.
20 CHAIRMAN KNIGHT: Thank you very much, Crystal,
21 for your comments.
22 MR. ROEHRICH: Mr. Chairman, those are the
23 requests that I have in person. I do have a couple who are
24 online.
25 Mayor Jorge Maldonado. Mayor Maldonado, if

you're on the line, please raise your hand.

(Indiscernible) I don't see any hand raised, so I don't know if the mayor's online or having difficulties.

WEBEX HOST: I do not see any hands raised either, and I did not see his name, but sir, if you are online, you'll press star 3 if you're going by phone to raise your hand. We'll give him a second and go back if necessary.

MR. ROEHRICH: Okay. Well, we'll go on to the next speaker and see if the mayor is on, trying to...

Our next speaker is Mr. Kevin Biesty. Mr. Biesty, please raise your hand.

Mr. Biesty, it looks like you're unmuted.

MR. BIESTY: Hello?

MR. ROEHRICH: Yeah. Kevin, we can hear you. Go ahead. Please make your comments.

MR. BIESTY: Good morning, Mr. Chairman, members of the State Transportation Board, Director Toth. For the record, my name is Kevin Biesty, and I'm here virtually on behalf of Freeport-McMoRan Bagdad.

I would like to thank you for your continued support for improving SR-97 and give you a quick update on our partnership, our current partnership with ADOT.

After the announcement in August of the grant application for SR-97 improvements was not selected for a RAISE grant, Yavapai County, ADOT and Freeport-McMoRan participated in

1 a grant (inaudible) with the USDOT. The team used this valuable
2 information for the preparation and submittal of a rural grant
3 application in late August.
4 We want to thank -- express our thanks to
5 Northwest District Administrator Anthony Brozich, Yavapai County
6 Public Works Director Roger McCormick and their teams, and to
7 the ADOT grants group for their assistance in putting this grant
8 application together.
9 As we await the award announcement to this latest
10 round of grants, here in probably early spring 2024, we will
11 continue to work with the department to identify all
12 opportunities available to fulfill the legislative federal match
13 required for the $10 million appropriation and ensure that the
14 money does not revert back to the state General Fund.
15 In closing, I would be remiss if I didn't take a
16 moment to recognize that these grant applications involve a
17 great deal of time and energy to put together and to submit them
18 as well, and it involves many different teams at ADOT. So I'd
19 like to take a quick moment to publicly thank State Engineer
20 Greg Byres, Deputy Director Kristine Ward and their teams for
21 exemplifying ADOT's vision of being easy to work with,
22 collaborative and results focused.
23 Thank you for the opportunity to speak with you
24 this morning and for your service to the people of Arizona.
25 CHAIRMAN KNIGHT: Thank you. Thank you,

Mr. Biesty.

MR. ROEHRICH: Mr. Chairman, if Mayor Maldonado -- if you're there, please raise your hand. And I don't see him registered as an individual, but there are some people on the phone. So if you're on the phone, Mayor, please use star 3 to unmute your line, the phone line.

Yeah, Kelly, I'm not seeing anything.

WEBEX HOST: Neither am I, Floyd. I would say continue on. And just a reminder, if you're going by phone, star 3 to raise your hand. So continue, Floyd.

MR. ROEHRICH: Mr. Chairman, those are all the requests that I have.

CHAIRMAN KNIGHT: Thank you, Floyd.

We'll move on to Item 1 on the agenda, which is the Director's report.

DIRECTOR TOTH: Good morning, everyone. Thank you. I apologize that I'm not able to be there in person. I do have a family emergency and needed to stay back in the Valley.

I want to thank the YMPO for hosting the Rural Transportation Summit. It sounded like a fabulous event that happened and good conversation, which is always wonderful to hear. And thank you to the mayor, council and city staff for welcome (inaudible) with such hospitality.

I'd like to share a few quick updates with everyone. As you've probably seen in multiple media reports,

1 ADOT was the subject of a recent Sunset review and two
2 performance audits generated by the Arizona Auditor General's
3 Office.
4 A quick bit of background. The Sunset review
5 process was established in 1978, and it's designed to evaluate
6 state agencies, determine their merits and to justify
7 continuation. There are 13 factors that each state agency is
8 measured on, and in addition to those thirteen factors, the
9 Auditor General selects other factors to review and will perform
10 one or more performance audits.
11 For ADOT's Sunset Audit, auditors focused on the
12 five-year construction process, state fleet consolidation, IT
13 control, highway maintenance, complaint processing, purchasing
14 cars, cash handling and MVD wait times. They also selected two
15 areas of performance audit. The MVD oversight of authorized
16 third-party providers and MVD oversight of commercial driver
17 license third-party.
18 The audit reports were issued in August and
19 September, and several recommendations were made by the
20 auditors. I do want to assure you and everyone that we do have
21 a plan in place to address each of the recommendations, and in
22 many areas we've already implemented the recommendations.
23 From here, the audit will be presented to the
24 legislative committees later this fall or at the beginning of
25 next year. The Auditor General's office will also review with

us at six months and the 18-month mark to determine if we have implemented the recommendations. If the recommendations are not all completed in that 18 months, they will continue to visit at established interviews -- intervals, I should say, until all of the recommendations have been implemented.

If you do get questions about the audit, please don't hesitate to reach out to us and refer the constituents to the agency. We're happy to talk through any questions that people may have.

I also want to thank many ADOT employees who worked to provide information to the Auditor General's office for the audit. I'm very proud of the work that we're doing, and I know that we will continue to keep on innovating and improving in order to best serve our customers.

So speaking of the good work that our ADOT teams are doing every day, I'll move on and share some of the recent awards our employees have received.

First off, congratulations to the team at *Arizona Highways* magazine. Their Instagram account was honored by the *Phoenix New Times* with a Best of Phoenix Award. *Arizona Highways* was praised for their account's (inaudible) photography, obviously, and engaging captions. If you're not following them on Instagram, you should definitely consider it. They share a lot of great content that showcases all of Arizona.

Next, I want to share that Officer Morgan

Littleman, from our Enforcement Compliance Division, was recognized as Officer of the Year at the Arizona Trucking Association Conference, which was held in Tucson earlier this month. That's a tremendous honor for Officer Littleman, and we're certainly proud of her.

Last week, the I-10 Broadway Curve Improvement Project Public Involvement Team won a few copper (inaudible) awards from the Public Relations Society of America's (inaudible) Chapter. The team earned top awards in the newsletter and social media categories. The project also won an award of merit. So they campaigned on a shoestring budget category. These awards highlight the awesome work of our teams and do -- the work that they do, share all the updates and latest news about I-10 and Broadway Curve improvement project.

Finally, our ADOT Communications and Public Involvement team learned just this week that they earned four national awards during the 2023 AASHTO TransComm annual meeting. TransComm is the Transportation Communications Committee for AASHTO, and there were 38 categories and 184 entries from states across the country, so some serious competition there.

Our ADOT team won in the transportation event category for the Ready to Rumble I-10 Broadway Curve event. They also earned the top award in TransComm's virtual public involvement category for their public outreach efforts related to the 2050 ADOT Long-Range Transportation Plan.

1 The team also won in the video production
2 category for our Sliding the Bridge video that gave viewers a
3 look at the SR-79 Gila River Bridge slide.
4 And finally, Doug Pacey, our Assistant
5 Communications Director For Digital Communications who was named
6 the 2023 TransComm TR Professional of the Year. That's a huge
7 honor, and we're very proud that Doug is on our team.
8 So on that note, I will hand things over for the
9 legislative report.
10 CHAIRMAN KNIGHT: Thank you, Director. And now
11 we'll have the legislative report.
12 MR. CASSELMAN: Good morning, Mr. Chairman, Board
13 Members. Just again, for the record, Anthony Casselman with
14 ADOT Government Relations Office.
15 Really not much to report from a legislative
16 perspective. One of the things I did want to mention is the
17 general effective date for all legislation passed during this
18 recent session is coming up in ten days. That's on October
19 30th. So really, from a state perspective, we're in the phase
20 of completing the bill implementation, and then we're also
21 ramping up and preparing for the next legislative session. As
22 Director Toth noted, part of that will be preparing for our
23 Sunset audit hearing later this fall, or again, early next year
24 with the Legislature.
25 From a federal perspective, the House is still

1 looking to elect a new speaker. There was another vote
2 scheduled this morning. Seeing a couple reports that that's --
3 that the vote is still going to fail for the election of the new
4 speaker.
5 The House and Senate voted on a continuing
6 resolution on September 30th. They avoided a government
7 shutdown and ensured the government remains funded for another
8 45 days until November 17th, but without another temporary
9 measure or prudent spending bills, we'll be facing another
10 government shutdown.
11 So that's my report. Happy to answer any
12 questions. Thank you.
13 CHAIRMAN KNIGHT: Does any member of the Board
14 have a question?
15 Yes, Ted.
16 MR. MAXWELL: Thank you, Mr. Chair. Probably
17 more of a comment.
18 As our eyes and ears of the Legislature for the
19 Board as they go through the budget discussions on how to solve
20 what looks like a shortfall to the budget for this year, we
21 appreciate if you could keep us informed probably on a timely
22 manner, probably more regularly than just at the monthly board
23 meeting so that we know if there are funding lines, one-time
24 funding lines that will be coming to infrastructure investments
25 so we can be aware of how much or hopefully how little that's

being put at risk.

MR. CASSELMAN: Thank you, Chairman, Board Member Maxwell. Absolutely. And once the legislative session starts again, we'll start doing the bill reports back to you again. That will start up again, and we can certainly talk about other ways to keep you informed of what's going on. Happy to do that. Thank you.

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

CHAIRMAN KNIGHT: Thank you. Thank you, Ted.

Any other board members have a question?

MR. ROEHRICH: Better hurry up. He's on the move.

CHAIRMAN KNIGHT: How about our --

MR. ROEHRICH: He's not waiting.

CHAIRMAN KNIGHT: How about our virtual members? Any questions for them? Hearing none.

Any last minute items to report, Floyd?

MR. ROEHRICH: Mr. Chairman, no. That would complete the director's report.

CHAIRMAN KNIGHT: Thank you.

We'll now move on to Item Number 2, the district report with Bruce Fenske.

MR. FENSKE: Mr. Chairman, members of the Board, I'd like to thank you for coming to Yuma and experiencing the

1 pleasures of the Southwest District, the warm temperatures we
2 have. Also like to thank you for the opportunity that you have
3 had to view our highways out in this area. Regardless of which
4 way you came, you probably noticed that we do have orange
5 construction cones and (inaudible).
6 This is really the first of two parts for a
7 presentation for you. You had the opportunity to return down
8 here in December. So today I'd like to follow up on yesterday's
9 Rural Transportation Summit, where there was a fair amount of
10 discussion that was brought forth by the Yuma Metropolitan
11 Planning Organization regarding its priorities and what it's
12 requesting for budget requests through RTAC.
13 The number one priority down here is the US-95
14 corridor. So at yesterday's transportation summit and probably
15 in the upcoming months, you're going to hear about everything
16 that's needed for US-95 in the future moving forward. I'd like
17 to take a moment now just to give you a little background on
18 US-95 so that you know where it has come from and how we got to
19 where we're at today.
20 US-95 corridor, when we talk about that, runs
21 from Avenue 9E to Aberdeen Road, and it encompasses the Yuma
22 Proving Grounds, YPG. YPG is the largest year-round employer
23 within Yuma County. You probably hear about agriculture down
24 here. That's the seasonal employer. Probably hear about the
25 winter visitors that like to come down here, and as much as we

1 like them, they are only seasonal also. YPG has their employees
2 running up and down, to and from work along the US-95 corridor
3 on a daily basis.
4 In 2011, the corridor had only 30 percent plans
5 prepared regarding its widening from a two-lane road to a --
6 either a four- or five-lane segment, depending upon the stretch.
7 The total cost of construction in 2011 was $118 million. Well,
8 that was built upon the Design Concept Report, which was
9 completed in 2007. This 14-mile stretch of highway had an
10 estimated cost of just over $82 million in 2006 dollars. So you
11 can see from 2006 to 2011, the cost had increased from an
12 estimated 82 million to $118 million.
13 Also yesterday at the Rural Transportation
14 Summit, you had the opportunity to hear about the effects of
15 inflation on construction. Those effects are still going on,
16 and you may recall if you were at that conference and you had
17 the advantage of seeing the presentation by the Arizona General
18 Contractors that the Construction Cost Index is about 2.25 now.
19 So as we're about to pass 15 years, we've had 125 percent
20 inflation and construction costs. So the dollars and cents that
21 we talk about along US-95 moving forward are all speaking in
22 terms of today's dollars, and those costs may go up in the
23 future, but when everybody talks about dollars and cents, they
24 generally always talk about today's dollars.
25 So the US-95 corridor from 9E to Aberdeen Road

1 was split into segments so that each segment could be completed
2 at a more manageable cost, but also in a more manageable piece
3 of design and construction.
4 So here we have shown on the screen the US-95
5 corridor split up into the five segments. Segment one was the
6 Fortuna Wash Bridges, which was already completed for a cost of
7 $10 million. Fortuna Wash, when it rained, out it flowed. When
8 it flowed, it went across the road. So now we have bridges so
9 that we don't have to go through an at-grade wash, and we are
10 able to have an all-season road, which is greatly appreciated.
11 We also have the Avenue 9E to Rifle Range Road
12 segment, which was completed at a cost of $15 million, and the
13 currently under construction segment of Rifle Ranch Road to
14 Wellton-Mohawk Canal Bridge at just under $24 million.
15 The two segments that are remaining are the
16 Wellton-Mohawk Canal Bridge to Imperial Dam Road segment and the
17 Imperial Dam Road to Aberdeen Road segment. Now, you can see
18 the escalating costs here, which reflect the effects of
19 inflation.
20 Fortuna Wash, which is segment one, and segment
21 two, the Avenue 9E to Rifle Range Road segment, those are
22 already complete. You can see that those look like such
23 reasonable costs in today's terms. Fortuna Wash was completed
24 in 2017. It took just over a year to finish it, and we now have
25 a grade separated wash and then an all-weather road. The Rifle

Range Road segment was completed earlier this year with final acceptance at a cost of just over $15 million. It also included a bridge over one canal.

Rifle Range Road to Wellton-Mohawk Canal is currently under construction, and it has an estimated completion date of February 2024. That project, however, did get a slow start to it, in part due to funding opportunities.

The US-95 corridor with its widening is not part of the usual five-year construction program plan, as it is funded through the Federal Highway Administration. It's generally -- it's an unfunded project, and we have to rely upon grant money as well as special line items in the state budget in order to fund these segments. So the first couple of segments, the bridges and then also the 9E to Rifle Range Road segment were funded by special line items in the state budget.

This current segment here, Rifle Range Road to Wellton-Mohawk Canal Bridge, actually, we came up with a Department of Defense grant due to the fact that it benefits YPG. That defense grant is paying approximately 48 percent of the cost of this project, with the other 52 percent working through the Federal Highway Administration with the normal process that you're used to as far as funding for our highway projects.

In the future, we still have several segments that we're looking at. We're estimating construction right now,

at about $130 million for the project. We have currently about $32 million, and that's a special line item in the state budget for FY '24. Hopefully that money doesn't get swept, but currently, that's the money that's available for construction. That's leaving us with a deficit of $93 million, and hence, that's where YMPO came forward and has put forth a request for $40 million to complete construction on the next phase of the corridor.

The design for the next phases of the corridor are actually grants, which you have recently looked at and approved, and we greatly appreciate that. We have received a RAISE grant and an Arizona SMART Fund grant to fund the design phases of the -- of the segments ranging from the Wellton-Mohawk Canal up to Imperial Dam Road.

The one that we anticipate to be moving forward to construction the soonest is the Imperial Dam Road to Aberdeen Road segment. This is the segment which actually runs through the Yuma Proving Grounds, but there's a lot of Yuma Proving Grounds traffic on a daily basis internally within the YPG. It includes a couple of tank crossings in there, because they have test equipment that runs back and forth from one -- one side, east to west, on the project lane. So you see here there's a little schedule going forward. We have a contractor on board, and we're anticipating an FY '25 bid ready date, which hopefully we'll be able to move up. We have to coordinate our design link

and schedule, along with the opportunities that we have to apply for federal grants.

At this time, I'd also like to say thank you to YPG -- excuse me -- YMPO, who has helped us get grants in the past from the Department of Defense for YPG and also is working with us now to apply for grants in the future, possibly also from the defense department, but we're still going to be relying upon the State Legislature for sums of money, and hence, the request that they're putting forth as a number one priority for the region.

Also, moving forward in design at this time is the Wellton-Mohawk Canal Bridge to Imperial Dam Road segment. So between these two segments, we would be looking for funding and grant opportunities, and by having the design completed on these segments, then that provides the greatest flexibility for us to look forward to grant opportunities.

With that brief history, I thank you again for coming, and if you have any questions, I would welcome them. Otherwise, I would turn the floor back over to the...

CHAIRMAN KNIGHT: Are there any questions from the Board for Bruce?

MR. MAXWELL: I've got one, Gary. I've got one.

CHAIRMAN KNIGHT: Yes, Ted.

MR. MAXWELL: Mr. Fenske, thank you. So you mentioned earlier, unless I misunderstood that, the Federal

1 Highway Administration plays a key role in some of the funding
2 for these projects as well?
3 MR. FENSKE: Well, the project that's currently
4 under construction is funded 52 percent by Federal Highways,
5 including the state matching funds that go along with that.
6 MR. MAXWELL: So I guess that's the question. I
7 know we have to find some funding for the projects that are not
8 done. Is it always a 52/48 share from --
9 MR. FENSKE: No, it's not -- it's not always that
10 percentage. It depends upon whether or not and how much
11 additional grant money is received.
12 MR. MAXWELL: Okay.
13 MR. FENSKE: It just happened to work out that
14 way on this.
15 MR. MAXWELL: So we have to -- in other words, we
16 have to have some amount of funding. You try to get as much as
17 possible, and then, hopefully, the Federal Highway
18 Administration comes up with the rest. I mean, it seems hard to
19 plan a road if you're not sure how much we have to raise in
20 order to get the federal government to come along as well. So
21 I'm just...
22 MR. FENSKE: Well, we're looking forward to the
23 30 percent design, which will give us the best and latest and
24 greatest cost estimate for the total project. We have been
25 relying on special line items in the state budget for this. We

1 were fortunate enough that we had a Defense Department grant
2 come along, and then in order for timing purposes, Federal
3 Highway funds were made available just to finish off that
4 particular segment, but the remaining segments are right now
5 unfunded outside of the special line item in the FY '24 budget,
6 which is about $33 million on the table.
7 MR. MAXWELL: All right. Thank you, sir. I'd
8 like to talk to you more about that offline as far as advocacy
9 (inaudible) --
10 MR. FENSKE: Certainly.
11 MR. MAXWELL: -- (inaudible). So thank you.
12 Thank you, Mr. Chair.
13 Thank you, Ted.
14 Any other board members have any questions for
15 Bruce? How about any virtual members? Hearing none.
16 MR. FENSKE: Thank you.
17 CHAIRMAN KNIGHT: Thank you.
18 We will now move on to Item Number 3, the consent
19 agenda. Do any members of the Board have questions or comments
20 on the consent agenda at this time?
21 In that case, I will entertain a motion to
22 approve the consent agenda as presented.
23 MS. HOWARD: So moved.
24 MR. MECK: Second.
25 CHAIRMAN KNIGHT: I have a motion from Member

1 Howard, a second from Member Meck to approve the motioned
2 consent agenda as presented.
3 All those in favor signify by saying aye.
4 BOARD MEMBERS: Aye.
5 CHAIRMAN KNIGHT: Any opposed?
6 Floyd, would you poll our virtual members?
7 Board Member Daniels.
8 MS. DANIELS: Aye.
9 MR. ROEHRICH: Board Member Thompson.
10 MR. THOMPSON: Aye.
11 MR. ROEHRICH: Chairman, the motion carries.
12 CHAIRMAN KNIGHT: Thank you.
13 We'll now move on to Agenda Item Number 4, for
14 information and discussion only. Kristine Ward is up for our
15 financial report.
16 MS. WARD: Okay. (Inaudible) is good. Good
17 morning, Board Members. Let's see. Can you hear me okay?
18 So I have a very brief report this morning.
19 Let's start off with we were just talking about the status of
20 the funds and where we sit overall on revenues year to date. So
21 for our Highway User Revenue Fund, we're a little above forecast
22 with $148 million collected in September, and we're at about
23 429 million collected year to date.
24 There's nothing significant going on in the
25 individual categories of revenues, and you can see for

1 September, we're a little over forecast, 1.6 percent over, but
2 nothing big to report out on the individual categories for
3 September.
4 That's a little different than the Regional Area
5 Road Fund, where we had a little bit of an unusual hiccup in the
6 month reporting. Now reporting out on August, because that
7 always lags behind. Regional Area Road Fund revenues always lag
8 behind because of the way they flow. So we're above forecast
9 with 62.5 million collected in August and about 123 million
10 collected year to date. Revenues exceeded forecasts
11 significantly this month due to a one-time influx from an audit
12 adjustment. This next slide will kind of point that out.
13 So if you look down into -- look at the "other"
14 category, you will see a very remarkable number of 361.7 percent
15 over last year, and 304 percent over forecast. And one might
16 say, well, my goodness. Why is that? Well, that is the -- this
17 is revenue that came from an audit that was conducted by the
18 Department of Revenue, and this is the receipts off of that
19 audit. Those originally, had they -- those monies been paid
20 originally, they would have fallen into the retail category, and
21 that audit covered kind of a three-year period.
22 So that kind of speaks to why the size of that
23 blip. There will be some additional amounts, smaller amounts in
24 the future. Keep in mind when we're doing forecasts, that's not
25 something we have insight into. So that's why you're kind of

seeing that variation from forecast. So if you were to take that blip out, we'd only be out -- of .9 percent of forecast, but, you know, whose going to turn down, you know, additional revenues?

With that, I have nothing to report on the federal or the bond program. I'd be happy to take any questions.

CHAIRMAN KNIGHT: Does any member of the Board have questions for Kristine?

MS. HOWARD: I just have a quick comment.

CHAIRMAN KNIGHT: Yes.

MS. HOWARD: Kristine, your presentation yesterday was over the top, and you did so well at keeping everyone involved and the way you portrayed the information, how weak it was. You really did a great job. Thank you very much.

Mr. Chairman, Ms. Howard, thank you very much.

CHAIRMAN KNIGHT: Yes. That was a very good presentation and part of why this one's so abbreviated.

MS. WARD: Yes, sir. I had enough yesterday.

CHAIRMAN KNIGHT: Are there any questions -- yes, Ted.

MR. MAXWELL: On the blip, and blips always scare me, because they generally go the other way, but this one -- this one's a good one. Was there a fundamental change in the recognition of the retail revenue? Because I know you said it

1 will have some impact for -- you know, moving forward as well.
2 So it always bothers me if a number as big as that was somewhere
3 it shouldn't have been. So they -- have they changed the
4 recognition or what was the big finding out of the audit?
5 MS. WARD: So Mr. Knight, Mr. Maxwell, this, I
6 believe, is an audit that was conducted by the Department of
7 Revenue. So they do audits on all tax cuts. They have a whole
8 audit group, audits transaction, privilege tax, which is what
9 qualifies in this case, audit corporate, (inaudible) individual.
10 So they audit tax cuts, and we don't get any insight into those
11 audits. I mean, that -- and that's appropriate in terms of
12 confidentiality. So we don't -- when we asked more questions,
13 they politely declined to answer.
14 So I apologize if -- I can't get you more
15 insight. I -- we sought that out, but...
16 MR. MAXWELL: All right. I appreciate that. I
17 guess I understand that they wouldn't want to tell you what they
18 found. Just not happening. So appreciate the answer. Thank
19 you, Mr. Chair.
20 CHAIRMAN KNIGHT: Do we have any questions from
21 our virtual members?
22 MS. DANIELS: Yes, Chair. This is Jenn Daniels.
23 CHAIRMAN KNIGHT: Jenn, go ahead.
24 MS. DANIELS: Thank you.
25 Kristine, I did hear your presentation yesterday

was excellent. Would you be able to provide those slides to the rest of us that were unable to participate in person?

MS. WARD: Mr. Knight, Ms. Daniels, absolutely. They were provided to RTAC, and I think they were put up on the webpage, but we will get those out. We'll just do a general dissemination, if you'd like, to all the board members.

MS. DANIELS: Thank you. I appreciate it.

MS. WARD: Not a problem.

CHAIRMAN KNIGHT: Thank you, Jenn.

Any other questions from the Board?

Thank you, Kristine.

MS. WARD: Thank you, sir.

CHAIRMAN KNIGHT: We'll now move on to Agenda Item Number 5, with Paul Patane, for information and discussion. The Multimodal Planning Division report.

MR. PATANE: Good morning, Chairman Knight, Board Members. I'm Paul Patane with the Multimodal Planning Division. Thank you for coming to Yuma and providing -- we'll provide you the update for the division report.

So today we'll talk about some of the tribal transportation updates. Then we'll go into a little bit about our Aeronautics Group. This is a follow-up request from Board Member Maxwell that we'll talk about some of the programs along with how we prioritize some of our state and local program projects.

1 So this was part of the -- on the Wednesday
2 before the summit, if you're unable to make it, we were
3 fortunate enough to have a tribal nations partnership meeting.
4 It was well attended by many of the tribal partners throughout
5 rural Arizona, but we also were honored to have U.S. Office of
6 Secretary, Assistant Secretary, Tribal Government Affairs,
7 Arlando Teller. We also had Karla Patty from our Federal
8 Highway Administration, along with Ray Tellis from the Federal
9 Transit Administration. All provided updates in their
10 respective areas of happenings on the USDOT side of the house.
11 We also had the new members from the Bureau of
12 Indian Affairs for this region. They had some staff changes
13 that were turned over, so they were present as well. So it's
14 good information sharing, and one of the main topics was from
15 our environmental planning group related to the NEPA assignment
16 that ADOT or the State of Arizona has for the administration of
17 the NEPA.
18 I'm really happy to see that, you know, recently
19 we had the tribal summit. This -- then this was followed up by
20 the Rural Transportation Summit. Now at the Roads and Streets,
21 there's going to be a tribal session for that conference as
22 well. So the momentum is picking up. We're getting our tribal
23 partners more involved and understanding how the process works
24 for ADOT in different areas of project development,
25 environmental planning.

1 And so some of the tribal sessions that will be
2 included, the Roads and Streets Conference is coming up
3 November 1st through the 3rd, and I believe it's in Tucson. And
4 so anyway, some of the topic sessions include the Hopi Tribe
5 partnership and development and some on transportation, safety
6 and planning, along with a recap from the lessons learned from
7 the Tribal Traffic Safety and Injury Prevention Summit, along
8 with the introduction to our ADOT Native Nations Team, because
9 our -- we are building up staff internal to help support and do
10 the outreach necessary for the tribal consultation that's needed
11 for delivery of our programs.
12 Then recently we completed -- our -- staff from
13 the Native Nations, Ambassador Dezbah Hatathli, she recently
14 completed the requirement that -- associated with Arizona
15 Revised Statutes as far as the -- our tribal -- consultation in
16 the report that summarizes our agency's activities to ensure we
17 are complying with the required statutes and making sure that
18 everybody is doing what's required and -- as far as the
19 consultation.
20 And this report, we can make it available to the
21 Board. We should have had it part of the package. I apologize
22 for that, but we'll make sure that we get it out to the Board.
23 Then some of our northern region activities.
24 It's an ongoing collaboration that we have. Some of the topics
25 at these meeting vary from highway operations issues, flooding,

flooding and road congestion, along into some of the planning requirements that we -- that tribals are -- our partners know about. It could be, you know, stuff from the NEVI plan. Just trying to get more outreach through these partnerships. And we can break the regions into the northern and southern regions, and there's a list of the meetings that were held over the last month.

There our southern region activity was focused on SR-86 wildlife crossing project. This is with the Tohono Nation Schuk Toak District, and so we just follow up on some project development activities making sure that they were up to speed and all the activity associated with that project.

Any questions related to the tribal updates for this month?

CHAIRMAN KNIGHT: Any board member have a question for Paul?

MR. THOMPSON: Chairman.

CHAIRMAN KNIGHT: Yes. That's Jesse. Go ahead.

MR. THOMPSON: I just wanted to express my appreciation of the amount of outreach that is happening by ADOT staff going out to the rural and remote areas, including the Native American communities, and there appear to be -- appear to be more interest in learning more about how we can work together and assist them with their transportation needs and let them also enlighten us on, you know, what are some of the important

issues pertaining to transportation. So again, Paul, thank you and the staff. Really appreciate all of you.

MR. PATANE: Board Member Knight -- Chairman Knight, Board Member Thompson, thank you for that comment. And just want to -- real quick, we were up -- the director and I, we were going up to -- met with the -- with our Hopi tribal partners. We took a tour of Route 264 and try and get an understanding of their concerns, and I think a lot of it is for us to be there and to understand what some of their unique situations are along their roadways.

CHAIRMAN KNIGHT: Are there any questions or comments for Paul? Thank you, Paul.

So now we'll move on to --

MR. ROEHRICH: Mr. Chairman, this is still the second part to Paul's -- this is the aeronautics discussion.

CHAIRMAN KNIGHT: Oh, okay. All right. That's right.

MR. PATANE: Yeah.

CHAIRMAN KNIGHT: Just the tribal --

MR. PATANE: Two more parts.

CHAIRMAN KNIGHT: Go ahead.

MR. PATANE: First, I want to introduce Matthew Munden, who's our -- he's in charge -- he's our Aeronautics Group manager, and him and his team, they're the ones responsible for putting the Airport Capital Improvement Program

1 together. It's part of our five-year program that you approve
2 annually. Matthew and his team are the ones that are putting
3 the grants together, working with FAA, along with all -- the 67
4 airports that we have, the public airports that we have in this
5 state, making sure -- trying to make sure that their needs are
6 met through the programs and resources that we have.
7 MR. MUNDEN: Thank you, Paul.
8 I want to provide an update on aeronautics as it
9 relates to the grants that we give out, the various projects
10 that we support, and that being the construction projects and
11 the -- also planning projects as well.
12 So the first type of grant that we do give out is
13 the FSL-type grant. That is effectively the state matching
14 grant. For this year, FY 2024, our FSL program was $8 million,
15 and what that does is it provides state matching grants for all
16 FAA grants from Washington, that being grants from the typical
17 FAA's AIP program, the Airport Improvement Program. And
18 additionally, BUILD grants as well.
19 Previous years was more typically $5 million in
20 the FSL program. Last year was 5.6 million, which did cover
21 BIL, EIL and AIP grants. This year we're looking at $8 million
22 to cover all of that, and that provides state matching grants
23 for all project types for design, construction, capacity
24 enhancement, planning and land acquisition projects as well.
25 Our second grant program is the ESL program, the

1 state/local program. This year it was $17 million. A typical
2 year is usually about $10 million. It's essentially the same
3 project types as the FSL program. The difference being is that
4 the FAA does not have a share in this SL program.
5 What I meant to say for the FSL program too is
6 that most of the FAA grants are awarded at 91.06 percent. So
7 the State matches typically 4.47 percent for most of the
8 airports. Airports that are economically disadvantaged, the FAA
9 contributes at 95 percent, and commercial service airports, the
10 FAA contributes at 75 percent. But for the average FSL grant,
11 the state matching grant would be 4.47 percent, leaving the
12 local community and the airport with 4.47 percent. The SL
13 program, most of the grants are 90 percent. They're awarded at
14 90 percent state share, and the local community comes up with
15 the 10 percent that's left after that.
16 So we prioritize our state/local grant program
17 using what you can see on the screen in front of you. There's
18 different priority values that are associated with each project
19 component. We can think of that as a project type, if you will,
20 ranging from the most important type of project, being
21 obstructions. That would be an obstruction to the airfield or
22 airspace going all the way down to it, and if a community was
23 looking to purchase an existing airport such as -- such as a
24 private airfield, for instance. So there's quite a few
25 different types of projects that we do award in our SL program.

1 It just -- we move through by priority values, and we give out
2 as many projects as we can until we are out of funds in our SL
3 program.
4 The third grants program that we do give out is
5 the APMS program. These are pavement-related grants. The
6 purpose of the APMS program, as I've explained to many airports,
7 is that we provide these APMS grants for good pavements, to keep
8 the good pavements in good condition.
9 We evaluate -- I'm getting a little bit ahead of
10 myself there. These grants are also awarded at 90 percent,
11 leaving the airports to come up with 10 percent that's left
12 over. This year, we did award $5.2 million worth of APS grants.
13 Typically, the program is about $5 million, so this is pretty
14 standard this year for what we did get out.
15 What you can see here is what our ACIP, the
16 Airport Capital Improvement Program, has looked like over the
17 most previous years. I believe the most interesting part to
18 mention is that for the FSL program in FY '21 and '22, it was
19 zero dollars for both of those. The reason being is due to the
20 CARES Act first, and then CRIS Act second for FY '21 and '22,
21 consecutively. The FAA did award grants at 100 percent both of
22 those years, so we did not have an FSL program that we needed to
23 support. So we moved those funds into the SL program
24 accordingly.
25 We also do aeronautic special studies each year

that we do put into our ACIP, which is shown in ADOT's five-year program. The one that we currently have underway is the Airport Land Use Study. One of the outcomes of that will be the Aeronautics Land Use Manual. The land use studies, as I said, is currently underway. Started this summer. It's going to take about 18 months to complete. We're looking to have completion of this study approximately end of next calendar year 2024 here.

And as I said, we'll have the Land Use Manual. The purpose of this is to help both the public airports -- there's 67 publicly-owned airports and publicly-operated airports in Arizona, and to get the airport managers, the staff on hand, the various community members that are concerned with the airports, along with the public at large, to understand that there are certain land uses nearby airports that that can coexist with airports, if you will, such as farming. You can see on the picture in the bottom right there. That's really good land use near an airport, whereas a -- housing is not a land use that you would want near airports. Neither would you want schools, nor hospitals. And we're also going to provide GIS shapefiles at the end of that to help the airport and the community understand where those limits would be near each public airport in Arizona.

The next -- excuse me -- the next special study that we will be working on here soon is going to be the SASP, on the screen. The most recently completed one was in 2018. The

one prior was completed in 2008. We're looking to start the next SASP update next year. It's going to take approximately 24 months to complete.

It will evaluate which airports will be in the state program. As I said, currently there are 67 airports that we do support here in ADOT Aeronautics. I know previously, back in the 2008 SASP, there was a different number of airports that were included in that. The airports will move around in the categories, and we will evaluate how much funding we should be looking at for each grants program and how to best support the airports with this study.

It will take approximately two years to complete, so we are looking to have completion of this in 2026. And as you might wonder, we are usually targeting to have these completed every five to seven years. That's what the FAA is looking for. Sometimes if things haven't changed too much, as they haven't for us a little bit more recently, they're -- they would be looking for us to complete this probably no later than ten years, approximately. So we should be on track with this to have that completed.

Our Triennial Study is the last special studies that I want to cover today. Our most recent one was completed last year, in 2022. At the end of '22. As the name implies, we do this study every three years. The purpose of this study is -- well, one, it fulfills one of the grant assurances that

the airports need to sign onto to accept FAA grants. So this fulfills that grant assurance for each public airport in Arizona, and it also gives us at ADOT Aeronautics a list of APMS projects to award the airports each year.

So the next Triennial Study, we're looking to start pavement inspections for early next year. This will be a survey of all the payments for all the airports in Arizona. It will reflect the Pavement Condition Index, which ranges from zero to 100, with 100 being the best.

As I mentioned earlier, the APMS program focuses on good pavements, so for asphalt-type projects, you're looking at PCIs over 55, and for concrete projects, you're looking at pavements with a PCI 65 and above for those that would be in the APMS program. I've explained to airport managers in Arizona that pavements that are beginning to fail and have failed, of course, are not in the APMS program, but those can be served by either the SL program or the FSL program. The Triennial Study will take approximately 18 months to complete.

Let's see. We also do Airport of the Year each year. We're going to start taking applications again for the next Airport of the Year early next year. We always announce that typically May of each year. This year it was Colorado City Airport that won it. That was the first time they had won it -- it's on my notes -- I believe it was 31 or 32 years ago now, that they were the first airport of the year back in I believe

it was 1992 now.

And what we're looking for is we're looking at airport safety. We're looking especially at community collaboration, and we're looking at the way the airport's managed overall. And when we factor all that into account, and we look at all those aspects when we look at the various applications that we have come to us for that.

And with that, are there any questions?

CHAIRMAN KNIGHT: Do any board members have questions or comments at this time?

MS. HOWARD: I do, Matthew.

CHAIRMAN KNIGHT: Ted?

MR. MUNDEN: Yes.

MS. HOWARD: Chair.

CHAIRMAN KNIGHT: Member Howard.

MS. HOWARD: So the FSL, the SL and the APMS grants, those are all administered by ADOT, correct?

MR. MUNDEN: Correct.

(Speaking simultaneously.)

MS. HOWARD: So you have an area on the website, obviously, that airports can find to apply for those grants?

MR. MUNDEN: Absolutely. Yes.

MS. HOWARD: Okay. I've had a couple reach out to me, so I just want to get good information. So thank you.

MR. MUNDEN: Okay. Thank you.

CHAIRMAN KNIGHT: Go ahead, Member Maxwell.

MR. MAXWELL: Mr. Chair, I appreciate this being on the agenda today, and I really appreciate your insight on -- to it.

Arizona, because of the weather we have and because of the open space, where small aircrafts as well as military aircraft can train, it's a huge aviation economic driver. It's, I mean, an economic driver through the aviation training industry alone. We've got a lot of airports such as Marana who are now in the process of having federal funding to add towers to those airports, and they're all growing.

A lot of rural communities can truly leverage what they've got, even if it just looks like a standalone little airport, to create some economic development opportunities, as there are a lot of private pilots in the state that might -- do visit all those locations. So I appreciate the update and the insight.

A question I've got for you. On all those funds that you show, especially in the state, the SL --

MR. MUNDEN: Right.

MR. MAXWELL: -- for state/local grants, do we ever have money that's sitting in -- over or do we have more applicants for the funding than we've got?

MR. MUNDEN: We have more applicants. So typically, if we were to serve all the applications in the SL

program, we would be looking at approximately 30 to $35 million each year that we would need, and we only serve approximately a third of that.

MR. MAXWELL: Oh, I appreciate that answer, and I appreciate that you, once again, highlighting that this board's also responsible for that aviation side of the infrastructure that we have in our state. So thank you very much.

MR. MUNDEN: Of course. I'm happy to.

CHAIRMAN KNIGHT: Do we have any questions or comments from our virtual members? Hearing none.

Then we will thank you very much for your report.

MR. MUNDEN: Thank you.

CHAIRMAN KNIGHT: Very informative.

And Paul, you're still up.

MR. PATANE: Yes. Thank you.

CHAIRMAN KNIGHT: Legislative Appropriation and Federal Earmarks.

MR. PATANE: Yeah. This -- Chairman Knight and Board Members, I'll just continue with Item 5C. This is for the state fiscal year 2022 through 2024 legislative appropriations.

In the FY 2023-2024 State budget, the Arizona Legislature appropriated funds to ADOT for the projects listed on the pages -- in your handout, pages 1 through 4. The 2024 legislative -- Legislature also made changes to the amounts appropriated. And so what we're bringing here to you today is

1 the changes to the appropriations. Some of the reasons for the
2 changes were we had a better scope defined and more accurate
3 estimates to help with the budgets for the project. So this is
4 for information only just to share with you what the changes
5 were.
6 MR. MAXWELL: You know I'm going to have a
7 question.
8 CHAIRMAN KNIGHT: So are there any questions from
9 the Board?
10 MR. MAXWELL: So Paul, thank you for that update,
11 and Mr. Chair, thanks for the opportunity to ask a question
12 again.
13 My concern is of all these legislative
14 appropriations, can we also maybe add this as to which ones are
15 already committed so that we know which ones are in the process?
16 You know, we know some of the funds have been distributed to the
17 local communities, some haven't. Some are still in the -- you
18 know, awaiting to go from being appropriated to being in --
19 being used. It might be good for us to know in the next couple
20 of years what funds have been committed.
21 MR. PATANE: Oh, definitely. Chairman Knight,
22 Board Member Maxwell, we can -- at the next month's meeting, we
23 can provide an update with -- for some of the status of some of
24 these projects.
25 MR. MAXWELL: Appreciate that. Thank you. Thank

you, Mr. Chairman.

CHAIRMAN KNIGHT: Any other questions for Paul? How about from our virtual members? Hearing none.

Then we will move on to Agenda Item 6 for discussion and possible action. The 2050 Long-Range Transportation Plan, and Paul, you're still up.

MR. PATANE: Chairman Knight, Board Members, I'm going to defer this presentation to Jason James. He's the -- Jason is part of the Multimodal Planning Division and is our -- is one of our -- is our regional planning manager, but he's also the project manager for the Long-Range Transportation Plan, so...

CHAIRMAN KNIGHT: Well, we'll defer to Jason's expertise.

MR. JAMES: All right. Sounds good.

Good morning, Chairman Knight. Good morning, members of Board. It was really good to see all of you at the Rural Transportation Summit. With this update for the Long-Range Transportation Plan, this is going to be a much more abbreviated version than the one that I gave yesterday to the Rural Transportation Summit.

All right. So what I'll talk about today is just our project schedule, what we heard from the public, our recommended investment choice for Greater Arizona, and finally, requesting a motion for adoption at the end.

1 So for our project schedule, so again, this is
2 our project, as all of you know. We started last year in May.
3 So again, with all these deliverables that you see on screen
4 here, these are all available on our 2050 LRTP website. We just
5 completed our public review of our final Long-Range
6 Transportation Plan, and our comments matrix, that includes all
7 our comments that we received for our draft Long-Range
8 Transportation Plan, and our final is under review right now and
9 will be uploaded to our website here shortly. So we're just
10 doing the final QA/QC on that report from our consultant.
11 All right. So what we heard from the public. So
12 again, we had three phases of public engagement for the Long-
13 Range Transportation Plan. We had our survey back from October
14 to January, got just under -- just about 7,862 responses.
15 Again, the most responses we received for our survey ever for a
16 Long-Range Transportation Plan.
17 That -- we did -- we had our in-person meetings
18 in March in Flagstaff, Tucson and Phoenix, again, with 693
19 attendees and 860 public comments. And then we also had our
20 statewide virtual meeting in August, you know, and we also had
21 67 attendees to that and 73 comments and questions. And also,
22 for the phase two, we also had a statewide virtual meeting and
23 telephone town hall as well for that particular outreach.
24 And the other thing I'd like to mention too is --
25 Director Toth mentioned this earlier in her Director's report --

1 with our public -- virtual public involvement, we did receive
2 that TransComm -- a national award from ADOT (indiscernible)
3 communications. So we were very proud of that.
4 And then also, in addition to the public
5 engagement, we did have key stakeholder and partner meetings
6 with our COG and MPOs and our tribal partners. Again, we
7 outreached to all 22 of our Arizona tribes, met with 11 of those
8 tribes in person or virtually, and then also had a -- our
9 presentations at intertribal council meetings.
10 We also have gave LRTP updates to our COG and MPO
11 partners at their (indiscernible) and executive boards, and also
12 kept them informed of the Long-Range Transportation Plan at the
13 Arizona COG and MPO planners group meetings.
14 So as far as what we heard from the public,
15 again, we had a variety of different comments, a lot of it
16 project specific, even though we told them it's not a project
17 specific project, but we still got those, and we did forward a
18 lot of those information over to the respective districts. So
19 we got that all taken care of. But as far as the trending
20 comments we received from the public, again, fixing roads that
21 are in poor condition. Pavement preservation is our number one
22 priority for ADOT. So it was good to see the public agrees with
23 that. So that was number one there.
24 Prioritizing highway projects that address, you
25 know, looking at expansion needs, especially in rural Arizona.

1 Improving bicycle and ped. facilities. That was one of the top
2 comments we received. Again, as I mentioned before, we are
3 bringing back the Transportation Alternatives Program, giving
4 our COGS, MPOs, member agencies an opportunity to apply for
5 funding to address their local projects for bicycle and
6 pedestrian facility improvements.
7 The fourth one was expanding public transit in
8 the state.
9 And then finally, improving highways in rural
10 areas. So it was really good that our rural communities had a
11 big voice through our surveys and through our public engagement,
12 to put that out comment -- put that in the top five.
13 All right. So with our recommended investment
14 choice for Greater Arizona, again, when we look at the
15 categories, again, we look at preservation, anything within the
16 roadway, modernization, which is all activities that are not
17 increasing capacity to the road, and then, finally, expansion,
18 which are new roads and new TIs.
19 So with all our transportation gap, again, with
20 our needs over a 25-year period, we went from 2026 to 2050.
21 Again, $231.4 billion of need. Revenue -- forecasted revenues,
22 that's 69.1 billion, which gives us an estimated funding gap of
23 about $162.3 billion, which, again, far exceeds the projected
24 numbers from our last Long-Range Transportation Plan.
25 And again, there was very good -- very good

1 presentations that we saw at the Rural Transportation Summit
2 from the Arizona General Contractors Association and from others
3 that could really explain why you see that huge increase with
4 our Construction Cost Index, our shortage of labor, you know.
5 So it was -- it was really good -- that really kind of just
6 feeds into why you see such huge gap.
7 All right. And so with our gap (indiscernible)
8 our revenue, again, as I mentioned, $231 billion in need against
9 $69 billion of revenue, with our $162 billion funding gap.
10 Again, with much of the revenues we receive, they are already
11 allocated to our federal specific programs, like the Highway
12 Safety Improvement Program or Congestion Mitigation and Air
13 Quality Program, our Off-System Bridge, and also with a lot of
14 our HURF revenue, that's utilized for our ADOT operations. So
15 you take those allocated funds off the top. It leaves us with a
16 flexibility choice of $29.7 billion over the next 25 years, and
17 that's the basis of our Greater Arizona recommended investment
18 choice.
19 So putting it all together, again, with the
20 statewide recommended investment choice, that's including the
21 MAG RIC and the PAG RIC, who has more of an emphasis on
22 expansion projects and modernization projects. You see the
23 numbers there for the greater statewide RIC, but then you look
24 at the breakdown on the right side of the screen. You see the
25 breakdown for the MAG region, the PAG region and then for

1 Greater Arizona. And with Greater Arizona, we do have a bigger
2 emphasis on pavement preservation, which we are putting 78
3 percent of our allocation, 15 percent of our allocation toward
4 modernization, and 7 percent of -- going back to our Greater
5 Arizona expansion needs.
6 All right. And then the bigger picture of how
7 the Long-Range Transportation Plan recommended investment choice
8 kind of eased into the bigger process. These recommended
9 investment choice percentages feed into our planning to
10 programing, which is our data-driven approach to prioritizing
11 projects for the five-year construction program, and the top
12 rated projects out of that P2P process go into our five-year
13 construction program.
14 All right. And that's our adot2050plan.com
15 website, which has all our completed deliverables, including our
16 final Long-Range Transportation Plan. Also, any of the recorded
17 meetings that we have is also on that website.
18 And one last thing before I conclude our very --
19 the very abbreviated update. With this recommended investment
20 choice, one thing to understand with it is that, again, if it is
21 adopted today is that it will take a few years to really start
22 trying to reach those percentages, just because we have to have
23 revenues to catch up. That's the reason why, by the away, we
24 start at '26 and beyond, because we knew it was going to take a
25 few years to really try and catch up with that. So I just want

to keep that in mind, because I know that the tentative Five-Year Construction Program review will be coming up in January, February. So, you know, so I just -- I just wanted to just, you know, put that out there just so that that's clarified beforehand.

All right. So before I request a motion to adopt the plan, I'll take any questions, any comments from the Board.

CHAIRMAN KNIGHT: Are there any questions from the Board? How about our virtual board members? Any questions for Jason?

MR. THOMPSON: Chairman.

CHAIRMAN KNIGHT: Yes. Board Member Thompson.

MR. THOMPSON: Jason, is there any plans to go back out and make a fallout -- follow-up with all those that you have met with in gathering the information?

MR. JAMES: Board Member Knight, Board Member Thompson, absolutely. Yes. Even after adoption, we will continue to, you know, communicate with our COGs, MPOs, tribal partners on the progress of where these (indiscernible) are going and kind of what our next plans are for the next update, because even though this update's coming to a wrap, we are preparing for the next one five years from now, and we're starting early. So there's a lot of things, especially with our new federal guidelines that we need to add and be inclusive in the next one. So yeah, we're starting earlier. We're not

1 starting later on that, and input from our stakeholders is going
2 to be crucial to that. So yes, we will definitely be keeping
3 them informed and getting their input as we prepare for the next
4 one five years from now.
5 MR. THOMPSON: Thank you, Jason, and thank you,
6 Chairman.
7 CHAIRMAN KNIGHT: Thank you to Jesse.
8 Any further questions for Jason? Hearing None.
9 I will entertain a motion to adopt the 2050 Long-
10 Range Transportation Plan as presented.
11 MR. MAXWELL: So moved.
12 MR. MECK: Second.
13 CHAIRMAN KNIGHT: I have a motion from Member
14 Maxwell and a second from Member Meck to approve the 2050 Long-
15 Range Plan as presented.
16 All those in favor signify by saying aye.
17 BOARD MEMBERS: Aye.
18 CHAIRMAN KNIGHT: Any opposed?
19 Floyd, would you poll our virtual members?
20 MR. ROEHRICH: Board Member Daniels.
21 MS. DANIELS: Aye.
22 MR. ROEHRICH: And Board Member Thompson.
23 MR. THOMPSON: Aye.
24 MR. ROEHRICH: Chairman, the motion carries.
25 CHAIRMAN KNIGHT: Thank you.

MR. JAMES: Excellent. Thank you, Board Member -- Chairman Knight, Board Members. Thank you very much. Really appreciate it.

CHAIRMAN KNIGHT: Thank you, Jason.

MR. MAXWELL: Thank you.

CHAIRMAN KNIGHT: We'll move on now to Item 7, which is the PPAC items with Paul Patane.

MR. PATANE: Thank you, Chair Knight, Board Members. So the first action is for the -- first requested action is for project modifications. So Chairman Knight, Board Members, for your consideration on the proposed changes to the 2024-2028 State Transportation Facilities Construction Program, Items 7A through 7D project modifications.

CHAIRMAN KNIGHT: Are there any questions from the Board on project modifications for Items 7A to 7D? Our virtual members, any questions? Hearing none.

And I will entertain a motion to approve PPAC project modifications Items 7A through 7D as presented.

MS. HOWARD: So moved.

MR. MAXWELL: Second.

CHAIRMAN KNIGHT: I have a motion from Member Howard, a second from Member Maxwell to approve the PPAC project modifications, Items 7A through 7D as presented.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed?

Floyd, would you vote -- poll our virtual members?

MR. ROEHRICH: Board Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: And Board Member Thompson.

MR. THOMPSON: Aye.

MR. ROEHRICH: Chairman, the motion carries.

CHAIRMAN KNIGHT: Thank you.

Go ahead, Paul.

MR. PATANE: Thank you, Chairman Knight, Board Members. For your consideration, the proposed changes to the 2024-2028 State Transportation Facilities Construction Program, Items 7E through 7G, new projects.

CHAIRMAN KNIGHT: Do I -- are there any questions or comments from the Board on Items 7E through 7G? How about our virtual members? Hearing none.

Is there a motion to approve PPAC new projects, Items 7E through 7G as presented?

MR. MECK: Some moved.

MR. MAXWELL: Second.

CHAIRMAN KNIGHT: I have a motion from Board Member Meck, a second from Board Member Maxwell to approve the new projects, Items 7E through 7G as presented.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed? Floyd.

MR. ROEHRICH: Board Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: Board Member Thompson.

MR. THOMPSON: Aye.

MR. ROEHRICH: Chairman, the motion carries.

CHAIRMAN KNIGHT: Thank you.

MR. PATANE: Okay. Chairman Knight, Board Members, one more. For your consideration, the proposed changes to the 2024-2028 State Transportation Facilities Construction Program, Items 7H through 7N for the Airport Capital Improvement program.

CHAIRMAN KNIGHT: Any questions for Paul on Items 7H through 7H? Any from our virtual members?

Then I will entertain a motion to approve PPAC airport projects Items 7H through 7N as presented.

MS. HOWARD: So moved.

CHAIRMAN KNIGHT: I have a motion from --

MR. MECK: Second.

CHAIRMAN KNIGHT: -- Member Howard, a second from Member Meck to approve the PPAC airport projects, Item 7H through 7N as presented.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed? Floyd.

MR. ROEHRICH: Board Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: Board Member Thompson.

MR. THOMPSON: Aye.

MR. ROEHRICH: Chairman, the motion carries.

CHAIRMAN KNIGHT: Thank you.

We'll move on now to Agenda Item Number 8, which is the State Match Advantage For Rural Transportation, SMART Fund, and this is for discussion and possible action. Paul, you're still up.

MR. PATANE: Yes. Thank you, Chairman Knight, Board Members. Today we have one AZ SMART application on the agenda day -- on the agenda today for your consideration.

Just real quick, on eligible uses, just can be used for reimbursement for grant development for counties and cities -- or for counties less than 100,000 and for cities less than 10,000. The funding can be used for a match for a federal grant, and also, the funding can be used for reimbursement, for design and other engineering services that meet the federal standards for projects eligible for a federal grant.

Currently -- the current eligible applicants include all ADOT cities and towns and counties except Maricopa and Pima Counties. And there's some of the towns listed below.

So this month we have the one new application.

1 It is for the Advanced Transportation Technology and Innovation,
2 known as ATTAIN. This grant promotes advanced technologies to
3 deploy, install and operate advanced transportation technologies
4 to improve safety, mobility and efficiency.
5 The application is from Mohave County. It was
6 included in the Board materials for this month. The County was
7 a successful recipient of the ATTAIN grant this year. They are
8 awarded $1 million for a project that will connect vehicles to
9 traffic control signs. The ATTAIN grant requires a 20 percent
10 match of 250,000, which Mohave County is requesting from the AZ
11 SMART program.
12 So just some of what the project -- project will
13 do is deploy sign stop (sic) technology. It also will deploy
14 curve speed warning technology to alert drivers to the speeds
15 that may be too high for -- just so they can traverse the curve
16 safely.
17 The applicant is requesting ADOT administration
18 of this project.
19 CHAIRMAN KNIGHT: Thank you, Paul.
20 I'll entertain a motion to -- is there -- are
21 there any questions -- first, are there any questions from the
22 Board on this AZ SMART Fund application? Any questions from our
23 virtual members?
24 MR. MAXWELL: Mr. Chair.
25 CHAIRMAN KNIGHT: Yes, Ted.

MR. MAXWELL: Yeah. I think maybe this slide that you've got up now is the one that shows it, but it's covered by the camera angle. How much -- they're asking for 250,000. How much do we have remaining in this specific category for counties over 100,000 in the SMART Funds?

MR. PATANE: So here's the balance sheet for... So the available funding for counties greater than 100,000, you have 7.8 million, a little over 700 million.

MR. MAXWELL: Thank you very much. Thank you very much, Paul. Thank you, Mr. Chair.

CHAIRMAN KNIGHT: So we've got about 7 and a half million in that -- in that pot. Thank you.

Any other questions? Hearing none.

I'll entertain a motion to approve AZ SMART Fund application for Mohave County in the amount requested by the applicant.

MR. MAXWELL: So moved.

MR. MECK: Second.

CHAIRMAN KNIGHT: I have a motion from Member Maxwell, a second from Member Meck to approve AZ SMART Fund application from Mohave County in the amount requested.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed? Floyd.

MR. ROEHRICH: Board Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: Board Member Thompson.

MR. THOMPSON: Aye.

MR. ROEHRICH: Chairman, the motion carries.

CHAIRMAN KNIGHT: Thank you.

All of a sudden our screens went.... All of a sudden, our screens went --

MR. ROEHRICH: Yeah. We got a note that said that it was going to shut down in five minutes, but it's not on the WebEx. It's -- I think it's the one here that --

CHAIRMAN KNIGHT: Oh, it's something that happens up here.

MR. ROEHRICH: Yeah. It's happening on the screens for the Board members.

CHAIRMAN KNIGHT: From time to time, but mine is still on.

MR. ROEHRICH: Yeah, but it says power is off --

CHAIRMAN KNIGHT: This is the Mayor's screen. It always stays on.

(Inaudible conversation.)

CHAIRMAN KNIGHT: Okay. We're back.

Okay. So now, Paul, we're going to listen to the revisions to the AZ SMART Fund program.

MR. PATANE: Yes, Chairman Knight. I just wanted to go over some context with program revisions, just some

1 clarifications, some unforeseen situations and the legislative
2 change that takes into effect October 30th.
3 With any new program, you know, the first year is
4 typically a (indiscernible) period, and so based on feedback we
5 received, you know, from our stakeholders as far as some of
6 the -- how the document was worded, that's what the
7 clarification is. Just kind of clearing up some of the language
8 to help the users navigate through this process.
9 And next we have an unforeseen condition, which
10 our example is with the City of Clarkdale, where they
11 received -- you know, they applied for funding, I believe,
12 design engineering services for (inaudible) on the projects, but
13 they ended up receiving a legislative appropriation on top of
14 that. So then after discussion, after our staff discussions
15 with the City of Clarkdale, based on the amount they received
16 through the appropriation, they were no longer going to apply
17 for a federal grant. And so this is by their choice, and so
18 we -- you know, we need to get the funding back, and we want to
19 make sure we clarify that in the program application if --
20 because the whole intent of the legislation was for this funding
21 to help applicants be eligible for going after federal
22 transportation surface-type projects.
23 Then I talk about the legislative changes, and so
24 this -- within the area of Board documents that begin around
25 page 245 is where this portion of the information is in. First

1 we had a memo with a table of contents to help you find where
2 the documents are located. Next we provided a summary of
3 changes. Those were highlighted in yellow for your use. And so
4 then the -- so those changes just we'll need approval for them.
5 The big change was the applicant eligibility,
6 where effective October 30th, only cities and towns and counties
7 in Greater Arizona are eligible, except for -- except for Gila
8 Bend, Maricopa, and Pima County, and all cities and towns in
9 those counties will no longer be eligible.
10 Tribes may apply by partnering with an eligible
11 applicant, and projects in incorporated areas will be submitted
12 by an eligible county.
13 CHAIRMAN KNIGHT: Any questions -- any questions
14 for Paul on the revisions to the AZ SMART Fund program? Any
15 questions from our virtual board members? Hearing none.
16 Is there a motion to approve revisions to the AZ
17 SMART Fund program guidelines and application to meet the
18 requirements of the new law?
19 MS. HOWARD: So moved.
20 CHAIRMAN KNIGHT: I have a motion from Member
21 Howard, a second from Member Maxwell to --
22 MR. MECK: Second. Second's from me.
23 CHAIRMAN KNIGHT: I'm sorry. Second from Member
24 Meck to approve.
25 All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed? Floyd.

MR. ROEHRICH: Board Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: Board Member Thompson.

MR. THOMPSON: Aye.

MR. ROEHRICH: Chairman, the motion carries.

CHAIRMAN KNIGHT: Thank you.

We'll, now move on to Agenda Item Number 9, and this is for information and discussion only. The State engineer's report.

MR. CROCKETT: Mr. Chairman, Board Members, Barry Crockett, Deputy State Engineer, Contracts. I will be presenting the state engineer's report and then the construction contracts.

For the state engineer's report, we have 92 projects currently under construction, valued at just under $2.1 billion. We finalized five projects in the month of September, valued at $17.4 million. Fiscal year to date, 20 projects have been finalized.

That concludes the state engineer's report, Item Number 9.

CHAIRMAN KNIGHT: Thank you.

Does any -- does any board member have a question for Barry on the report? How about our virtual members?

Hearing none.

MS. DANIELS: My apologies. I was not quick enough. (Inaudible.) Jenn Daniels. May I have --

CHAIRMAN KNIGHT: Yes, Jenn. Go ahead.

MS. DANIELS: Barry, has the I-11 RFP been put out yet?

MR. ROEHRICH: So Mr. Chairman, Ms. Daniels, Paul, that was the RFP for the -- for the next part of the study, right, the tier two? Do you have an update on that?

MR. PATANE: Briefly.

MR. ROEHRICH: Okay. Briefly.

MS. DANIELS: I know it's not part of the agenda, so if we need to hold, we can, but I wanted to see if there was an update on that. I had worked with Greg previously to make sure that I knew when that was -- RFPs were going out for tier twos on both I-11 north-south and also on the Sonoran Corridor.

MR. ROEHRICH: I think that's a valid question, Mr. Chairman, Ms. Daniels, because it would have been a part of the planning activities. So that's why I think Paul, if you can just give a quick update.

MR. PATANE: Chairman Knight and Board Member Daniels, Board Members, as far as the -- I'll start with the north-south -- I call it the southern piece, phase two of the tier two. We're still in what we call scope and fee negotiations with the consultant. We have selected a

1 consultant, but sometimes, you know, coming to the dollar amount
2 takes a little bit of time as far as the negotiation process.
3 So we're still going through what's required as part of the
4 procurement phase of the project for north-south phase two.
5 Then for the Sonoran Corridor, that contract has
6 been executed and notice to proceed issued to the consultant,
7 and we look forward to having a kickoff meeting probably after
8 the first of the year. They'll look to do some data collection
9 over this next couple months, but we're looking for the kickoff
10 after the first year.
11 Then as far as the I-11, we were working through
12 the process. We're still in the procurement process, working
13 through a more -- ADOT, we had to go through an administrative
14 process with FHWA or ADOT (indiscernible) withdraw our role as
15 far as the agency for NEPA. FHWA will be the lead agency for
16 the I-11 corridor.
17 And also, we're still working on getting comments
18 back from some of our stakeholders on our scope of work, and
19 we'd like to proceed -- to carry on that procurement process
20 throughout the following winter months this year.
21 CHAIRMAN KNIGHT: Thank you, Paul.
22 MS. DANIELS: Thank you.
23 MR. PATANE: You're welcome. Thank you.
24 CHAIRMAN KNIGHT: Jenn, do you have any further
25 questions for Barry or Paul?

MS. DANIELS: Not at the moment. Thank you, Chairman.

CHAIRMAN KNIGHT: You bet.

No further questions. Then we'll proceed on to Item 10, Barry.

MR. CROCKETT: Thank you, Mr. Chairman.

Item Number 10, new construction contracts. So the first two items on the -- on the screen, Items 3F and 3G were addressed earlier in the agenda. Thank you for awarding those projects earlier through the consent agenda.

Items 10A, 10B and 10C, I will address momentarily.

I want to move forward to the sixth one on the line for information only. No action is required by the Board. It's the one has the two asterisks. This is the I-10, US-191 emergency project. Just want to give you an update as what has occurred since the last board meeting.

So since the board meeting in September, we did receive bids, and we opened the bids on those -- on that project. We received three bids. The low bid was approximately 5.33 million, and the State's estimate was approximately 6.96 million, for a difference of $1,629,907.25, or 23.4 percent under the State's estimate. Again, as it's shown there, the state engineer awarded that project in September. The contract's been executed. So this really was for information

only to let you know the progress that we have made and are making on that project.

BOARD MEMBER: Well done.

CHAIRMAN KNIGHT: Thank you. And any questions from the Board? That was kind of nice to see. No questions.

Any questions from our virtual members?

Very well. Go ahead, Barry.

MR. CROCKETT: Thank you, Mr. Chairman.

The next slide presents the cumulative totals for fiscal year to date. So fiscal year to date, the cumulative low bid total is approximately $55.8 million. The fiscal year to date cumulative State estimate total is approximately $62.6 million. The difference in that cumulative total is $6,813,920.46, or 10.9 percent under that State's estimate.

CHAIRMAN KNIGHT: Great. That's nice to see too.

Any questions or comments from the Board? Hearing none.

Go ahead.

MR. CROCKETT: Yes. I failed -- I failed to mention on the previous slide -- I'll go back to it shortly -- that of the six projects that are being presented today, whether it's for information or consent agenda or ones I'm going to talk to, five of the six came in under the State's estimate. So just in line with what you were saying. Well, thanks for recognizing that.

1 Item Number 10A. Item Number 10A is a pavement
2 rehabilitation project on I-10, between I-8 to State Route 87.
3 There were four bids that we see on this project. All bids were
4 below the State's estimate. The low bid was $7,745,874.40. The
5 State's estimate was $10,869,535.50. The difference is
6 $3,123,661.10, or 28.7 percent under the State's estimate.
7 In discussions with the contractor to evaluate
8 this bid, we identified that the biggest difference was in the
9 asphaltic concrete, and in those conversations we determined
10 that the contractor will have access to an aggregate plant -- or
11 not -- excuse me -- aggregate from a pit they are currently
12 operating. So that (indiscernible) will decrease the haul cost
13 as well as the over- -- all overhead costs, which will make that
14 lower than it was estimated by the State. In addition, we
15 determined that the contractor feels that they can do a
16 production rate a little bit higher than what was estimated by
17 the State.
18 So after review and analysis of those bids with
19 that information, the bid appears reasonable and was determined
20 to be a responsive and responsible bid. We recommend award to
21 FNF Construction, Inc.
22 MR. CROCKETT: Any questions from the Board?
23 Jackie.
24 MR. MECK: The numbers are fantastic, because
25 they're a reverse of what we've seen. What's the biggest thing

like this (indiscernible) that's a 28 percent change? Normally it's 20 percent higher, or 30 percent sometimes. Bids could be lower than the State estimate, and the bid would come in 20, 30, 40 percent higher. What's made these changes? I mean, obviously this one you just said, but is that going to be a general trend now that the price would be trending down, hopefully?

MR. CROCKETT: Mr. Chairman, Member Meck, we could only hope. I think -- I think one of the things is there are a number of variables that come into play here. I will address maybe a couple of them. You know, part of it is, as you'll see on this project, we received four bids.

On the one that I talked to each -- momentarily, there was five bids. If you go back a few months, we were fortunate to get maybe one, two or three max. So there's competition that comes into play. There's also the fact that there are factors that occur, like we discovered here, where we don't always have the knowledge or information of where a contractor is going to have material available.

So we use the best information that we have through our ability, but contracts are in the private marketplace, and they look and find (indiscernible) cost from the standpoint of where they're having to haul it as well as the overhead.

MR. MECK: Interesting. Thank you.

CHAIRMAN KNIGHT: Any other questions from the Board?

Board Member Maxwell.

MR. MAXWELL: Mr. Chair, more comments for those of you that can't see all the results of all the bids and think that I take most (indiscernible). The top three bids were really close. So that sends -- tells me the message that the industry as a whole, the price adjustments that we've faced before where we didn't -- obviously had a shortage of labor, shortage of bidders, it seems to be trending in the right direction, and especially on these larger projects, and hopefully, as you said -- mentioned, Barry, the trend will continue to be the reduction in the costs that we're having to spend to get (indiscernible) done. So thank you.

Thank you, Mr. Chair.

CHAIRMAN KNIGHT: Thank you, Ted.

Any questions from our virtual board members?

In that case, is there a motion to award Item 10A to FNF Construction, Inc., as presented?

MS. HOWARD: So moved.

CHAIRMAN KNIGHT: I have a motion from Member Howard.

MR. MECK: Second.

CHAIRMAN KNIGHT: And a second from Member Meck to Award Item 10A to FNF Construction as presented.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed? Floyd.

MR. ROEHRICH: Board Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: Board Member Thompson.

MR. THOMPSON: Aye.

MR. ROEHRICH: Chairman, the motion carries.

CHAIRMAN KNIGHT: Thank you.

Go ahead, Bruce.

MR. CROCKETT: Thank you.

CHAIRMAN KNIGHT: Or Barry. I'm sorry.

MR. CROCKETT: Item 10B.

MR. ROEHRICH: He's been called worse, Mr. Chairman, so he's good.

CHAIRMAN KNIGHT: Starts with a B.

UNIDENTIFIED SPEAKER: I don't know about that.

MR. CROCKETT: Item 10B is a pavement spot repair project on US-93. Five bids were received on this project. Three of those bids were under the State's estimate. Two of those were over the State's estimate. The low bid was $1,321,521. The State's estimate was $1,595,170. The difference is $273,649, or 17.2 percent under the State's estimate.

Again, like the previous one, as we reviewed and

analyzed these bids, the biggest difference was in the asphaltic concrete. This one, in talking with the contractor, they were able to purchase the AC for a price lower than what we had determined before we advertised the project, and similar to the other one, they were able -- they feel that they can have a production rate a little bit higher than what we had estimated on this project.

After review and analysis, the low bid appears reasonable, and it was determined to be a responsive and responsible bid. We recommend award to PaveCo, Inc.

CHAIRMAN KNIGHT: Any questions from the Board for Barry on this item? How about our virtual members? Hearing none.

Is there a motion to award Item 10B to PaveCo, Inc., as presented?

MR. MAXWELL: So moved.

CHAIRMAN KNIGHT: I have a motion from Member Maxwell and a second from?

MS. HOWARD: I'll second.

CHAIRMAN KNIGHT: Member Howard. Thank you.

All those in favor signify by saying aye.

BOARD MEMBERS: Aye.

CHAIRMAN KNIGHT: Any opposed? Floyd.

MR. ROEHRICH: Board Member Daniels.

MS. DANIELS: Aye.

MR. ROEHRICH: Board Member Thompson.

MR. THOMPSON: Aye.

MR. ROEHRICH: Chairman, the motion carries.

CHAIRMAN KNIGHT: Thank you.

Go ahead. We've got one left.

MR. CROCKETT: Item 10C is a widening project on State Route 69 in Prescott. On this project, there were three bids that we received. All bids were over the State's estimate. The Disadvantaged Business Enterprise submittals from all three bidders as required by the project requirements were non-compliant. Therefore, we recommend rejection of all bids. It is our intent to rebid this project in the future.

CHAIRMAN KNIGHT: Any questions from the Board? Go ahead, Board Member Maxwell.

MR. MAXWELL: Thank you, Mr. Chair.

So if you can just expand so people, including some of us on the Board understand that -- so all three of them did not meet the DBE requirements, and how -- I know you sent a letter out to all the bidders. Do we have to go through the entire advertising process again to move this forward? Are they allowed to address and try to meet the DBE requirements that solve those discrepancies?

MR. CROCKETT: Mr. Chairman and Member Maxwell, we will have to re-advertise the project. As you are well aware, that would be what would be kind of considered getting

1 two bites at the apple, and so we would have to actually
2 re-advertise the project.
3 MR. MAXWELL: Thank you. Thank you, Mr. Chair.
4 CHAIRMAN KNIGHT: Any other questions for Barry?
5 From our virtual members, any questions? Hearing none.
6 Is there a motion to reject all bids for Item 10C
7 as presented?
8 MR. MECK: So moved.
9 CHAIRMAN KNIGHT: I have a motion from Board
10 Member Meck, a second from?
11 MS. HOWARD: I'll second it.
12 CHAIRMAN KNIGHT: Second from Board Member Howard
13 for -- to reject all bids on Item 10C.
14 All those in favor signify by saying aye.
15 BOARD MEMBERS: Aye.
16 CHAIRMAN KNIGHT: Any opposed? Floyd.
17 MR. ROEHRICH: Board Member Daniels.
18 MS. DANIELS: Aye.
19 MR. ROEHRICH: Board Member Thompson.
20 MR. THOMPSON: Aye.
21 MR. ROEHRICH: Chairman, the motion carries.
22 CHAIRMAN KNIGHT: Thank you.
23 MR. CROCKETT: Thank you.
24 CHAIRMAN KNIGHT: Thank you. Thank you very
25 much, Barry. I'm used -- I'm used to having Greg up there doing

that.

MR. ROEHRICH: I would say Barry handled himself very well.

CHAIRMAN KNIGHT: Barry did it -- Barry did very well.

MR. ROEHRICH: If I was Greg, I think I'd know who my stand-in is going to be, not that I'm putting that out there for Greg to consider.

CHAIRMAN KNIGHT: Well, at least -- at least Barry came to Yuma. I've got a problem with Greg not coming down here. Anyway...

So we'll move on to Agenda Item 11. Are there any suggestions from board members for future agenda items?

MS. DANIELS: Board Chair.

CHAIRMAN KNIGHT: Board Member Daniels.

MS. DANIELS: I've been thinking more and more about some of the federal funding from the federal funding opportunities, and more importantly, maybe the compressed timeline within which we have to really be able to capture and access some of these dollars for our state. And so I was wondering if I could put on the radar for both our director and the leadership team that perhaps we need to do some sort of workshop that allows us to prioritize and identify which projects need to be accessing or should be accessing federal funds and which ones will need a state match or a local match to

allow us to start planning for that. Our window is still 2026, and I'd love for us to be proactive over the next two years to ensure that we are, as a state, in alignment with all of these funding sources and that we are prepared for the matches that are needed and necessary. So I -- they may already be embarking on some internal discussions, and I think the Board having line of sight to that as well would be hugely beneficial.

UNIDENTIFIED SPEAKER: Mr. Chair --

CHAIRMAN KNIGHT: Any other -- any other suggestions?

Thank you, Jenn. I haven't heard about that from Floyd.

Do you got anything?

ROEHRICH: Mr. Chairman, just a reminder that next month, November 17th, is the board meeting, and it is in the town of Wickenburg.

CHAIRMAN KNIGHT: Great. Great.

MR. THOMPSON: Chairman.

CHAIRMAN KNIGHT: Yes. Board Member Thompson, go ahead.

MR. THOMPSON: I just wanted to make a comment that I think it is good that the Board -- the Chairman of Coconino County Board of Supervisors, Supervisor Vasquez, told us about how (inaudible) more funding, which is very helpful in moving forward with some projects, and I believe by doing that,

we will get the word out to the Legislature and the Governor, and hopefully that this will continue in the future years.

A last request is if I could have Paul Patane -- I'd like to speak with you a little bit more on the request for some modifications to the eligibility criteria of the SMART program.

So that's my comments. Thank you, Chair.

CHAIRMAN KNIGHT: Thank you, Jesse.

Any other comments from the Board? Hearing none.

We have concluded all of the agenda items, and if there's no further --

MR. ROEHRICH: Mr. Chairman, if I could take --

CHAIRMAN KNIGHT: Yes. Go ahead.

MR. ROEHRICH: -- take just one point.

I'd like to make special reference to a man I greatly respect and admire. Someone who has been in your chair before and has completed his term on the Board and sat through this whole meeting, which just surprises me after doing it for all those many years, but it's Maricopa County Supervisor Jack Sellers is here and sat in, and it's always a pleasure, sir, to see you again.

CHAIRMAN KNIGHT: Yes. And we enjoyed his presence yesterday at the Rural Transportation Summit. He was one of the speakers, and it was -- it was nice to have you back. It probably brings back some memories for him, but anyway, I

hope they're good ones.

Anyway, it looks like we've covered today's agenda, and if there's no further items for the Board, we're adjourned.

(Meeting adjourned at 11:22 a.m.)

1 STATE OF ARIZONA)
2 COUNTY OF MARICOPA) ss.
3
4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 91 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.
11 I FURTHER CERTIFY that I am in no way related to any of the
12 parties hereto, nor am I in any way interested in the outcome
13 hereof.
14 DATED at Phoenix, Arizona, this 7th day of January 2024.
15
16
17 *_/s/ Teresa A. Watson_*
18 TERESA A. WATSON, RMR
Certified Reporter
19 Certificate No. 50876
20
21
22
23
24
25

Adjournment

Chairman Gary Knight adjourned the State Transportation Board Meeting on October 20, 2023.

Meeting adjourned at 11:22a.m. PST.

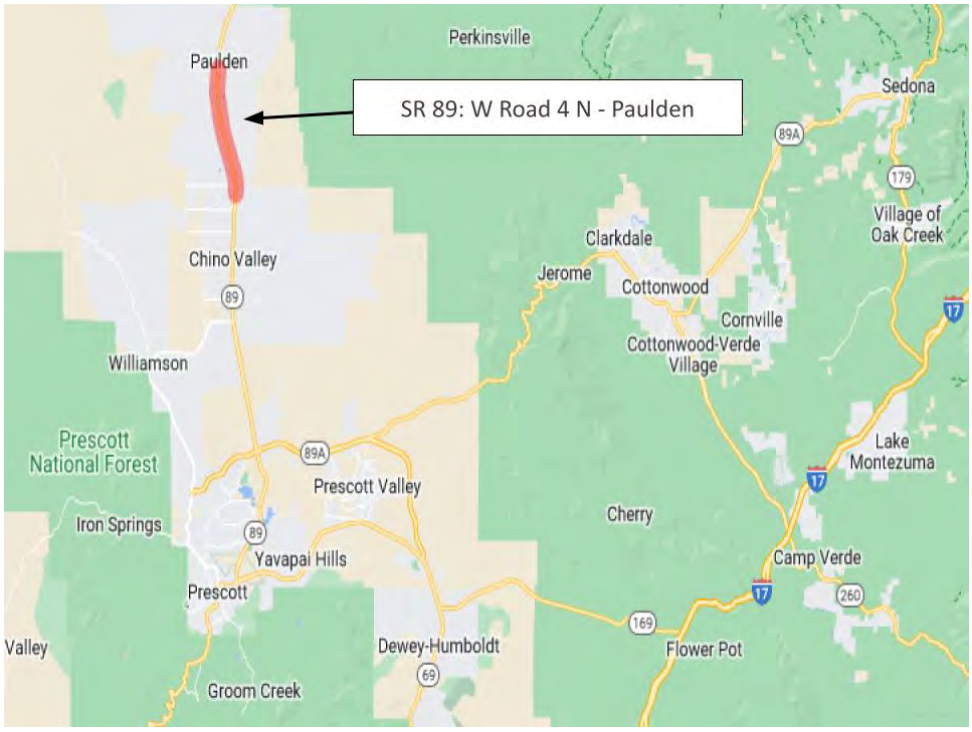
Not Available for Signature_____
Gary Knight, Chairman
State Transportation Board

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

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7a.

Route & MP:	SR 89 @ MP 331.0
Project Name:	W ROAD 5 N - PAULDEN
Type of Work:	PASSING LANE
County:	Yavapai
District:	Northwest
Schedule:	
Project:	F055901D TIP#: 101697
Project Manager:	Chris Moore
Program Amount:	$380,000
New Program Amount:	$380,000
Requested Action:	Change scope. Change Type Of Work.



PRB Item #:

01

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 1/9/2024 2. Teleconference: No

3. Form Date / 5. Form By:

1/12/2024

Chris Moore

4. Project Manager / Presenter:

Chris Moore @ (757) 469-6679

205 S 17th Ave, , - 4983 PROJECT MANAGEMENT

6. Project Name:

W ROAD 5 N - PAULDEN

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 #:
MQ1P	Northwest	89	Yavapai	331.0	F055901D	5.7	HSIP093-A(211)T

16. Program Budget: $380

17. Program Item #: 101697

18. Current Approved Program Budget: $380

18a. (+/-) Program Budget Request: $0

18b Total Program Budget After Request: $380

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
101697	$428	.	100pct HSIP
70123	($48)	MODERNIZATION	PRB action on 9/13/2022

CHANGE / REQUEST:

19A. BUDGET ITEMS:

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: YES 24c. SCOPE: YES 24d. CURRENT STAGE: STAGE III

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

25. DESCRIPTION OF REQUEST

Change scope. Change Type Of Work.

26. JUSTIFICATION OF REQUEST

Request project scope change to install centerline and edge line rumble strips instead of passing lanes. Change type of work to: Construct Rumble Strips.
The types of crashes can be mitigated with rumble strips and stay within the programmed budget.

Change Project Limits to: MP 331.00 to 335.11, and decrease Project Length to 4.1 miles. The design phase was initially established with a length of 5.7 miles.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN SCOPE
CHANGE IN TYPE OF WORK

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 1/31/2024

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7b.

Route & MP:	US 93 @ MP 64.5
Project Name:	KINGMAN POE TRUCK SCREENING
Type of Work:	INSTALL SCREENING SENSORS
County:	Mohave
District:	Northwest
Schedule:	FY 2024
Project:	F058901C TIP#: 103585
Project Manager:	Chris Moore
Program Amount:	$1,500,000
New Program Amount:	$2,400,000
Requested Action:	Increase budget.

PRB Item #:

02

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 1/9/2024 2. Teleconference: No

3. Form Date / 5. Form By:

1/12/2024

Chris Moore

4. Project Manager / Presenter:

Chris Moore @ (757) 469-6679

205 S 17th Ave, , - 4983 PROJECT MANAGEMENT

6. Project Name:

KINGMAN POE TRUCK SCREENING

7. Type of Work:

INSTALL SCREENING SENSORS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
DF1Q	Northwest	93	Mohave	64.5	F058901C ?	2.0	093-A(211)T

16. Program Budget: $1,500

17. Program Item #: 103585

18. Current Approved Program Budget: $1,500

18a. (+/-) Program Budget Request: $900

18b Total Program Budget After Request: $2,400

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
103585	$1,500	.	

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
74324	$900	PORT OF ENTRY	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 24

22. CURRENT BID READY:

23. CURRENT ADV DATE: 6/14/2023

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 III

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

25. DESCRIPTION OF REQUEST

Increase budget.

26. JUSTIFICATION OF REQUEST

This project will install truck screening equipment on US 93 at MP 64.5 for the Kingman Port of Entry. The original budget only included the cost of materials. The installation of tire anomaly sensors has been added to the project. ICAP is included.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 1/31/2024

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7c.

Route & MP:	I-40 @ MP 0.1
Project Name:	COLORADO RIVER BRIDGE
Type of Work:	BRIDGE REPLACEMENT
County:	Mohave
District:	Northwest
Schedule:	
Project:	F008001D TIP#: 100194
Project Manager:	Kirstin Huston
Program Amount:	$3,759,000
New Program Amount:	$6,116,000
Requested Action:	Increase budget.

PRB Item #:

10

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 1/9/2024 2. Teleconference: No

3. Form Date / 5. Form By:

1/12/2024

Kirstin Huston

4. Project Manager / Presenter:

Kirstin Huston @ (602) 712-2167

205 S 17th Ave, , 121F - 4983 PROJECT MANAGEMENT

6. Project Name:

COLORADO RIVER BRIDGE

7. Type of Work:

BRIDGE REPLACEMENT

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
RZ1O	Northwest	40	Mohave	0.1	F008001D	1.0	NHPP040-A(229)T

16. Program Budget: $3,759

17. Program Item #: 100194

18. Current Approved Program Budget: $3,759

18a. (+/-) Program Budget Request: $2,357

18b Total Program Budget After Request: $6,116

CURRENTLY APPROVED:

19. BUDGET ITEMS:

Item #	Amount	Description	Comments
100194	$3,538	Colorado River Bridge	NHPP
100194	$212	Colorado River Bridge	State Match
76224	$9	.	BRIDGE REPLACEMENT & REHABILITATION

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
76224	$2,357	.	BRIDGE REPLACEMENT & REHABILITATION

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 23-0009421 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 budget.

26. JUSTIFICATION OF REQUEST

Project is being administered by CALTRANS and project funding is shared 50/50 between CALTRANS and ADOT. Additional funds needed for Construction Manager/General Contractor (CMGC) resources. Final Design costs for each agency have increased to $5,524K. ICAP is included in this request.

ADOT Share of Cost: $5,524K
ICAP: $592K

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

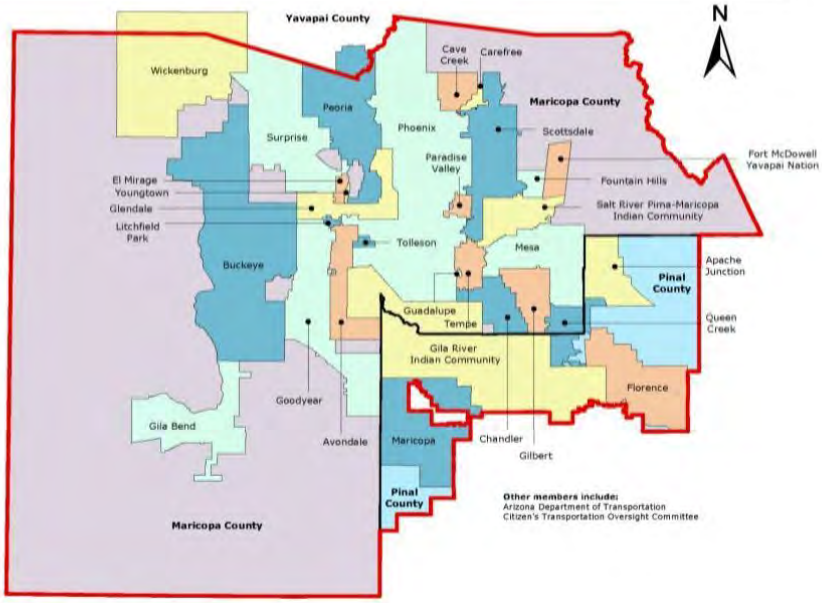
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 1/31/2024

PRB APPROVED

*ITEM 7d.

Route & MP:	Regionwide
Project Name:	MAG AREA PROJECTS
Type of Work:	PROGRAMMATIC ADJUSTMENTS
County:	Regionwide
District:	Regionwide
Schedule:	
Project:	_
Project Manager:	Veronica Ruiz Ronquillo
Program Amount:	$0
New Program Amount:	$0
Requested Action:	Changes to projects in the Maricopa County Regional Transportation Plan Freeway Program (RTPFP).

MAG Area Projects



PRB Item #:

01

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 1/16/2024 2. Teleconference: No

3. Form Date / 5. Form By:

1/16/2024

Veronica Ruiz Ronquillo

4. Project Manager / Presenter:

Veronica Ruiz Ronquillo @ (602) 712-6556

1611 W Jackson St, , - 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 spreadsheets. 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 - 1/31/2024

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 #20

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	45939	303 (Estrella): MC 85 - Van Buren St	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2027	Maricopa	FLCP	5	0	6	No	No	No	No	Yes	No	No	Yes	DOT24-233	-----	H6870	Design Freeway	2024	RARF	2024	-	5,000,000	-	5,000,000	Amend: New TIP listing. Funding programmed for additional design efforts for the approved revised project scope.
ADOT	Highway	45939	303 (Estrella): MC 85 - Van Buren St	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2027	Maricopa	FLCP	5	0	6	No	No	No	No	Yes	No	No	Yes	DOT21-801U	-----	-----	Utility work for construction of freeway	2024	RARF	2024	-	11,000,000	-	11,000,000	Amend: New TIP listing. Funding programmed for utility requirements necessary to construction of the new freeway.
ADOT	Highway	7322	202 (Santan): Val Vista Dr to SR-101	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2026	Maricopa	FLCP	8	8	12	No	No	No	No	Yes	No	No	Yes	DOT24-802D	-----	-----	Design Freeway	2024	RARF	2024	-	500,000	-	500,000	Amend: New TIP listing. Funding added for finalization of design efforts. Funds transferred from TIP ID DOT24-010.
ADOT	Highway	30130	MAG regionwide	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2032	Maricopa	FLCP	0	0	0	No	No	No	No	Yes	No	No	No	DOT24-010	-----	-----	Design Change Orders	2024	RARF	2024	-	1,950,000	-	1,950,000	Amend: Reduce regional and total funding from $2,500,000 to $1,950,000. $500,000 transferred to TIP ID DOT24-802D; remaining balance of $50,000 transferred to TIP ID DOT24-215.
ADOT	Highway	21089	24 (Williams Gateway): SR 202L - Meridian Rd, Phase 2	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2031	Maricopa	FLCP	3.1	4	6	No	No	No	No	Yes	No	No	Yes	DOT24-212			Design widening of interim freeway	2024	RARF	2024	-	9,698,388	-	9,698,388	Amend: New TIP segment. Funding programmed for final design to upgrade the section of SR 24 within Maricopa County from its existing interim condition to its planned ultimate configuration.
ADOT	Highway	6186	24 (Williams Gateway): Meridian Rd - Ironwood Rd, Phase 2	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2031	Pinal	FLCP	1	4	6	No	No	No	No	Yes	No	No	Yes	DOT24-210			Design widening of interim freeway	2024	NHPP	2024	2,502,810	-	625,702	3,128,512	Amend: New TIP segment. Funding programmed for final design to upgrade the section of SR 24 within Pinal County from its existing interim condition to its planned ultimate configuration.
ADOT	Highway	79116	30 (Tres Rios): 97th Ave - 67th Ave	Principal Arterial - Other Freeway or Expressway	Freeway	APR-JUN 2035	Maricopa	FLCP	4.5	0	6	No	No	No	No	Yes	No	No	Yes	DOT24-213	-----	F0504	Design new freeway	2024	RARF	2024	-	9,545,455	-	9,545,455	Amend: New TIP listing. Funding programmed for final design of the first phase of the SR 30 Center segment.
ADOT	Highway	34045	30 (Tres Rios): 67th Ave - SR202L South Mountain	Principal Arterial - Other Freeway or Expressway	Freeway	APR-JUN 2035	Maricopa	FLCP	0.8	0	6	No	No	No	No	Yes	No	No	Yes	DOT24-214	-----	F0501	Design new freeway	2024	RARF	2024	-	25,454,545	-	25,454,545	Amend: New TIP listing. Funding programmed for final design of the first phase of the SR 30 Center segment.

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 #20

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	40575	10 (Maricopa): I-17 Split - SR-202L Santan (Near-Term Improvement Strategy)	Principal Arterial - Interstate	Freeway	APR-JUN 2024	Maricopa	FLCP	11	8	10	Yes	No	Yes	Yes	Yes	Yes	No	Yes	DOT24-215		F0072	Study Transportation Demand Management (TDM) Strategies for Construction Mitigation	2024	RARF	2024	-	50,000	-	50,000	Amend: New TIP listing. Funding transferred from TIP ID DOT24-010.

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: Requested General Roadway Project Changes to the

FY 2022-2025 MAG Transportation Improvement Program (TIP) and 2050 Regional Transportation Plan[1], TIP AMENDMENT #20

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	42587	17: Happy Valley Rd - SR 74	Principal Arterial - Interstate	Freeway	OCT-DEC 2025	Maricopa	5-year	**5.72**	6	6	No	No	Yes	No	No	No	No	Yes	DOT23-018D	017-A(261)T	F0495	Design pavement rehabilitation	2022	NHPP	2022	372,700	-	22,360	395,060	Amend: Update Miles from 6.2 to 5.72. Request made by ADOT.
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	DOT24-205	-----	-----	Design interim interchange improvements	2024	Leg Approp	2024	-	-	**110,000**	**110,000**	Amend: Increase local and total funding to $110,000. Additional $60,000 allocated from state appropriation bill, SB 1722, for the design of the near-term improvements.
~~ADOT~~	~~Highway~~	~~44579~~	~~60 (Grand): 103rd Ave - Center St.~~	~~Principal Arterial - Other Freeway or Expressway~~	~~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: Delete TIP Listing. Request made by ADOT.
ADOT	Highway	10483	8: MP 135 - MP 141	Principal Arterial - Interstate	Freeway	APR-JUN 2024	Maricopa /Pinal	5-year	6.5	4	4	No	No	Yes	No	No	No	No	Yes	DOT21-014C	008-B(214)T	F0388	Construct Pavement Rehabilitation Project	2023	NHPP	2023	**14,665,293**	**-**	**97,434**	**14,762,727**	Amend: Decrease Federal amount by $235,707 from $14,901,000 to $14,665,293. Decrease Local amount by $803,263 from $900,697 to $97,434. Decrease Total amount by $1,038,970 from $15,801,697 to $14,762,727. Request made to align with authorized amount.
ADOT	**Highway**	**5717**	**8: Stanfield to Bianco (MP 158.5 - MP170.2, EB & WB), SW of Maricopa**	**Principal Arterial - Interstate**	**Freeway**	**OCT-DEC 2020**	**Pinal**	**5-year**	**11.7**	**4**	**4**	**No**	**No**	**No**	**No**	**Yes**	**No**	**No**	**Yes**	**DOT16-402DFV**	**008-B(210)T**	**F0035**	**Pavement preservation (design)**	**2023**	**NHPP**	**2023**	**(52,629)**	**-**	**(3,181)**	**(55,810)**	Amend: New TIP listing. Request made to align with project close out.
ADOT	**Highway**	**5717**	**8: Stanfield to Bianco (MP 158.5 - MP170.2, EB & WB), SW of Maricopa**	**Principal Arterial - Interstate**	**Freeway**	**OCT-DEC 2020**	**Pinal**	**5-year**	**11.7**	**4**	**4**	**No**	**No**	**No**	**No**	**Yes**	**No**	**No**	**Yes**	**DOT16-402CFV**	**008-B(210)T**	**F0035**	**Pavement preservation (construction)**	**2023**	**STBGP-AZ**	**2023**	**(50,909)**	**-**	**(3,077)**	**(53,986)**	Amend: New TIP listing. Request made to align with project close out.
~~ADOT~~	~~Highway~~	~~35542~~	~~8: SW of Maricopa to S of Stanfield~~	~~Principal Arterial - Interstate~~	~~Freeway~~	~~OCT-DEC 2021~~	~~Pinal~~	~~5-year~~	~~10~~	~~4~~	~~4~~	~~No~~	~~No~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~DOT18-703-FV~~	~~008-B(210)T~~	~~F0035~~	~~Design pavement preservation~~	~~2023~~	~~NHPP~~	~~2023~~	~~(52,629)~~	~~-~~	~~(3,181)~~	~~(55,810)~~	Amend: Delete TIP listing. Entry was made against incorrect MAG ID.
~~ADOT~~	~~Highway~~	~~35542~~	~~8: SW of Maricopa to S of Stanfield~~	~~Principal Arterial - Interstate~~	~~Freeway~~	~~OCT-DEC 2021~~	~~Pinal~~	~~5-year~~	~~10~~	~~4~~	~~4~~	~~No~~	~~No~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~DOT20-720-FV~~	~~008-B(210)T~~	~~F0035~~	~~Construct pavement preservation~~	~~2023~~	~~NHPP~~	~~2023~~	~~(50,909)~~	~~-~~	~~(3,077)~~	~~(53,986)~~	Amend: Delete TIP listing. Entry was made against incorrect MAG ID.
~~ADOT~~	~~Highway~~	~~24862~~	~~I-8 Gila Bend Sentinel Exit Lighting Agua Caliente Rd TI~~	~~Principal Arterial - Interstate~~	~~Freeway~~	~~OCT-DEC 2025~~	~~Maricopa~~	~~5-year~~	~~1.25~~	~~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: Delete project from TIP. ADOT has transferred legislative appropriation to another project not located in MAG region.
~~ADOT~~	~~Highway~~	~~24862~~	~~I-8 Gila Bend Sentinel Exit Lighting Agua Caliente Rd TI~~	~~Principal Arterial - Interstate~~	~~Freeway~~	~~OCT-DEC 2025~~	~~Maricopa~~	~~5-year~~	~~1.25~~	~~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: Delete project from TIP. ADOT has transferred legislative appropriation to another project not located in MAG region.
Avondale	Highway	10337	Dysart Rd, Indian School to Main St (MC85)	Minor Arterial	ITS	**APR-JUN 2024**	Maricopa	SM+O	0	6	6	No	No	No	No	Yes	No	Yes	No	AVN20-060	AVN-0(226)T	T0267	Procure and deploy ARID technology; conduct signal coordination work.	2021	CMAQ	2021	383,080	-	23,155	406,235	Amend: Change Open to Traffic from 'OCT-DEC 2021' to 'APR-JUN 2024'. Request made by City of Avondale.
Avondale	Highway	10337	Dysart Rd, Indian School to Main St (MC85)	Minor Arterial	ITS	**APR-JUN 2024**	Maricopa	SM+O	0	6	6	No	No	No	No	Yes	No	Yes	No	AVN20-060D	AVN-0(226)T	T0267	Design for Procure and deploy ARID technology; conduct signal coordination work.	2021	Local	2021	-	-	5,000	5,000	Amend: Change Open to Traffic from 'OCT-DEC 2021' to 'APR-JUN 2024'. Request made by City of Avondale.
Buckeye	Highway	47900	Broadway Rd: Apache Rd to Watson Rd	Minor Arterial	Street	**OCT-DEC 2025**	Maricopa	Other	1	2	4	No	No	No	No	Yes	No	No	No	BKY13-106	-----	-----	Construct two through lanes	**2024**	Private	**2024**	-	-	7,756,320	7,756,320	Amend: Change Open to Traffic from 'JAN-MAR 2024' to 'OCT-DEC 2025'. Change Work and Apportionment Year from 2023 to 2024. Request made by City of Buckeye.
Chandler	Highway	4570	**Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper to Val Vista**	Minor Arterial	Bike/Ped	**OCT-DEC 2023**	Maricopa	UPWP	0	0	0	No	No	No	No	Yes	Yes	No	No	CHN21-040DA	MAG-T(021)D	PMG2103P	Design Assistance Study	2021	STBGP-MAG	2021	66,010	-	3,990	70,000	Amend: Change Location from 'Hunt Highway Traffic Calmning and Separated Bike Lanes: Cooper to Cal Vista ' to 'Hunt Highway Traffic Calming and Separated Bike Lanes: Cooper to Val Vista '. Change Estimated Date Open from 'OCT-DEC 2022' to 'OCT-DEC 2023'. Request made by City of Chandler.
El Mirage	Highway	173	**Dysart Road Widening: North of Cactus Road**	Minor Arterial	Street	**OCT-DEC 2024**	Maricopa	Other	0.06	4	4	No	No	No	No	No	No	No	No	ELM22-201	-----	-----	Widen Dysart Road in front of the APS sub station at the northwest corner of Dysart Road and Cactus Road. This project would also include sidewalk, ramps and striping.	2022	Local	2022	-	-	315,000	315,000	Amend: Change Location from 'Dysat Road Widening: North of Cactus Road' to 'Dysart Road Widening: North of Cactus Road'. Change Open to Traffic from 'APR-JUN 2023' to 'OCT-DEC 2024'. Request made by City of El Mirage.

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 #20

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													
Florence	Highway	46749	Attaway Rd: Palmer Rd to Hunt Hwy	Minor Arterial	Street	**OCT-DEC 2025**	Pinal	Other	0.25	2	**4**	No	No	No	No	Yes	No	No	No	FLO15-403	-----	-----	Construct Roadway Widening	2024	Local	2024	-	-	1,477,000	1,477,000	Amend: Change Open to Traffic from 'OCT-DEC 2024' to 'OCT-DEC 2025'. Change Lanes After from 3 to 4. Request made by Town of Florence.
Florence	Highway	27246	**Attaway Road at Hunt Highway**	**Minor Arterial**	Street	**OCT-DEC 2024**	Pinal	Other	0.25	2	2	No	No	No	No	No	No	No	No	FLO23-203	-----	-----	Adding turn lanes on each leg of the intersection	**2024**	Local	**2024**	-	-	700,000	700,000	Amend: Change Location from 'Attawy Road at Hunt Highway' to 'Attaway Road at Hunt Highway'. Change Federal Function Classification from Local to Minor Arterial. Change Open to Traffic from 'OCT-DEC 2023' to 'OCT-DEC 2024'. Change Work and Apportionment Year from 2023 to 2024. Request made by Town of Florence.
Florence	Highway	8967	Hunt Hwy: Franklin Rd to Town Limits	Minor Arterial	Street	**OCT-DEC 2025**	Pinal	Other	1	2	4	No	No	No	No	No	No	No	No	FLO23-201	-----	-----	Construct Roadway Widening	**2024**	Local	**2024**	-	-	2,100,000	2,100,000	Amend: Change Open to Traffic from 'OCT-DEC 2024' to 'OCT-DEC 2025'. Change Work and Apportionment Year from 2023 to 2024. Request made by Town of Florence.
Florence	Highway	29028	**Plant Road: Adamsville Rd to SR 287**	Local	Street	**OCT-DEC 2025**	Pinal	Other	0.25	0	2	No	No	No	No	Yes	No	No	No	FLO22-201	-----	-----	Construct Roadway	**2024**	Private	**2024**	-	-	750,000	750,000	Amend: Change Location from 'Plant Road, 1/2 south of existing pavement' to 'Plant Road: Adamsville Rd to SR 287'. Change Open to Traffic from 'OCT-DEC 2024' to 'OCT-DEC 2025'. Change Work and Apportionment Year from 2022 to 2024. Request made by Town of Florence.
~~**Florence**~~	~~**Highway**~~	~~**14524**~~	~~**Town of Florence**~~	~~**NULL**~~	~~**Bike/Ped**~~	~~**JAN-MAR 2023**~~	~~**Pinal**~~	~~**Other**~~	~~**0**~~	~~**0**~~	~~**0**~~	~~**No**~~	~~**No**~~	~~**No**~~	~~**No**~~	~~**No**~~	~~**Yes**~~	~~**No**~~	~~**No**~~	~~**FLO23-204**~~	~~**-----**~~	~~**-----**~~	~~**Retrofit existing ADA ramps to meet current MAG standards**~~	~~**2023**~~	~~**Local**~~	~~**2023**~~	~~**-----**~~	~~**-----**~~	~~**135,000**~~	~~**135,000**~~	Amend: Delete project from TIP. Project completed as part of CDBG. Request made by Town of Florence.
Gilbert	Highway	38656	Elliot Rd at Gilbert Rd	Minor Arterial	Street	**OCT-DEC 2026**	Maricopa	Other	0.1	4	4	No	No	No	No	No	No	No	No	GLB25-231C	-----	-----	Construct intersection improvements for capacity and safety	2025	Local	2025	-	-	11,148,000	11,148,000	Amend: Change Open to Traffic from 'OCT-DEC 2027' to 'OCT-DEC 2026'. Request made by Town of Gilbert.
Gilbert	Highway	2950	Lindsay Rd: Queen Creek Rd to Ocotillo Rd	Minor Arterial	Street	OCT-DEC 2025	Maricopa	Other	1	2	4	No	No	No	No	Yes	No	No	No	GLB12-807C	-----	-----	Construct roadway widening	**2024**	Local	**2024**	-	-	10,626,000	10,626,000	Amend: Change Work and Apportionment Year from 2025 to 2024. Request made by Town of Gilbert.
Gilbert	Highway	35777	Ocotillo Rd: 148th St to Greenfield Rd	Minor Arterial	Street	OCT-DEC 2026	Maricopa	Other	1	2	4	No	No	No	No	Yes	No	No	No	GLB12-808	-----	-----	Reconstruct roadway to add one lane in each direction	**2024**	Local	**2024**	-	-	10,755,000	10,755,000	Amend: Change Work and Apportionment Year from 2025 to 2024. Request made by Town of Gilbert.
Gilbert	Highway	6768	Ocotillo Rd: Greenfield Rd to Power Rd	Minor Arterial	Street	OCT-DEC 2026	Maricopa	Other	3	2	6	No	No	No	No	Yes	No	No	No	**GLB24-231**	-----	-----	Add 2 lanes in each direction	**2024**	Local	**2024**	-	-	21,349,000	21,349,000	Amend: Add TIP ID. Change Work and Apportionment Year from 2026 to 2024. Request made by Town of Gilbert.
~~**Gilbert**~~	~~**Highway**~~	~~**49603**~~	~~**Warner Rd: Recker Rd to Power Rd**~~	~~**Minor Arterial**~~	~~**Street**~~	~~**OCT-DEC 2026**~~	~~**Maricopa**~~	~~**Other**~~	~~**1**~~	~~**2**~~	~~**6**~~	~~**No**~~	~~**No**~~	~~**No**~~	~~**No**~~	~~**Yes**~~	~~**No**~~	~~**No**~~	~~**No**~~	~~**GLB03-910**~~	~~**-----**~~	~~**-----**~~	~~**Reconstruct roadway to add 2 through lanes in each direction**~~	~~**2026**~~	~~**Local**~~	~~**2026**~~	~~**-----**~~	~~**-----**~~	~~**2,432,000**~~	~~**2,432,000**~~	Amend: Delete project from TIP. Project programmed under MAG ID 36684, RTP ID ACI-WRN-20-03. Request made by Town of Gilbert.
Glendale	Highway	38248	**Citywide 11 locations**	NULL	Safety	OCT-DEC 2023	Maricopa	5-year	0	0	0	Yes	No	No	No	No	No	No	No	GLN22-801	GLN-0(259)T	T0119	Construct Phase III FYA and median modifications	2022	HSIP-AZ	2022	2,758,201	-	28,665	2,786,866	Amend: Change Location from 'Citywide 21 locations' to 'Citywide 11 locations'. Request made by City of Glendale
Glendale	Highway	33632	Missouri Ave eastward: 55th Ave to 51st Ave	Major Collector	Bike/Ped	OCT-DEC 2026	Maricopa	Other	2.71	2	2	No	No	No	No	No	Yes	Yes	No	GLN22-041D CL	GLN-0(268)T	T0372	**Design new sidewalk to close existing gaps in the sidewalk network; install ADA compliant sidewalk ramps; upgrade substandard pedestrian crossing equipment at signalized intersections to ADA standards; add bike lanes and shared lane markings**	2022	CMAQ	2022	358,569	-	21,674	380,243	Amend: Update Work Description to "Design new sidewalk to close existing gaps in the sidewalk network; install ADA compliant sidewalk ramps; upgrade substandard pedestrian crossing equipment at signalized intersections to ADA standards; add bike lanes and shared lane markings". Request made by MAG staff to align with project application.

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 #20

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													
Glendale	Highway	33632	Missouri Ave eastward: 55th Ave to 51st Ave	Major Collector	Bike/Ped	OCT-DEC 2026	Maricopa	Other	2.71	2	2	No	No	No	No	No	Yes	Yes	No	GLN25-250C	GLN-0(268)T	T0372	**Construct new sidewalk to close existing gaps in the sidewalk network; install ADA compliant sidewalk ramps; upgrade substandard pedestrian crossing equipment at signalized intersections to ADA standards; add bike lanes and shared lane markings**	2025	CMAQ	2025	2,208,260	-	299,082	2,507,342	Amend: Update Work Description to "Construct new sidewalk to close existing gaps in the sidewalk network; install ADA compliant sidewalk ramps; upgrade substandard pedestrian crossing equipment at signalized intersections to ADA standards; add bike lanes and shared lane markings". Request made by MAG staff to align with project application.
Goodyear	Highway	33197	Estrella Parkway/PebbleCreek Parkway and I-10 Interchange	Minor Arterial	Street	OCT-DEC 2025	Maricopa	Other	0.25	4	6	No	No	No	No	Yes	No	No	No	GDY23-201	-----	-----	Widen Roadway	**2024**	Local	**2024**	-	-	3,800,000	3,800,000	Amend: Change Work and Apportionment Year from 2023 to 2024.
~~Goodyear~~	~~Highway~~	~~45129~~	~~Sarival: Jefferson to Yuma~~	~~Minor Arterial~~	~~Street~~	~~APR-JUN 2023~~	~~Maricopa~~	~~Other~~	~~1~~	~~3~~	~~4~~	~~No~~	~~No~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~GDY12-908~~	~~-----~~	~~-----~~	~~Street Improvement - Add second south bound lane and relocate power poles~~	~~2022~~	~~Private~~	~~2022~~	~~-----~~	~~-----~~	~~300,000~~	~~300,000~~	Amend: Delete project from TIP. Project programmed under MAG ID 2534, TIP ID GDY12-905.
Litchfield Park	Highway	518	Camelback Road: Village Parkway to Litchfield Road (North Half)	Minor Arterial	Street	**OCT-DEC 2025**	Maricopa	Other	0.75	1	2	No	No	No	No	No	No	Yes	No	LPK23-230D	-----	-----	Design roadway widening, sidewalks, intersection storm drain and utility improvements for a 4-lane arterial roadway. Improvements will be funded by Developers.	2023	Private	2023	-	-	291,000	291,000	Amend: Change Open to Traffic from 'OCT-DEC 2024' to 'OCT-DEC 2025'. Request made by City of Litchfield Park.
Litchfield Park	Highway	518	Camelback Road: Village Parkway to Litchfield Road (North Half)	Minor Arterial	Street	**OCT-DEC 2025**	Maricopa	Other	0.75	1	2	No	No	No	No	No	No	Yes	No	LPK23-230C	-----	-----	Construct roadway widening, sidewalks, intersection storm drain and utility improvements for a 4-lane arterial roadway. Improvements will be funded by Developers.	2024	Private	2024	-	-	2,619,000	2,619,000	Amend: Change Open to Traffic from 'OCT-DEC 2024' to 'OCT-DEC 2025'. Request made by City of Litchfield Park.
Litchfield Park	Highway	27983	Camelback Road: Village Parkway to Litchfield Road (South Half)	Minor Arterial	Street	**OCT-DEC 2025**	Maricopa	Other	0.75	**2**	**4**	No	No	No	No	No	No	Yes	No	LPK23-231D	-----	-----	Design roadway widening, sidewalks, intersection storm drain and utility improvements for a 4-lane arterial roadway.	2023	Local	2023	-	-	491,500	491,500	Amend: Change Open to Traffic from 'OCT-DEC 2024' to 'OCT-DEC 2025'. Change Lanes Before from 1 to 2. Change Lanes After from 2 to 4. Request made by City of Litchfield Park.
Litchfield Park	Highway	27983	Camelback Road: Village Parkway to Litchfield Road (South Half)	Minor Arterial	Street	**OCT-DEC 2025**	Maricopa	Other	0.75	**2**	**4**	No	No	No	No	No	No	Yes	No	LPK23-231C	-----	-----	Construct roadway widening, sidewalks, intersection storm drain and utility improvements for a 4-lane arterial roadway.	2024	Local	2024	-	-	4,423,500	4,423,500	Amend: Change Open to Traffic from 'OCT-DEC 2024' to 'OCT-DEC 2025'. Change Lanes Before from 1 to 2. Change Lanes After from 2 to 4. Request made by City of Litchfield Park.
MAG	**Highway**	**37918**	**Regionwide**		**Other**	**N/A**	**Maricopa**	**Other**	**0**	**0**	**0**	**No**	**Yes**	**No**	**No**	**No**	**Yes**	**Yes**	**No**	**MAG24-285**	**-----**	**-----**	**FHWA Funding: Flex to Transit. CAPEX Repayment. Funding transfers from FHWA to FTA.**	**2024**	**CMAQ**	**2024**	**7,000,000**	**-**	**-**	**7,000,000**	**Amend. Add new TIP listing. Repayment for the Capitol Extension project.**
MAG	**Highway**	**37918**	**Regionwide**		**Other**	**N/A**	**Maricopa**	**Other**	**0**	**0**	**0**	**No**	**Yes**	**No**	**No**	**No**	**Yes**	**Yes**	**No**	**MAG26-285**	**-----**	**-----**	**FHWA Funding: Flex to Transit. CAPEX Repayment. Funding transfers from FHWA to FTA.**	**2026**	**CMAQ**	**2026**	**6,857,225**	**-**	**-**	**6,857,225**	**Amend. Add new TIP listing. Repayment for the Capitol Extension project.**
MAG	**Highway**	**37918**	**Regionwide**		**Other**	**N/A**	**Maricopa**	**Other**	**0**	**0**	**0**	**No**	**Yes**	**No**	**No**	**No**	**Yes**	**Yes**	**No**	**MAG25-285**	**-----**	**-----**	**FHWA Funding: Flex to Transit. CAPEX Repayment. Funding transfers from FHWA to FTA.**	**2025**	**CMAQ**	**2025**	**7,000,000**	**-**	**-**	**7,000,000**	**Amend. Add new TIP listing. Repayment for the Capitol Extension project.**

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 #20

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													
~~MAG~~	~~Highway~~	~~9150~~	~~Regionwide Construct Paving Unpaved Roads~~		~~Air Quality~~	~~OCT-DEC 2024~~	~~Pinal~~	~~Other~~	~~0~~	~~0~~	~~0~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~MAG24-005~~	~~-----~~	~~-----~~	~~Placeholder for Program: Construct Paving Unpaved Roads~~	~~2024~~	~~CMAQ 2.5~~	~~2024~~	~~861,848~~	~~-~~	~~52,095~~	~~913,943~~	Amend: Delete project from TIP. Listing is just placeholder project, funding programmed on other projects. Request made by MAG staff.
MAG	Highway	12571	Regionwide: Transportation and Air Quality planning and Support		Air Quality	OCT-DEC 2024	Maricopa	UPWP	0	0	0	No	No	No	No	No	No	Yes	No	MAG25-281	-----	-----	Transportation and Air Quality planning and support	2025	STBGP-MAG	2024	9,082,479	-	548,993	9,631,472	Amend: Change Apportionment Year from FY 2025 to FY 2024. Increase Federal amount by $2,500,000 from $6,582,479 to $9,082,479. Increase Local amount by $151,113 from $397,880 to $548,993. Increase Total amount by $2,651,113 from $6,980,359 to $9,631,472. Request made by MAG staff to align with additional funding allocated to UPWP.
Maricopa (City)	Highway	14188	Farrell Rd: Hartman Rd to Murphy Rd	Local	Street	OCT-DEC 2025	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: Change Open to Traffic from 'OCT-DEC 2024' to 'OCT-DEC 2025'. Request made by City of Maricopa.
Maricopa (City)	Highway	14188	Farrell Rd: Hartman Rd to Murphy Rd	Local	Street	OCT-DEC 2025	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: Change Open to Traffic from 'OCT-DEC 2024' to 'OCT-DEC 2025'. Request made by City of Maricopa.
Maricopa (City)	Highway	46873	Green Rd: Gila River Indian Community Boundary to SR 238	Minor Arterial	Street	OCT-DEC 2026	Pinal	Other	1	0	2	No	No	No	No	Yes	No	No	No	MAR25-232D	-----	-----	New roadway (design)	2025	Private	2025	-	-	500,000	500,000	Amend: New TIP listing. Request made by City of Maricopa.
Maricopa (City)	Highway	15581	Hartman Rd: Bowlin Rd to Farrell Rd (West Side)	Major Collector	Street	OCT-DEC 2026	Pinal	Other	1	2	3	No	No	No	No	Yes	No	No	No	MAR25-233D	-----	-----	Roadway widening (design)	2025	Private	2025	-	-	500,000	500,000	Amend: New TIP listing. Request made by City of Maricopa.
Maricopa (City)	Highway	21297	Hartman Rd: Farrell Rd to Steen Rd	Major Collector	Street	OCT-DEC 2026	Pinal	Other	1	2	4	No	No	No	No	Yes	No	No	No	MAR25-234D	-----	-----	Roadway widening (design)	2025	Private	2025	-	-	500,000	500,000	Amend: New TIP listing. Request made by City of Maricopa.
Maricopa (City)	Highway	27615	Honeycutt Rd: 0.5 mile West of Santa Cruz Wash to Santa Cruz Wash (South Side)	Minor Arterial	Street	OCT-DEC 2026	Pinal	Other	0.5	2	3	No	No	No	No	Yes	No	No	No	MAR25-235D	-----	-----	Roadway widening (design)	2025	Private	2025	-	-	500,000	500,000	Amend: New TIP listing. Request made by City of Maricopa.
Maricopa (City)	Highway	33987	Pedestrian Bridge over the Union Pacific Railroad along the Maricopa Road alignment	Principal Arterial - Other	Bike/Ped	OCT-DEC 2026	Pinal	Other	0	0	0	Yes	No	No	No	No	Yes	Yes	No	MAR24-240D	MAR-0(214)T	T0458	Design pedestrian bridge	2023	Local	2023	-	-	470,000	470,000	Amend: Change AQ Area from Maricopa to Pinal. Change Open to Traffic from 'OCT-DEC 2025' to 'OCT DEC 2026'.
Maricopa (City)	Highway	33987	Pedestrian Bridge over the Union Pacific Railroad along the Maricopa Road alignment	Principal Arterial - Other	Bike/Ped	OCT-DEC 2026	Pinal	Other	0	0	0	Yes	No	No	No	No	Yes	Yes	No	MAR24-240D1	MAR-0(214)T	T0458	ADOT Design Review Fee	2023	Local	2023	-	-	30,000	30,000	Amend: Change AQ Area from Maricopa to Pinal. Change Open to Traffic from 'OCT-DEC 2025' to 'OCT DEC 2026'.
Maricopa (City)	Highway	33987	Pedestrian Bridge over the Union Pacific Railroad along the Maricopa Road alignment	Principal Arterial - Other	Bike/Ped	OCT-DEC 2026	Pinal	Other	0	0	0	Yes	No	No	No	No	Yes	Yes	No	MAR24-240C	MAR-0(214)T	T0458	Construct pedestrian bridge	2024	HIP-CPF	2024	2,700,000	-	2,300,000	5,000,000	Amend: Change AQ Area from Maricopa to Pinal. Change Open to Traffic from 'OCT-DEC 2025' to 'OCT DEC 2026'.
Maricopa County	Highway	29964	MCDOT Traffic Management Center (TMC)		ITS	OCT-DEC 2026	Maricopa	SM+O	0	0	0	No	No	No	No	Yes	No	Yes	No	MMA25-261D	-----	-----	Arterial Real-Time Operations Deployment (Design)	2024	Local	2024	-	-	105,000	105,000	Amend: Change Work and Apportionment Year from 2025 to 2024. Request made by Maricopa County.
Maricopa County	Highway	29964	MCDOT Traffic Management Center (TMC)		ITS	OCT-DEC 2026	Maricopa	SM+O	0	0	0	No	No	No	No	Yes	No	Yes	No	MMA25-261D1	-----	-----	ADOT Design Review Fee	2024	Local	2024	-	-	10,000	10,000	Amend: Change Work and Apportionment Year from 2025 to 2024. Request made by Maricopa County.
Maricopa County	Highway	40133	Old US 80: Patterson Rd to Agua Caliente Rd		Safety	N/A	Maricopa	5-year	0	0	0	Yes	No	No	No	No	No	No	No	MMA24-270D	-----	-----	Design High Friction Surface Treatment	2024	Local	2024	-	-	192,950	192,950	Amend: Change Funding Type from HSIP-AZ to Local. Decrease Federal amount from $181,952 to $0. Increase Local amount by $181,952 from $10,998 to $192,950. Request made by Maricopa County through ADOT.
Maricopa County	Highway	17641	Various Locations - Maricopa County		ITS	OCT-DEC 2026	Maricopa	SM+O	0	0	0	No	No	No	No	Yes	No	Yes	No	MMA25-262D1	-----	-----	ADOT Design Review Fee	2024	Local	2024	-	-	10,000	10,000	Amend: Change Work and Apportionment Year from 2025 to 2024. Request made by Maricopa County.

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 #20

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													
Maricopa County	Highway	36693	Various Locations - Maricopa County		ITS	OCT-DEC 2026	Maricopa	SM+O	0	0	0	No	No	No	No	Yes	No	Yes	No	MMA25-260D	-----	-----	L101 ICM Readiness (Design)	**2024**	Local	**2024**	-	-	112,000	112,000	Amend: Change Work and Apportionment Year from 2025 to 2024. Request made by Maricopa County.
Maricopa County	Highway	36693	Various Locations - Maricopa County		ITS	OCT-DEC 2026	Maricopa	SM+O	0	0	0	No	No	No	No	Yes	No	Yes	No	MMA25-260D1	-----	-----	ADOT Design Review Fee	**2024**	Local	**2024**	-	-	10,000	10,000	Amend: Change Work and Apportionment Year from 2025 to 2024. Request made by Maricopa County.
Maricopa County	Highway	46496	Various Locations - Maricopa County		ITS	OCT-DEC 2026	Maricopa	SM+O	0	0	0	No	No	No	No	Yes	No	Yes	No	MMA25-263D	-----	-----	Video detection systems at 22 MCDOT owned and maintained intersections (Design)	**2024**	Local	**2024**	-	-	25,500	25,500	Amend: Change Work and Apportionment Year from 2025 to 2024. Request made by Maricopa County.
Maricopa County	Highway	46496	Various Locations - Maricopa County		ITS	OCT-DEC 2026	Maricopa	SM+O	0	0	0	No	No	No	No	Yes	No	Yes	No	MMA25-263D1	-----	-----	ADOT Design Review Fee	**2024**	Local	**2024**	-	-	10,000	10,000	Amend: Change Work and Apportionment Year from 2025 to 2024. Request made by Maricopa County.
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	**Local**	2024	-	-	**374,550**	374,550	Amend: Change Funding Type from HSIP-AZ to Local. Decrease Federal amount from $353,201 to $0. Increase Local amount by $353,201 from $21,349 to $374,550. Request made by Maricopa County through ADOT.
Mesa	Highway	33045	Eastern Canal SUP: Brown to Broadway	Minor Arterial	Bike/Ped	**OCT-DEC 2026**	Maricopa	Other	0	0	0	No	No	No	No	No	Yes	No	No	MES21-801	-----	-----	Construct shared-use path	**2025**	Local	**2025**	-	-	4,795,130	4,795,130	Amend: Change Open to Traffic from 'OCT-DEC 2022' to 'OCT-DEC 2026'. Change Work and Apportionment Year from 2022 to 2025.
Peoria	Highway	48371	Lake Pleasant Parkway & 83rd Ave, from Loop 303 to Union Hills Dr (10.3 miles, 22 signals)	Principal Arterial - Other	ITS	**OCT-DEC 2024**	Maricopa	SM+O	0	4	4	No	No	No	No	Yes	No	Yes	No	PEO22-060	PE0-0(228)T	T0295	Procurement and deployment of adaptive signal control technology (ASCT) system	2022	CMAQ	2022	1,392,740	-	84,185	1,476,925	Amend: Change Open to Traffic from 'OCT-DEC 2023' to 'OCT-DEC 2024'. Request made by City of Peoria.
Peoria	Highway	48371	Lake Pleasant Parkway & 83rd Ave, from Loop 303 to Union Hills Dr (10.3 miles, 22 signals)	Principal Arterial - Other	ITS	**OCT-DEC 2024**	Maricopa	SM+O	0	4	4	No	No	No	No	Yes	No	Yes	No	PEO22-060D	PE0-0(228)T	T0295	Design Procurement and deployment of adaptive signal control technology (ASCT) system	2022	Local	2022	-	-	60,000	60,000	Amend: Change Open to Traffic from 'OCT-DEC 2023' to 'OCT-DEC 2024'. Request made by City of Peoria.
Phoenix	Highway	16552	27th Ave and Camelback Rd	Minor Arterial	Safety	**OCT-DEC 2024**	Maricopa	RSP	0	0	0	Yes	No	No	No	No	Yes	No	No	PHX21-070D	-----	-----	Design Upgrade Existing Signal	2021	Local	2021	-	-	48,000	48,000	Amend: Change Open to Traffic from 'OCT-DEC 2022' to 'OCT-DEC 2024'. Request made by City of Phoenix.
Phoenix	Highway	16552	27th Ave and Camelback Rd	Minor Arterial	Safety	**OCT-DEC 2024**	Maricopa	RSP	0	0	0	Yes	No	No	No	No	Yes	No	No	PHX22-073C	-----	-----	Construct Upgrade Existing Signal	2022	HURF-RSP	2022	-	-	435,327	435,327	Amend: Change Open to Traffic from 'OCT-DEC 2022' to 'OCT-DEC 2024'. Request made by City of Phoenix.
Phoenix	**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**	**DOT22-230C4**	**PHX-0(249)D**	**SR245**	**Construct Rail Safety Improvements**	**2024**	**HSIP-RHC**	**2024**	**360,000**	**-**	**40,000**	**400,000**	Amend: New TIP listing. Local funding is provided by BNSF. Request made by ADOT.
Phoenix	Highway	19161	32nd Street and Thomas	Minor Arterial	Safety	**OCT-DEC 2023**	Maricopa	RSP	0	0	0	Yes	No	No	No	No	No	No	No	PHX20-874D	-----	-----	Design Signal Rebuild and Lighting	2020	Local	2020	-	-	45,000	45,000	Amend: Change Open to Traffic from 'OCT-DEC 2021' to 'OCT-DEC 2023'. Request made by City of Phoenix.
Phoenix	Highway	19161	32nd Street and Thomas	Minor Arterial	Safety	**OCT-DEC 2023**	Maricopa	RSP	0	0	0	Yes	No	No	No	No	No	No	No	PHX21-874C	-----	-----	Construct Signal Rebuild and Lighting	2021	HURF-RSP	2021	-	-	412,158	412,158	Amend: Change Open to Traffic from 'OCT-DEC 2021' to 'OCT-DEC 2023'. Request made by City of Phoenix.
Phoenix	Highway	7139	Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	Local	Bike/Ped	**OCT-DEC 2024**	Maricopa	Other	0.6	2	2	No	No	No	No	Yes	Yes	Yes	No	PHX17-447	PHX-0(352)D	T0156	Design sidewalk, curb and gutter, ADA ramps and lighting	2017	Local	2017	-	-	291,750	291,750	Amend: Change Open to Traffic from 'OCT-DEC 2022' to 'OCT-DEC 2024'. Request made by City of Phoenix.
Phoenix	Highway	7139	Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	Local	Bike/Ped	**OCT-DEC 2024**	Maricopa	Other	0.6	2	2	No	No	No	No	Yes	Yes	Yes	No	PHX20-740	PHX-0(352)D	T0156	Construct sidewalk, curb and gutter, ADA ramps and lighting	2022	CMAQ	2022	1,428,494	-	86,346	1,514,840	Amend: Change Open to Traffic from 'OCT-DEC 2022' to 'OCT-DEC 2024'. Request made by City of Phoenix.

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 #20

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													
Phoenix	Highway	7139	Area bounded by Peoria Avenue to the north, Mountain View Road to the south, 7th Avenue to the east and 15th Avenue to the west	Local	Bike/Ped	**OCT-DEC 2024**	Maricopa	Other	0.6	2	2	No	No	No	No	Yes	Yes	Yes	No	PHX20-740-CL	PHX-0(352)D	T0156	Construct sidewalk, curb and gutter, ADA ramps and lighting	2022	CMAQ	2022	521,636	-	31,530	553,166	Amend: Change Open to Traffic from 'OCT-DEC 2022' to 'OCT-DEC 2024'. Request made by City of Phoenix.
Queen Creek	Highway	2381	Chandler Heights Rd: Sossaman Rd to 197th Place	Minor Arterial	Street	OCT-DEC 2024	Maricopa	Other	0.67	2	4	No	No	No	No	Yes	No	No	No	QNC09-766	-----	-----	Widen roadway	**2024**	Local	**2024**	-	-	5,000,000	5,000,000	Amend: Change Work and Apportionment Year from 2023 to 2024.
Queen Creek	Highway	34984	Ellsworth Rd: Ocotillo Rd to Queen Creek Wash	Minor Arterial	Street	**OCT-DEC 2022**	Maricopa	Other	0.5	2	2	No	No	No	No	Yes	Yes	No	No	QNC07-707	-----	-----	Add Bike Lane	**2022**	Local	**2022**	-	-	1,500,000	1,500,000	Amend: Change Open to Traffic from 'OCT-DEC 2026' to 'OCT-DEC 2022'. Change Work and Apportionment Year from 2025 to 2022. Request made by Town of Queen Creek.
~~Queen Creek~~	~~Highway~~	~~42144~~	~~Ocotillo Road: Sossaman Rd to Hawes Rd~~	~~Minor Arterial~~	~~Street~~	~~OCT-DEC 2022~~	~~Maricopa~~	~~Other~~	~~1~~	~~2~~	~~4~~	~~No~~	~~No~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~QNC22-801~~	~~-----~~	~~-----~~	~~Widen Roadway~~	~~2022~~	~~Local~~	~~2022~~	~~-~~	~~-~~	~~6,000,000~~	~~6,000,000~~	Amend: Delete project from TIP. Project is duplicate listing of MAG ID 12063.
Scottsdale	Highway	13947	**Axon Way: N Perimeter Dr to east of Scottsdale Rd**	Minor Arterial	Street	**OCT-DEC 2025**	Maricopa	Other	1.3	0	4	No	No	No	No	Yes	No	No	No	SCT24-001	-----	-----	Construct Roundabout at Perimeter Dr & Mayo Blvd and add 2 lanes each direction along Mayo Blvd	2024	Private	2024	-	-	6,210,000	6,210,000	Amend: Change Location from 'Mayo Blvd: N Perimeter Dr to east of Scottsdale Rd' to 'Axon Way: N Perimeter Dr to east of Scottsdale Rd'. Change Open to Traffic from 'JAN-MAR 2024' to 'OCT-DEC 2025'.
Surprise	Highway	10823	Cactus Rd: 175th Ave to 183rd Ave	Minor Collector	Street	**OCT-DEC 2025**	Maricopa	Other	1	2	4	No	No	No	No	Yes	No	No	No	SUR20-702	-----	-----	Widen roadway and add curb, gutter, and sidewalks	2023	Private	2023	-	-	5,000,000	5,000,000	Amend: Change Open to Traffic from 'OCT-DEC 2024' to 'OCT-DEC 2025'. Request made by City of Surprise.
Surprise	Highway	27962	Cactus Rd: Citrus Rd to 175th Ave	Minor Arterial	Street	**OCT-DEC 2025**	Maricopa	Other	0.5	2	4	No	No	No	No	No	No	No	No	SUR23-201	-----	-----	Construct 1 lane in the east and west direction with curb, gutter, raised median, sidewalks and bike lane on southern half. Turn lanes left and right at Cotton.	2023	Private	2023	-	-	4,000,000	4,000,000	Amend: Change Open to Traffic from 'OCT-DEC 2024' to 'OCT-DEC 2025'. Request made by City of Surprise.
Tempe	Highway	38549	Citywide: Tempe	Principal Arterial - Other	ITS	OCT-DEC 2024	Maricopa	SM+O	0	6	5	No	No	No	No	Yes	No	Yes	No	TMP22-060D	TMP-0(257)D	T0454	Design City of Tempe Traffic Management Center Upgrade	2022	Local	2022	-	-	24,000	24,000	For information only.
Tempe	Highway	38549	Citywide: Tempe	Principal Arterial - Other	ITS	OCT-DEC 2024	Maricopa	SM+O	0	6	5	No	No	No	No	Yes	No	Yes	No	TMP22-060D1	TMP-0(257)D	T0454	ADOT Design Review Fee	2022	Local	2022	-	-	10,000	10,000	For information only.
~~Tempe~~	~~Highway~~	~~38549~~	~~Citywide: Tempe~~	~~Principal Arterial - Other~~	~~ITS~~	~~OCT-DEC 2024~~	~~Maricopa~~	~~SM+O~~	~~0~~	~~6~~	~~5~~	~~No~~	~~No~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~Yes~~	~~No~~	~~TMP22-060C~~	~~TMP-0(257)D~~	~~T0454~~	~~Construct City of Tempe Traffic Management Center Upgrade~~	~~2023~~	~~CMAQ~~	~~2023~~	~~743,084~~	~~-~~	~~44,916~~	~~788,000~~	Amend: Delete TIP listing. City will complete design with local funding and resubmit project in subsequent call for projects. Request made by the City of Tempe.
Tempe	Highway	3788	Country Club Way Bike Blvd, US60 to Warner Rd	Major Collector	Bike/Ped	**OCT-DEC 2024**	Maricopa	Other	7	0	0	No	No	No	No	No	Yes	Yes	No	TMP19-801D	TMP-0(255)D	T0312	Design bike boulevard	2019	Local	2019	-	-	464,000	464,000	Amend: Change Open to Traffic from 'OCT-DEC 2022' to 'OCT-DEC 2024'. Request made by City of Tempe.
Tempe	Highway	3788	Country Club Way Bike Blvd, US60 to Warner Rd	Major Collector	Bike/Ped	**OCT-DEC 2024**	Maricopa	Other	7	0	0	No	No	No	No	No	Yes	Yes	No	TMP22-802C	TMP-0(255)D	T0312	Construct bike boulevard	2022	CMAQ	2022	2,611,733	-	157,867	2,769,600	Amend: Change Open to Traffic from 'OCT-DEC 2022' to 'OCT-DEC 2024'. Request made by City of Tempe.
Tempe	Highway	3788	Country Club Way Bike Blvd, US60 to Warner Rd	Major Collector	Bike/Ped	**OCT-DEC 2024**	Maricopa	Other	7	0	0	No	No	No	No	No	Yes	Yes	No	TMP22-802C CL	TMP-0(255)D	T0312	Construct bike boulevard	2022	HIP-MAG	2022	3,062,006	-	185,084	3,247,090	Amend: Change Open to Traffic from 'OCT-DEC 2022' to 'OCT-DEC 2024'. Request made by City of Tempe.
Tempe	Highway	3788	Country Club Way Bike Blvd, US60 to Warner Rd	Major Collector	Bike/Ped	**OCT-DEC 2024**	Maricopa	Other	7	0	0	No	No	No	No	No	Yes	Yes	No	TMP22-802C CL-1	TMP-0(255)D	T0312	Construct bike boulevard	2022	STBGP-MAG	2022	374,899	-	22,661	397,560	Amend: Change Open to Traffic from 'OCT-DEC 2022' to 'OCT-DEC 2024'. Request made by City of Tempe.
~~Tempe~~	~~Highway~~	~~11435~~	~~George Ditch in Tempe~~		~~Air Quality~~	~~OCT-DEC 2023~~	~~Maricopa~~	~~Other~~	~~1~~	~~0~~	~~0~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~TMP19-203D~~	~~-----~~	~~-----~~	~~Design Alley Paving~~	~~2019~~	~~Local~~	~~2019~~	~~-~~	~~-~~	~~58,000~~	~~58,000~~	Amend: Delete project from TIP. Project is no longer valid. Request made by City of Tempe.

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.

*ITEM 7e.	**Route & MP:**	SR 69 @ MP 287
	Project Name:	TRUWOOD DR - SUNDOG RANCH RD
	Type of Work:	ITS IMPROVEMENTS
	County:	Yavapai
	District:	Northwest
	Schedule:	
	Project:	F072601L TIP#: 103704
	Project Manager:	Heidi Yaqub
	Program Amount:	$0
	New Program Amount:	$250,000
	Requested Action:	Establish Scoping Subphase.

PRB Item #:

06

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 1/9/2024 2. Teleconference: No

3. Form Date / 5. Form By:

1/17/2024

Heidi Yaqub

4. Project Manager / Presenter:

Heidi Yaqub @ (602) 712-7644

206 S 17th Ave, , 310B - 4210 MPD PLANNING TEAM

6. Project Name:

TRUWOOD DR - SUNDOG RANCH RD

7. Type of Work:

ITS IMPROVEMENTS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
JA1Q	Northwest	69	Yavapai	287	F072601L ?	3	

16. Program Budget: $0

17. Program Item #: 103704

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$250	$250

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
77824	$250	STATEWIDE FREIGHT PROGRAM	Statewide Freight Program

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

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

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

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

25. DESCRIPTION OF REQUEST

Establish Scoping Subphase.

26. JUSTIFICATION OF REQUEST

The scoping study will assess potential ITS Improvements within the defined SR 69 corridor. It will also consider a synchronized network to ensure signal progression with the adaptive signal system and the CYMPO completed study to implement adaptive signal control along this corridor mesh and are maximized. Part of the study would also look at existing fiber along corridor and the feasibility of fiber expansion to facilitate tying corridor signals into ADOT's existing signal network.

The scoping study should also include reviewing whether to add a smaller blank-out-sign type DMS closer to Fain Road or review the feasibility of moving the existing DMS on SR69 closer to Fain Road in order to better divert unneeded traffic or freight movements that have destinations to the Chino Valley area.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 1/31/2024

PRB APPROVED

*ITEM 7f.	**Route & MP:**	Local
	Project Name:	AJO WASH BRIDGE
	Type of Work:	REPLACE BRIDGE
	County:	Pima
	District:	Southcentral
	Schedule:	
	Project:	T040501C TIP#: 103371
	Project Manager:	Dana Cherry
	Program Amount:	$0
	New Program Amount:	$761,000
	Requested Action:	Establish New Project.

PRB Item #:

15

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 1/23/2024 2. Teleconference: No

3. Form Date / 5. Form By:

1/29/2024

Dana Cherry

4. Project Manager / Presenter:

Dana Cherry @ (602) 712-7030

205 S 17th Ave, , 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

AJO WASH BRIDGE

7. Type of Work:

REPLACE BRIDGE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
CO1Q	Southcentral	0000	Pima	PIM	T040501C ?	0.0	PPM-0(271)D

16. Program Budget: $0

17. Program Item #: 103371

18. Current Approved Program Budget: $0

18a. (+/-) Program Budget Request: $761

18b Total Program Budget After Request: $761

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
103371	$44	.	Local Match 5.7pct ($43,339.00)
76425	$717	.	Off System Bridge 94.3pct

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST\NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 25

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

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

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

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

25. DESCRIPTION OF REQUEST

Establish New Project

26. JUSTIFICATION OF REQUEST

This project replaces an existing 1953 timber bridge which is considered structurally deficient. The existing bridge has a posted weight limit of 10,000 LBS. The proposed replacement structure is a Triple 10` X 35` Reinforced Concrete Box culvert. This is a Pima County CA project, PAG TIP ID 13.22.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 1/31/2024

PRB APPROVED

*ITEM 7g.

Route & MP:	Statewide
Project Name:	Consultant Services for MUTCD Adoption
Type of Work:	Review ADOT standards and specifications for compliance with MUTCD
County:	Statewide
District:	Statewide
Schedule:	
Project:	_ TIP#: 104415
Project Manager:	Scott Orrahood
Program Amount:	$0
New Program Amount:	$484,000
Requested Action:	Establish new project.

Consultant Services for MUTCD Adoption

PRB Item #:

25

ARIZONA DEPARTMENT OF TRANSPORTATION

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 1/23/2024 2. Teleconference: No

3. Form Date / 5. Form By:

1/23/2024

Scott Orrahood

4. Project Manager / Presenter:

Scott Orrahood @ (602) 712-7800

205 S 17th Ave, , 063R - 4932 TRAFFIC DESIGN

6. Project Name:

Consultant Services for MUTCD Adoption

7. Type of Work:

Review ADOT standards and specifications for compliance with MUTCD

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 #: 104415

18. Current Approved Program Budget:	18a. (+/-) Program Budget Request:	18b Total Program Budget After Request:
$0	$484	$484

CURRENTLY APPROVED:

19. BUDGET ITEMS:

CHANGE / REQUEST:

19A. BUDGET ITEMS:

Item #	Amount	Description	Comments
79924	$484	.	

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:	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:	NO
24k. SCOPING DOCUMENT:	NOT APPLICABLE		

25. DESCRIPTION OF REQUEST

Establish new project

26. JUSTIFICATION OF REQUEST

On December 19, 2023, the FHWA published the 11th edition of the Manual on Uniform Traffic Control Devices. The selected Consultant will review all traffic design references against the new edition of the MUTCD, identify items of noncompliance with the new edition, and make recommendations in the form of updating the references to ensure compliance. References to be updated are:
The AZ Supplement of the MUTCD
Traffic Engineering Standard Drawings for signing, marking , signals, and lighting
Arizona Manual of Approved Signs
Traffic Design Guidelines and Processes
Temporary Traffic Control Design Guidelines
Standard or Stored Specifications as related to Traffic line items
State DOT`s have 2 years to adopt the new manual, as directed by FHWA.

27. CONCERNS OF REQUEST

28. OTHER ALTERNATIVES CONSIDERED

REQUESTED ACTIONS:

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 1/31/2024

PRB APPROVED

AZ SMART Grant Applications
January 31, 2024 Priority Planning Advisory Committee
February 16, 2024 State Transportation Board

Description	Tusayan RAISE 2025	Pinetop-Lakeside RAISE 2024
Application Summary		
AZ SMART Category	Munis under 10K	Munis under 10K
COG/MPO	Northern Arizona Council of Governments (NACOG)	Northern Arizona Council of Governments (NACOG)
Project Type	Road	Road
Project Name	Town of Tusayan – Highway 64	E Woodland Lake Rd; S Woodland Ln - SR 260
Project Limits	The Town of Tusayan – Highway 64 Flood Mitigation and Paving Project has the following project limits: North Boundary: Arizona State Route 64 Mile 236.1 (North Roundabout in Tusayan) South Boundary: Arizona State Route 64 Mile 235.4 (South Roundabout in Tusayan) East Boundary: Coconino Wash ¼ mile Upstream of Arizona State Route 64 West Boundary: Coconino Wash ¼ mile Downstream of Long Jim Loop Road and RP Drive Road and Reclaim Lane Total length of project location (in linear feet): Arizona State Highway 64 – 3700 feet Long Jim Loop – 900 feet RP Drive – 2800 feet Reclaim Lane 1300 feet Coconino Wash 5500 feet	East Woodland Lake Road from Woodland Lake Park Road to East White Mountain Boulevard & South Forest Drive from East Woodland Lake Road to East Pineview Lane & East Pineview Lane from South Forest Drive to East White Mountain Boulevard & Timber Drive from East Woodland Lake Road to East White Mountain Boulevard
Project Description	This project evaluates potential flooding issues to these corridors and routes, proposing mitigation measures for adequate levels of service. This project establishes a Comprehensive Drainage Master Plan, Design Concept Report, and Construction Documents. This is a transportation, health and safety need following inadequate planning and installation of the highway's current flood channel and culverts.	The Town is requesting funding assistance to construct the following: widen E Woodland Lake Rd to add a right turn lane onto E White Mountain Blvd; add sidewalk and underground drainage features to the southern side of E Woodland Lake Rd from E Woodland Lake Park Rd to W White Mountain Blvd; & add traffic calming features to S Forest Dr, E Pineview Ln, and Timber Dr. This project will increase connectivity by increasing the number of vehicles that can leave E Woodland Lake Rd heading east onto E White Mountain Blvd. This will encourage more vehicles to remain on E Woodland Lake Rd instead of using S Forest Dr, E Pineview Ln, and Timber Dr. The traffic calming measures added to S Forest , E Pineview Ln and Timber Dr will also discourage vehicles from using these alternative streets to E Woodland Lake Rd.
All in Applicant ROW?	No	Yes

Application Received	12/30/2023 14:54:29	1/10/2024 19:22:30
AZ SMART Request		
Federal Grant	Local and Regional Project Assistance (RAISE)	Local and Regional Project Assistance (RAISE)
Federal Grant phase	Construction	Construction
GDS requested	2,200	
DOES requested	$2,389,300	209,600
Match Requested		
Applicant Match		
Applicant Match %*		
Project Partners*		
Federal Grant Submission	Applicant or consultant will submit directly	Applicant or consultant will submit directly
Federal Grant Application Year	FY2025	2024
Federal Grant Project administration	Request ADOT administration (Project development administration fees will apply)	Be a direct recipient if allowed in the NOFO
Cost Estimate Documentation (attached with application)		
Estimates in YOE	Yes	Yes
Source of estimates	Developed by an engineering consultant	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 *

tusayantownmanager@tusayan-az.gov

Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County *

Town of Tusayan

2. Name of Contact Person for Applicant *

Charlie Hendrix

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 *

Town Manager

5. Contact's Full Mailing Address *

845 Mustang Drive, Tusayan, AZ 86023

6. Contact's Office Phone # *

928-638-9909

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

928-637-4297

8. Contact's Business Email Address *

tusayantownmanager@tusayan-az.gov

9. Select the Applicant's COG/MPO. *

Northern Arizona Council of Governments (NACOG)

Project Information

Please answer all the questions below.

NOTE regarding ADOT project design administration (PDA) fees: If requesting ADOT administration of the Project, initial ADOT PDA fees of $30,000 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 initial PDA fees are an estimate 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.

10. Select the Project Type. *

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

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

Town of Tusayan – Highway 64 Flood Mitigation and Paving

12. Enter the Project limits as applicable. If an infrastructure Project is infrastructure, provide the name of the road and "From" and "To" Mileposts or Cross Streets. If a non-infrastructure project, enter the geographic area to which the plan or study will relate. *

The Town of Tusayan – Highway 64 Flood Mitigation and Paving Project has the following project limits: North Boundary: Arizona State Route 64 Mile 236.1 (North Roundabout in Tusayan) South Boundary: Arizona State Route 64 Mile 235.4 (South Roundabout in Tusayan) East Boundary: Coconino Wash ¼ mile Upstream of Arizona State Route 64 West Boundary: Coconino Wash ¼ mile Downstream of Long Jim Loop Road and RP Drive Road and Reclaim Lane Total length of project location (in linear feet): Arizona State Highway 64 – 3700 feet Long Jim Loop – 900 feet RP Drive – 2800 feet Reclaim Lane 1300 feet Coconino Wash 5500 feet

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

ERMK 23-016

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

NACOG Letter of ...

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). *

This planning and pavement project addresses imminent flooding of our town and Northern AZ regions, caused by poor flooding infrastructure and planning throughout town and across SR 64. SR 64 does not have adequate drainage infrastructure to pass the 10-, 50-, or 100-year storm events. The only alternate route through Town is Long Jim Loop which lacks adequate infrastructure. Reclaim Lane is subject to flooding, cutting off access and compromising the critical waste water treatment facility. RP Drive is the default conveyance route of these major storm events. This project evaluates potential flooding issues to these corridors and routes, proposing mitigation measures for adequate levels of service. This project establishes a Comprehensive Drainage Master Plan, Design Concept Report, and Construction Documents. This is a transportation, health and safety need following inadequate planning and installation of the highway's current flood channel and culverts.

Protecting SR 64 and alternate roadway(s) is important and mitigation measures must avoid adverse impacts to surrounding properties and critical town infrastructure, like the Sanitary District. The transportation corridors and Sanitary District are integral to the Life and Safety of our community during flood events. Developing a plan with no adverse impact to the Sanitary District and other critical stakeholders is imperative. The technical expertise of the Coconino County Flood Control District and floodplain administrator will be integral.
SR 64 is the most-accessed highway that travels through Tusayan. Between 9,000 - 11,000 vehicles utilize this route daily to visit the Grand Canyon. The RP Drive/Long Jim Loop roadway is the only viable alternative road in Tusayan. These roads will be rendered impassable during 10-, 50- or 100-year storm events on Coconino Wash.

Addressing these safety issues reduces the potential for flooding and natural disaster. SR 64 is the major thoroughfare through Tusayan, its commercial district, and the only residential access is through connecting streets (mostly the RP Drive/Long Jim Loop road). The project area roads are a vital artery for essential services like the sanitization district, fire district, Town's fire hydrants, camping, community facilities and more. It's also the alternate access to the western portion of Main Street in downtown Tusayan and the APS substation.

Earlier this year the Town endured a large rainfall event, and became flooded by this roadway, with floods reaching the Town's doorstep and beyond, causing significant challenges, damages and impact. This could have been catastrophic during seasonal visitation to the Grand Canyon. Strengthening AZ's safety and transportation priorities, this project can prevent tens of millions of dollars in damage to property and person, as well as damaging key trade and distribution routes. It helps ensure AZ's main tourist destination will remain open, accessible, and safe to the public.

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

(1) Aerial Project...

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

- [ ] Yes
- [x] 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." *

- [x] Yes
- [ ] No
- [ ] Not Applicable

19. If Project involves privately-owned or another jurisdiction's Right of Way, has the Applicant discussed the Project with owner and obtained its consent to proceed with this grant application? If no other Right of Way or non-infrastructure project, check "Not applicable." *

- [ ] Yes
- [ ] No
- [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. *

0

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

$2,389,300

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

12/22/2023

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

0

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

NA

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

0

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. *

NA

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

$40,900,000

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

12/22/2023

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

0

34. Enter the date of the Other estimate. Enter "NA" if not applicable. *

NA

35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: Year of Expenditure basis means the costs have been inflated in later years. *

- [x] Yes
- [ ] No

36. Please indicate the source of the Project Cost Estimates entered above. *

- [ ] Developed by the Applicant
- [x] Developed by an engineering consultant
- [ ] Other:

37. Please upload documentation (PDF format only) showing the Project cost estimates (scoping document, cost estimation form, etc.). *

Estimate of Desi...

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).

2,200

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.

$2,389,300

43. Are ADOT Project Development Fees included in the amount requested for design and other engineering expenditures? If not, requesting design funding, skip this question.

- (●) 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."

The Town of Tusayan has the ability to deliver the project, but will defer to ADOT for administration requirements. Because of the nature of Highway 64 under ADOT's ROW, we anticipate ongoing coordination regarding this project. Subcontracting will take place for Design and Other Engineering Service (DOES) through a competitive bid among qualified vendors and businesses. The Town also plans to work closely with local stakeholders like Coconino County Flood Control District (for subject matter expertise) and local districts like the Tusayan Fire, Sanitary, and School. as well as other stakeholders to ensure a well thoughtout and comprehensive approach to this project.

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.

- [x] Applicant or consultant will submit directly
- [ ] Applicant requests ADOT to submit
- [ ] Other: _____

45. How does the Applicant intend to administer the Project if awarded a federal grant? *

- [ ] Be a direct recipient if allowed in the NOFO
- [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
- [x] 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.

FY2025

48. Which phase of the Project will be submitted in the Federal Grant application? *

- [ ] 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.

Tusayan Roadway

Flooding Areas

THE TOWN OF TUSAYAN

Westwood

6909 E. Greenway Parkway, Suite 250
Scottsdale, AZ 85254

Main (480) 747-6558
Fax (480) 367-8025

westwoodps.com
(888) 937-5150

December 22, 2023

Town of Tusayan
Charlie Hendrix, Town Manager
845 Mustang Drive
P.O. Box 709
Tusayan, AZ 86023

Re: Highway 64 Flood Mitigation and Paving

The purpose of this letter is to provide a cost estimate (Opinion of Probable Costs) for the planning and design phase of the Tusayan Highway 64 Flood Mitigation and Paving project. This phase of the project will include **Pre-Design Services, Comprehensive Master Drainage Plan, Design Concept Report, Construction Documents, and Project Administration and Management**. The **Pre-Design Services** will include project scoping, grant writing, Request for Qualifications (RFQ) preparation, Statement of Qualifications (SOQ) Review and selection, as well as project scoping and fee negotiations. This will be followed up with preparation of the **Comprehensive Master Drainage Plan** (CMDP). The CMDP will include hydrology and hydraulic evaluation of the existing conditions, an identification of the problematic drainage areas, mitigation alternatives, and 15% conceptual plans for each alternative. The next stage will be the **Design Concept Report** (DCR). The DCR will include vetting of concepts, evaluation of feasibility, hydrologic and hydraulic proof of concept, risk assessment, adverse impact analysis, right-of-way requirements, and cost estimate. The DCR is followed by the **Construction Document** preparation which will include the design plans and details, specifications, cost estimates and bid sheets, geotechnical report, drainage design report, and right-of-way requirements. The **Project Administration and Management** will be throughout the entire course of the project. We have estimated the fees associated with each of these stages of this project as follows:

• Pre-Design Services	$ 60,500
• Comprehensive Master Drainage Plan	$ 475,000
• Design Concept Report	$ 275,000
• Construction Documents	$ 1,476,000
• Project Administration and Management	$ 72,800
Total	$ 2,359,300

These items make up the planning and design phase of the Highway 64 Flood Mitigation and Paving project. This totals $ 2,359,300 for the Design services phase of the project.

Please contact me if you have any questions at (480) 840-7708.

Sincerely,

Jack K. Moody, P.E., CFM
Director of Water Resources
Westwood Professional Services

Westwood

6909 E. Greenway Parkway, Suite 250
Scottsdale, AZ 85254

Main (480) 747-6558
Fax (480) 367-8025

westwoodps.com
(888) 937-5150

December 22, 2023

Town of Tusayan
Charlie Hendrix, Town Manager
845 Mustang Drive
P.O. Box 709
Tusayan, AZ 86023

Re: Highway 64 Flood Mitigation and Paving Construction Costs

The purpose of this letter is to provide a cost estimate (Opinion of Probable Costs) for the Construction phase of the Tusayan Highway 64 Flood Mitigation and Paving project. This phase of the project will include Project Management, Construction costs, Construction Management, and Right-of-way acquisition.

The construction costs and right of way acquisition costs are difficult to identify at this preliminary stage of the project. This is due to the unknown nature of the mitigation options. There are many options for the mitigation plan that could come out of the design phase of the project that would cause a great variation of the construction costs. However, projects of this type are likely to have construction costs in the range of $ 30,000,000 to $ 50,000,000.

We have estimated the fees associated with each of these stages of this project as follows:

• Project Management	$ 300,000
• Construction Costs	$ 30,000,000
• Construction Management	$ 600,000
• Right-of-way acquisition	$ 10,000,000
Total	$ 40,900,000

These items make up the construction phase of the Highway 64 Flood Mitigation and Paving project. This totals an estimate of $ 40,900,000 for the construction phase of the project.

Please contact me if you have any questions at (480) 840-7708.

Sincerely,

Jack K. Moody, P.E., CFM
Director of Water Resources
Westwood Professional Services

NACOG
Northern Arizona Council of Governments
Apache • Coconino • Navajo • Yavapai

Chris Fetzer
Executive Director

December 28, 2023

ADOT Multimodal Planning Division
Grant Coordination Group
and
Arizona State Transportation Board

Subject: NACOG Approval for Town of Tusayan SMART Fund application

Dear ADOT MPD and Arizona State Transportation Board:

NACOG is pleased to inform you that we have approved the Town of Tusayan's application to the Arizona State Match Advantage for Rural Transportation (SMART) Fund for the *Highway 64 Flood Mitigation* project. This project displays the initiative taken by the Town of Tusayan to address the need for substantial flood-related improvements to Highway 64 and Long Jim Loop/RP Drive Road, which are essential roadways regularly used by both the Town of Tusayan's residents and millions of Grand Canyon National Park visitors each year (an average of 9,000 – 11,000 travelers along this stretch of Highway 64 per day). This project is an excellent candidate for the AZ SMART fund.

The project encompasses Highway 64 from milepost 236.1 to 235.4, stretching approximately 3700 linear feet, and includes the area around Coconino Wash from ¼ mile upstream of Highway 64 to ¼ mile downstream of Long Jim Loop and RP Drive Road. This boundary includes 900 linear feet of Long Jim Loop and 2800 linear feet of RP Drive Road.

The project intends to assess and mitigate severe flood risks associated with Highway 64 and Long Jim Loop/RP Drive through three phases: a Comprehensive Drainage Master Plan, a Design Concept Report, and Construction Documents. This project safeguards critical services, including sanitation, fire, and community facilities. Earlier flooding events revealed the potential for catastrophic damage, making the project vital for safety, infrastructure protection, and ensuring reliable access to the Grand Canyon.

I want to thank you in advance for your consideration of the Town of Tusayan's funding request. It is our hope that you will see the importance of this project in increasing the safety and circulation of residents and regional visitors who travel in the NACOG region regularly and will support this funding request for the Town of Tusayan.

Sincerely,

Chris Fetzer
Executive Director

NACOG 119 E. Aspen Ave. Flagstaff, AZ 86001 T 928-774-1895 F 928-773-1135 nacog.org
For TTY access, call the Arizona Relay Service at 800-367-8939 and ask for NACOG at 928-774-1895.

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 *

joseph@tripjllc.com

Applicant Information

Please answer all the questions below.

1. Name of Applicant City, Town or County *

Town of Pinetop-Lakeside, Arizona

2. Name of Contact Person for Applicant *

Matt Patterson

3. By checking the box below, the Contact Person for the Applicant certifies they have read and agree to the **Program Guidelines and Application Instructions** for the AZ SMART Fund Program. *

☑ I have read and agree to the Program Guidelines and Application Instructions for the AZ SMART Fund Program.

4. Contact's Title *

Public Works Director

5. Contact's Full Mailing Address *

958 S Woodland Road, Lakeside, AZ 85929

6. Contact's Office Phone # *

928-368-8885

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

8. Contact's Business Email Address *

mpatterson@pinetoplakesideaz.gov

9. Select the Applicant's COG/MPO. *

Northern Arizona Council of Governments (NACOG)

Project Information

Please answer all the questions below.

NOTE regarding ADOT project design administration (PDA) fees: If requesting ADOT administration of the Project, initial ADOT PDA fees of $30,000 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 initial PDA fees are an estimate 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.

10. Select the Project Type. *

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

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

Woodland Lake Road Traffic Safety Improvements

12. Enter the Project limits as applicable. If an infrastructure Project is infrastructure, provide the name of the road and "From" and "To" Mileposts or Cross Streets. If a non-infrastructure project, enter the geographic area to which the plan or study will relate. *

East Woodland Lake Road from Woodland Lake Park Road to East White Mountain Boulevard & South Forest Drive from East Woodland Lake Road to East Pineview Lane & East Pineview Lane from South Forest Drive to East White Mountain Boulevard & Timber Drive from East Woodland Lake Road to East White Mountain Boulevard

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

PTL 28-001C

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

NACOG Letter of ...

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). *

The Town is requesting funding assistance to construct the following: widen E Woodland Lake Rd to add a right turn lane onto E White Mountain Blvd; add sidewalk and underground drainage features to the southern side of E Woodland Lake Rd from E Woodland Lake Park Rd to W White Mountain Blvd; & add traffic calming features to S Forest Dr, E Pineview Ln, and Timber Dr. This project will increase connectivity by increasing the number of vehicles that can leave E Woodland Lake Rd heading east onto E White Mountain Blvd. This will encourage more vehicles to remain on E Woodland Lake Rd instead of using S Forest Dr, E Pineview Ln, and Timber Dr. The traffic calming measures added to S Forest , E Pineview Ln and Timber Dr will also discourage vehicles from using these alternative streets to E Woodland Lake Rd.

The following is traffic data for these intersections:

Peak Hours	Woodland Lake (NB) Left Lane	Woodland Lake (NB) Right Lane	Total
AM Peak 7-8 AM	28	48	76
AM Peak 8-9 AM	35	44	79
Midday Peak 11A-12P	46	39	85
Midday Peak 12-1 PM	43	46	89

Woodland Lake Rd from W Woodland Lake Rd to SR 260 Ownership Lakeside
Functional Class Urban Major Collector
2022 AADT 2,256
2021 AADT 2,981
2020 AADT 2,964
2019 AADT 3,215
2018 AADT 3,241

This project will improve the safety and reliability of the movement of vehicles within the project area by shifting vehicles away the intersection of E Pineview Ln and Timber Dr with E White Mountain Blvd.

This project will also increase the quality of life by decreasing traffic for S Forest Dr, E Pineview Ln, and Timber Dr.

Civil Design and Plans, Drainage Report, ADOT Encroachment permit, Floodplain Use Permit*, Traffic Impact Analysis, Bid Documents, Cost Estimates, Survey ROW Legals and Topography, Environmental Determination*, Geotech, and Site Visits.
*Excludes NEPA Compliance or FEMA Floodplain LOMR

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

Map - J. Jarvis.pdf

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. *

209,600

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

10/2023

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

0

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

NA

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

0

30. Enter the date of the Utilities estimate. Enter "NA" if not applicable. *

NA

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

1190646

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

10/2023

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

0

34. Enter the date of the Other estimate. Enter "NA" if not applicable. *

NA

35. Do the estimates provided reflect costs on a Year of Expenditure basis? Note: Year of Expenditure basis means the costs have been inflated in later years. *

- [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.). *

Engineers Estim...

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.

209,600

43. Are ADOT Project Development Fees included in the amount requested for design and other engineering expenditures? If not, requesting design funding, skip this question.

- (●) 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.

- [x] 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? *

- [x] Be a direct recipient if allowed in the NOFO
- [ ] Request ADOT administration (Project development administration fees will apply)
- [ ] Other: _____

46. Select the Federal Grant for which the Applicant intends to submit the Project - select one grant only. If the desired grant is not listed, select Other and provide the name of the grant and the applicable federal agency. **NOTE:** This list does not include all federal discretionary grants and may contain grants that are not currently available or funded. Applicants are responsible for conducting their own research to identify an appropriate federal grant for their Project. *

- [ ] Active Transportation Infrastructure Investment Program
- [ ] Bridge Investment Program
- [ ] Defense Community Infrastructure Pilot
- [ ] Grants for Charging and Fueling Infrastructure
- [x] Local and Regional Project Assistance (RAISE)
- [ ] Multi State Freight Corridor Planning
- [ ] National Culvert Removal, Replacement and Restoration Grant Program
- [ ] National Infrastructure Project Assistance (MEGA)
- [ ] Nationally Significant Freight and Highway Projects (INFRA)
- [ ] PROTECT Grant Program
- [ ] Reconnecting Communities Pilot Program
- [ ] Rural Surface Transportation Grant Program
- [ ] Safe Streets and Roads for All Program (SS4A)
- [ ] Strategic Innovation for Revenue Collection
- [ ] Strengthening Mobility and Revolutionizing Transportation Grant Program
- [ ] Wildlife Crossing Safety
- [ ] Rail - Consolidated Rail Infrastructure and Safety Improvements Grants
- [ ] Rail - Fixed Guideway Capital Investment Grants
- [ ] Rail - Restoration and Enhancement Grants
- [ ] Rail - Railroad Crossing Elimination Program
- [ ] Transit - All Stations Accessibility
- [ ] Transit - Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program
- [ ] Transit - Buses and Bus Facilities Program
- [ ] Transit - Develop Interoperable Standards for Bus Exportable Power Systems (BEPS)
- [ ] Transit - Innovative Coordinated Access and Mobility (ICAM) Pilot Program

- [ ] Transit - Low-No Emission Vehicle Program
- [ ] Transit - Public Transportation Innovation Program
- [ ] Transit - State of Good Repair Grants Program
- [ ] Transit - Technical Assistance, Standards Development, and Workforce Development Programs
- [ ] Other: _____

47. In what Federal Fiscal Year does the Applicant intend to submit an application for the Federal Grant? *
NOTE: the Federal Fiscal Year runs from October 1 through September 30. Applications must be submitted prior to the expiration of the Infrastructure Investment and Jobs Act, currently expiring on September 30, 2026.

2024

48. Which phase of the Project will be submitted in the Federal Grant application? *

- [ ] Design
- [ ] Right of Way Acquisition
- [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

NACOG
Northern Arizona Council of Governments
Apache • Coconino • Navajo • Yavapai

Chris Fetzer
Executive Director

December 28, 2023

ADOT Multimodal Planning Division
Grant Coordination Group
and
Arizona State Transportation Board

Subject: NACOG Approval for Town of Pinetop-Lakeside SMART Fund application

Dear ADOT MPD and Arizona State Transportation Board:

NACOG is pleased to inform you that we have approved the Town of Pinetop-Lakeside's application to the Arizona State Match Advantage for Rural Transportation (SMART) Fund for the *Woodland Lake Road Traffic Safety Improvements* project. This project displays the initiative taken by the Town of Pinetop-Lakeside to address the need for safety, mobility, and quality of life improvements to E Woodland Lake Road and the surrounding area, and project is an excellent candidate for the AZ SMART fund.

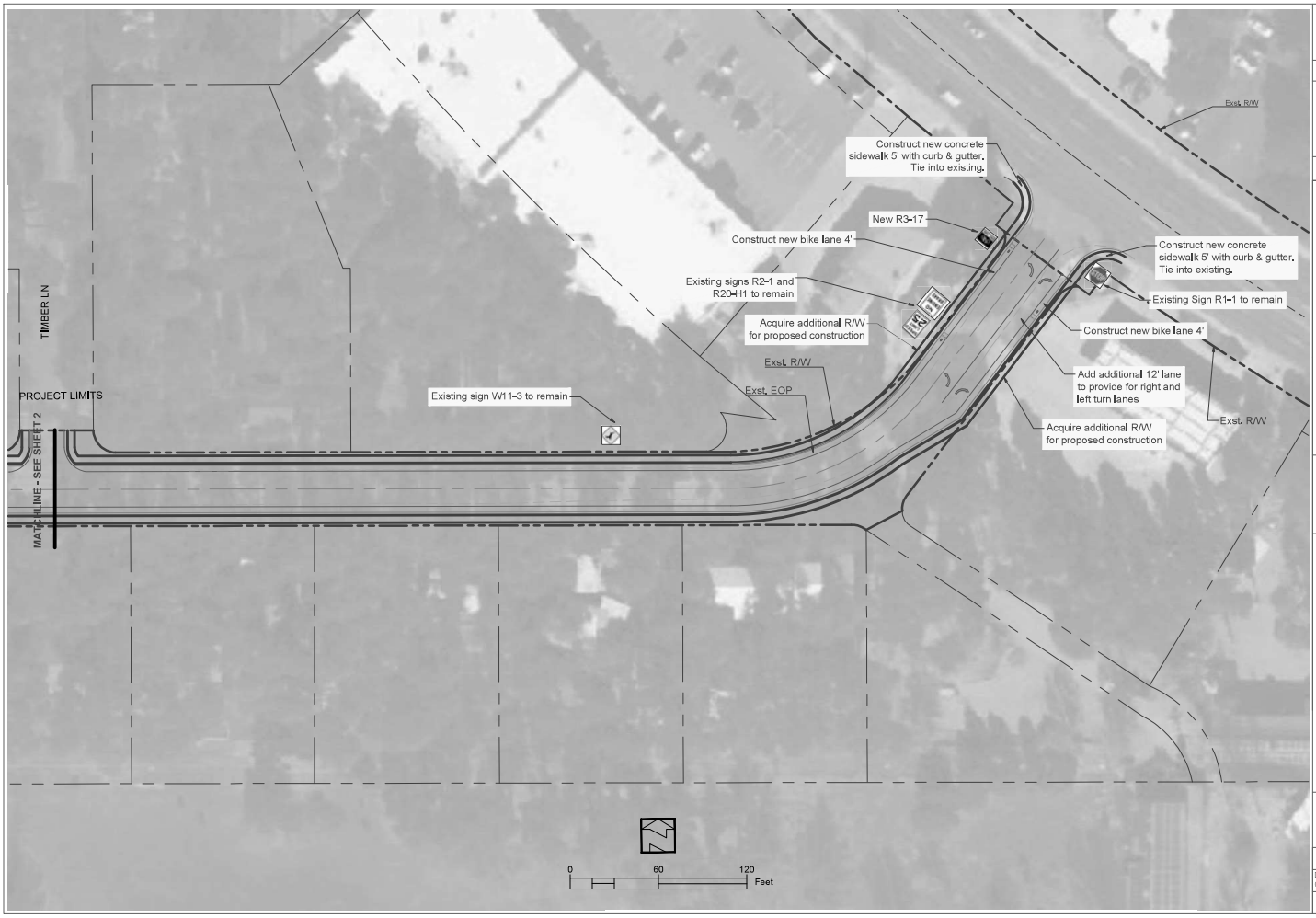
The project intends to implement a series of multimodal safety improvements to E Woodland Lake Road and adjacent streets, including: widening E Woodland Lake Road to add a right turn lane onto E White Mountain Blvd, adding sidewalk and underground drainage features to the southern side of E Woodland Lake Road from E Woodland Lake Park Road to W White Mountain Blvd, and adding traffic calming features to S Forest Drive, E Pineview Lane, and Timber Drive.

The project will increase connectivity by increasing the number of vehicles that can leave E Woodland Lake Road heading east onto E White Mountain Blvd. This, alongside the traffic calming measures mentioned above, will encourage more vehicles to remain on E Woodland Lake Road instead of using the alternative residential streets (S Forest Drive, E Pineview Lane, and Timber Drive). Paired with the sidewalk and drainage improvements on E Woodland Lake Road, the project will improve the corridor for residents, travelers, and Vulnerable Road Users alike, and stands to significantly increase ease of travel and safety in the area.

I want to thank you in advance for your consideration of the Town of Pinetop-Lakeside's funding request. It is our hope that you will see the importance of this project in increasing the safety and circulation of residents and regional visitors who travel in the NACOG region regularly and will support this funding request for the Town of Pinetop-Lakeside.

Sincerely,

Chris Fetzer
Executive Director



NO.	REVISIONS	BY	DATE

TOWN OF PINETOP-LAKESIDE
PUBLIC WORKS DEPARTMENT
P.O. BOX 2670 / 1360 CEDAR ROAD
LAKESIDE, AZ 85929
(928)368-4885
WWW.PINETOPLAKESIDEAZ.GOV

SCALE (H): 1" = 30'
SCALE (V):
DRAWN BY: KN
CHECKED BY: KMF
DATE: 1/5/2024

SR 260 - WOODLAND LAKE ROAD INTERSECTION IMPROVEMENTS PROPOSED PLAN

PROJECT NO.

DRAWING NAME: CONCEPTUAL LAYOUT

01 OF 03

NO.	REVISIONS	BY	DATE

TOWN OF PINETOP-LAKESIDE
PUBLIC WORKS DEPARTMENT
86-5 CONDOR AVENUE ROAD
LAKESIDE, AZ 85929
(928)368-4885
WWW.PINETOPLAKESIDE.AZ.GOV

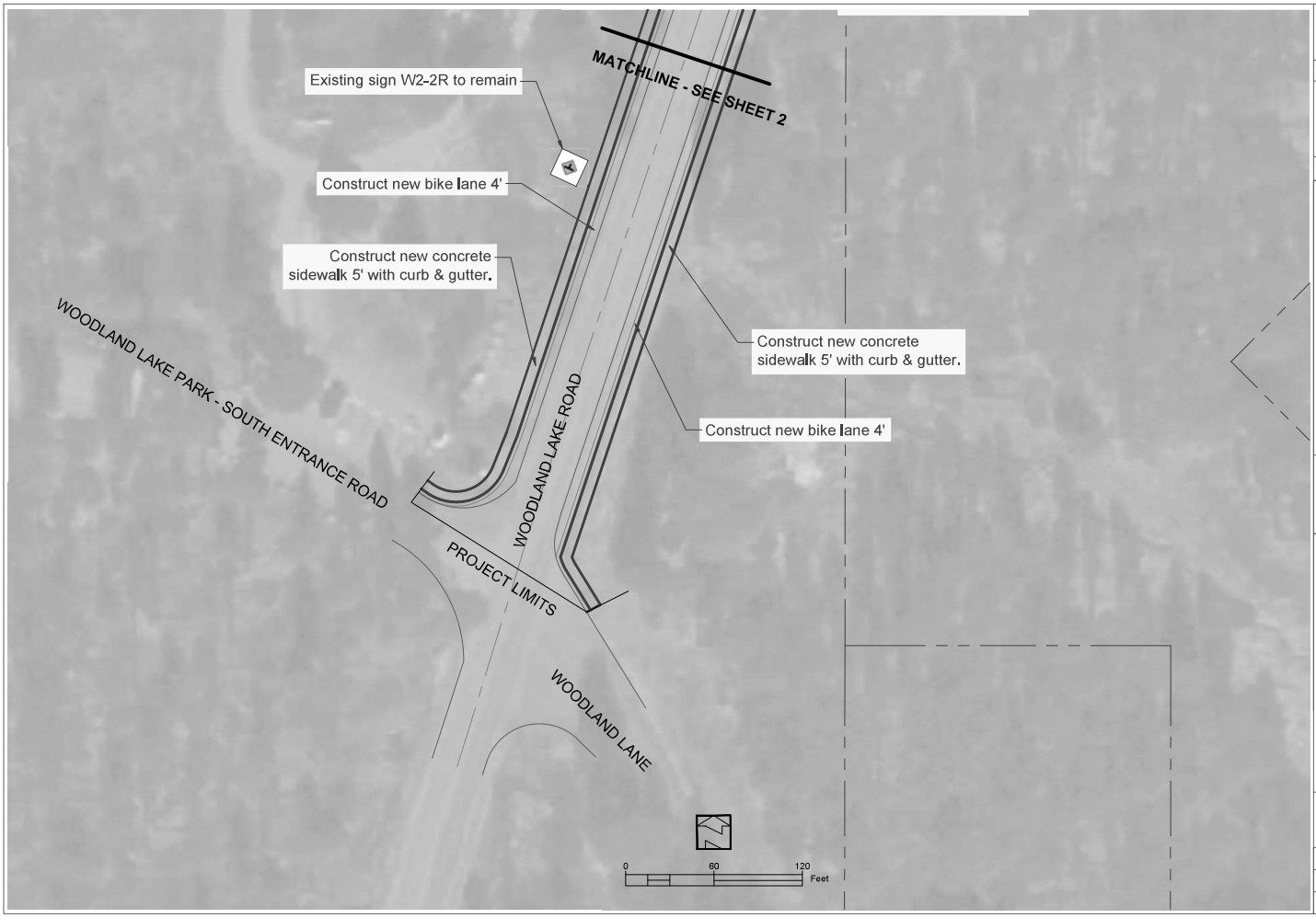
SCALE (H): 1" = 30'
SCALE (V):
DRAWN BY: KN
CHECKED BY: KMF
DATE: 1/5/2024

SR 260 - WOODLAND LAKE ROAD
INTERSECTION IMPROVEMENTS
PROPOSED PLAN

PROJECT NO.

DRAWING NAME:
CONCEPTUAL LAYOUT

02 OF 03



NO.	REVISIONS	BY	DATE

TOWN OF PINETOP-LAKESIDE
PUBLIC WORKS DEPARTMENT
86511 CORONADO ROAD
LAKESIDE, AZ 85929
(928)368-4885
WWW.PINETOPLAKESIDEAZ.GOV

SCALE (H): 1" = 20'
SCALE (V):
DRAWN BY: KN
CHECKED BY: KMF
DATE: 1/5/2024

SR 260 - WOODLAND LAKE ROAD
INTERSECTION IMPROVEMENTS
PROPOSED PLAN

PROJECT NO.

DRAWING NAME:
CONCEPTUAL LAYOUT

03 OF 03

SMART Grant Application
Preliminary Design Fee per
Concept Plans dated 1/5/24
#222250/7005

Woodland Lake Road		
Civil Design and Plans	$	60,000
Drainage Report	$	15,000
ADOT Encroachment permit	$	10,000
Floodplain Use Permit*	$	10,000
Traffic Impact Analysis	$	20,000
Bid Documents	$	10,000
Cost Estimates	$	5,000
Survey ROW Legals	$	5,000
Survey Topography	$	-
Environmental Determination*	$	25,000
Geotech	$	10,000
Site Visits	$	9,600
Total	**$**	**179,600**

*Excludes NEPA Compliance or FEMA Floodplain LOMR

STATE ENGINEER'S REPORT
January 2024

The Status of Projects Under Construction report for December 2024 shows 86 projects under construction valued at $2,056,020,307.56. The transportation board awarded 7 projects during January valued at approximately $71.6 million.

During January, the Department finalized 6 projects valued at $34,395,421.39. 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 36 projects. The total cost of these 36 projects has exceeded the contractors bid amount by 3.3%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 1.0%.

MONTHLY CONSTRUCTION REPORT

January 2024

PROJECTS UNDER CONSTRUCTION	86
MONETARY VALUE OF CONTRACTS	$2,056,020,307.56
PAYMENTS MADE TO DATE	$1,315,172,748.66
STATE PROJECTS	67
LOCAL GOVERNMENT	19
OTHER	
CONTRACTS EXECUTED IN JANUARY 2024	7
MONETARY AMOUNT OF CONTRACTS EXECUTED	$71,621,225.17

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2024
January, 2024

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
010-B-(215)S H878601C	DYSART ROAD TO I-17 Central District						
Working Days: 494 = 245 + 249 Days Used: 494							
			FNF CONSTRUCTION, INC.	Low Bid =	$1,748,615.73 or 21.31% over State Estimate		
		8,204,690.00		$9,953,305.73	$12,157,902.44	$2,204,596.71	22.1 %
888-A-(234)T F020301C	SR101L; I-10 TO I-17 Central District						
Working Days: 292 = 200 + 92 Days Used: 152							
			ROADWAY ELECTRIC, LLC	Low Bid =	($7,282.90) or 0.65% under State Estimate		
		1,122,349.10		$1,115,066.20	$1,068,839.02	($46,227.18)	-4.1 %
095-D-(217)T F018201C	NEEDLES BRIDGE #2435 NorthWest District						
Working Days: 314 = 260 + 54 Days Used: 314							
			FNF CONSTRUCTION, INC.	Low Bid =	$129,548.97 or 6.39% over State Estimate		
		2,027,859.70		$2,157,408.67	$2,118,842.63	($38,566.04)	-1.8 %
160-A-(208)T F014401C	Long House Valley - Kayenta NorthEast District						
Working Days: 200 Days Used: 179							
			FANN CONTRACTING, INC	Low Bid =	$1,601,080.40 or 14.62% over State Estimate		
		10,948,719.60		$12,549,800.00	$12,366,928.46	($182,871.54)	-1.5 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2024
January, 2024

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
060-C-NFA F045201C Working Days: 70 Days Used: 70	El Camino Viejo - E of MP 217 SouthEast District						
		4,979,727.70	SUNLAND ASPHALT & CONSTRUCTION LLC	Low Bid = $3,994,994.00	($984,733.70) or 19.77% under State Estimate $4,074,286.89	$79,292.89	2.0 %
386-A-(200)T F053901C Working Days: 225 Days Used: 183	MP 4 - Kitt Peak Observatory SouthCent District						
		1,680,136.00	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	Low Bid = $2,552,091.00	$871,955.00 or 51.90% over State Estimate $2,608,621.95	$56,530.95	2.2 %

Completed Contracts (FiscalYear 2024)

January, 2024

Totals	No. of Contracts	State Estimate	Bid Amount	Final Cost
# of Projects: 6	6	$28,963,482.10	$32,322,665.60	$34,395,421.39
		Monetary		Monetary
		$3,359,183.50		$2,072,755.79

Accumulation to Date (FiscalYear 2024 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
36	$105,666,070.23	$112,119,817.17	$115,857,726.59	$3,737,909.42	3.3%

Prepared By:

DocuSigned by:
Ladd Bouts 2/2/2024
4121CC9894A942B...

Field Reports Unit, X7301

Checked By:

DocuSigned by:
Irene Del Castillo 2/2/2024
697D5935C248471...

IRENE DEL CASTILLO, FR Manager
Field Reports, X7321

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	$ 60,444,968	$ 201,322	$ (4,647)	$ -	$ 1,072,359	$ 57,667,418	$ 59,372,609	3.0%
Nov-23	$ 71,119,986	$ 188,078	$ 100,000	$ -	$ 1,360,437	$ 68,833,739	$ 69,759,548	1.3%
Dec-23	$ 81,462,305	$ 175,369	$ (10,303)	$ -	$ 1,525,504	$ 79,797,152	$ 79,936,801	0.2%
Jan-24	$ 115,857,727	$ 999,468	$ 98,065	$ 45,457	$ 2,668,493	$ 112,119,817	$ 113,189,233	1.0%
Feb-24					$ 2,668,493		$ (2,668,493)	
Mar-24					$ 2,668,493		$ (2,668,493)	
Apr-24					$ 2,668,493		$ (2,668,493)	
May-24					$ 2,668,493		$ (2,668,493)	
Jun-24					$ 2,668,493		$ (2,668,493)	
		$ 2,375,743	$ 247,293	$ 45,457	$ 2,668,493			

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 10a: BOARD DISTRICT NO.:	6
BIDS OPENED:	JANUARY 19, 2024
HIGHWAY:	KINGMAN – ASHFORK HIGHWAY (I-40)
SECTION:	ASH FORK CREEK BRIDGES
COUNTY:	YAVAPAI
ROUTE NO.:	I-40
PROJECT : TRACS:	040-B(232)T; 040 YV 146 F037101C
FUNDING:	94.34% FED 5.66% STATE
LOW BIDDER:	VASTCO, INC.
LOW BID AMOUNT:	$ 1,045,127.50
STATE ESTIMATE:	$ 1,475,831.00
$ UNDER ESTIMATE:	$ 430,703.50
% UNDER ESTIMATE:	29.2%
PROJECT DBE GOAL:	1.63%
BIDDER DBE PLEDGE:	3.98%
NO. BIDDERS:	6
RECOMMENDATION:	AWARD

*ITEM 10b: BOARD DISTRICT NO.: 3

BIDS OPENED: JANUARY 26, 2024

HIGHWAY: SAFFORD – SPRINGERVILLE HIGHWAY (US 191)

SECTION: US 191 AT SR 75 & SR 78

COUNTY: GREENLEE

ROUTE NO.: US 191

PROJECT : TRACS: 191-C(225)T; 191 GE 154 F043801C

FUNDING: 94.3% FED 5.7% STATE

LOW BIDDER: GRANITE CONSTRUCTION COMPANY

LOW BID AMOUNT: $ 6,519,519.00

STATE ESTIMATE: $ 5,060,075.70

$ OVER ESTIMATE: $ 1,459,443.30

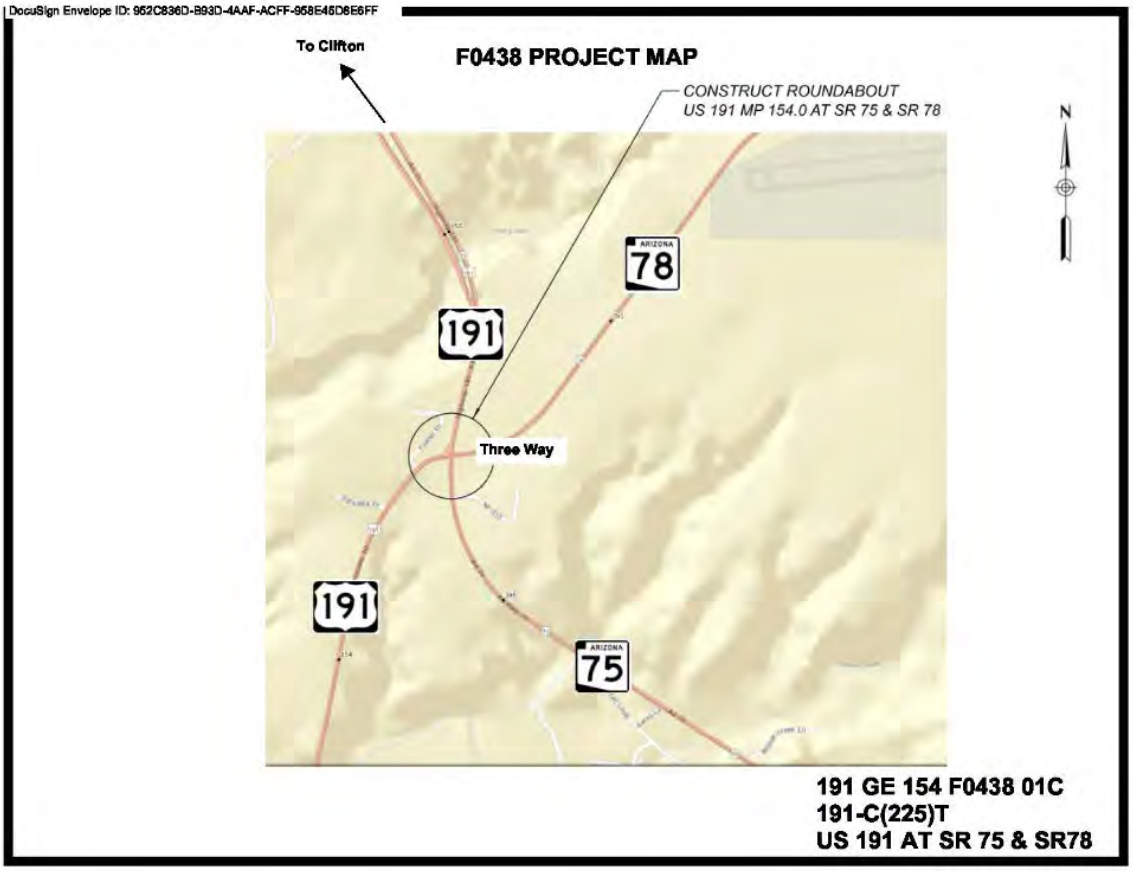
% OVER ESTIMATE: 28.8%

PROJECT DBE GOAL: 6.28%

BIDDER DBE PLEDGE: 6.94%

NO. BIDDERS: 2

RECOMMENDATION: AWARD



*ITEM 10c: BOARD DISTRICT NO.: 3

BIDS OPENED: JANUARY 19, 2024

HIGHWAY: TOWN OF CLIFTON

SECTION: CHASE CREEK BRIDGE

COUNTY: GREENLEE

ROUTE NO.: LOCAL

PROJECT : TRACS: CLF-0(202)T; 0000 GE CLF T028501C

FUNDING: 94.3% FEDS 5.7% LOCAL

LOW BIDDER: MERIDIAN ENGINEERING COMPANY

LOW BID AMOUNT: $ 2,197,112.00

STATE ESTIMATE: $ 1,282,920.00

$ OVER ESTIMATE: $ 914,192.00

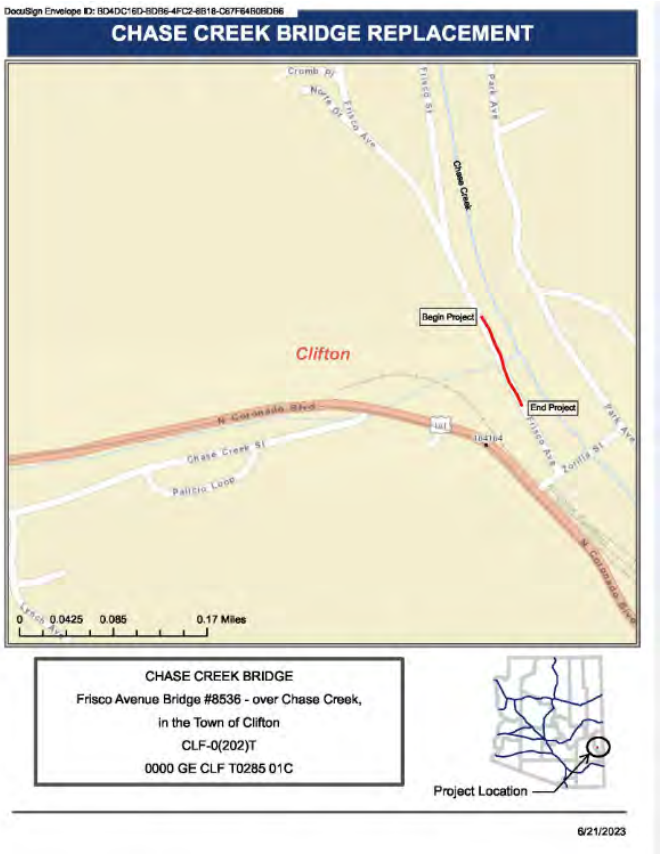
% OVER ESTIMATE: 71.3%

PROJECT DBE GOAL: 4.57%

BIDDER DBE PLEDGE: 5.11%

NO. BIDDERS: 1

RECOMMENDATION: POSTPONED



*ITEM 10d: BOARD DISTRICT NO.: 1

BIDS OPENED: JANUARY 19, 2024

HIGHWAY: TOWN OF GUADALUPE

SECTION: HIGHLINE CANAL; MINERAL RD. TO AVENIDA DEL YAQUI

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: GUA-0(206)T; 0000 MA GUA T039201C

FUNDING: 94.3% FED 5.7% LOCAL

LOW BIDDER: ROADWAY ELECTRIC, LLC

LOW BID AMOUNT: $ 964,749.00

STATE ESTIMATE: $ 1,226,600.00

$ UNDER ESTIMATE: $ 261,851.00

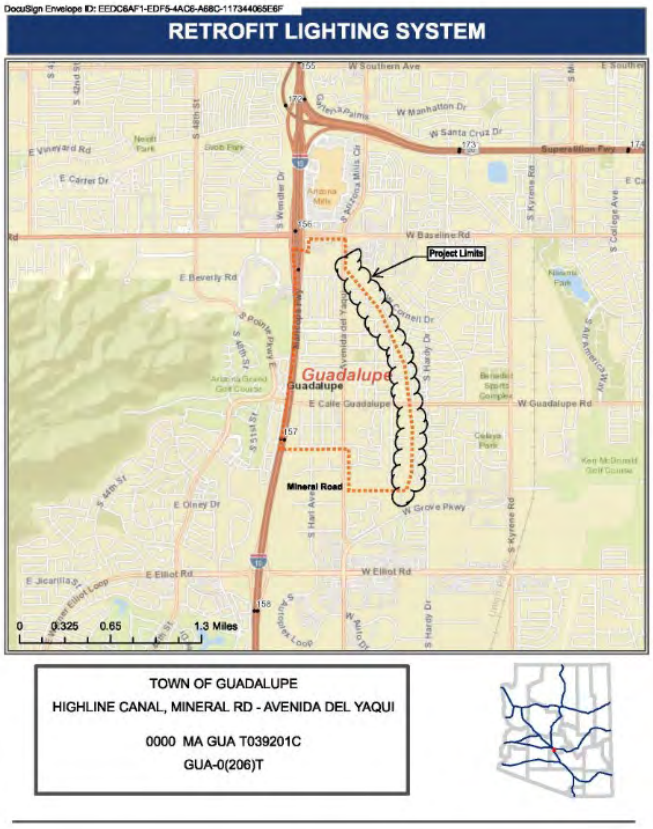
% UNDER ESTIMATE: 21.3%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 5

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

285 Working Days

Project F049801C is located on Interstate 40 in Apache County, in the Northeast District, located just west of Chambers and US 191 Traffic Interchange. The project limits begin at milepost 318.8 and end at milepost 330.6. The work consists of milling the existing pavement surface and replacing it with new asphalt concrete, project also includes guardrail installation , drainage work,, pavement marking, traffic control and other related work.
Project F042201C is located in Apache County on Interstate I-40 between milepost 315.67 and milepost 316.67. The work consists of hydro-demolition bridge deck slab concrete to a minimum depth of 2-1/2" milling and overlay with Ultra-High Performance Concrete, Guardrail, pavement marking and other related work.

Bid Opening Date : 1/26/2024, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location		Item
040 AP 318 F049801C 040-E-(227)T	HOLBROOK - LUPTON HIGHWAY (I - 40)	Pinta - McCarrell	NorthEast District	102472
040 AP 316 F042201C 040-E-(226)T	HOLBROOK - SANDERS HWY (I - 40)	Dead River Br (Str 565) SW of	NorthEast District	100197

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$29,985,000.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
2	$32,917,941.72	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
	$35,088,680.00	DEPARTMENT	

Apparent Low Bidder is 14.5% Under Department Estimate (Difference = ($5,103,680.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, DECEMBER 15, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO	040 AP 318 F0498 01C
PROJECT NO	040-E(227)T
TERMINI	HOLBROOK – LUPTON HWY (I-40)
LOCATION	PINTA – MCCARRELL

TRACS NO	040 AP 316 F0422 01C
PROJECT NO	040-E(226)T
TERMINI	HOLBROOK – SANDERS HWY (I-40)
LOCATION	DEAD RIVER BRIDGE (STR # 565)

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
040	318.8 to 330.6	NORTHEAST	1024172
040	315.67 to 316.67	NORTHEAST	100197

The amount programmed for this contract is $45,504,000. The location and description of the proposed work are as follows:

Project F049801C is located on Interstate 40 in Apache County, in the Northeast District, located just west of Chambers and US 191 Traffic Interchange. The project limits begin at milepost 318.8 and end at milepost 330.6. The work consists of milling the existing pavement surface and replacing it with new asphalt concrete, project also includes guardrail installation , drainage work,, pavement marking, traffic control and other related work.

Project F042201C is located in Apache County on Interstate I-40 between milepost 315.67 and milepost 316.67. The work consists of hydro-demolition bridge deck slab concrete to a minimum depth of 2-1/2" milling and overlay with Ultra-High Performance Concrete, Guardrail, pavement marking and other related work.

This project is located on a Native American Reservation, in the Navajo Reservation area, which may subject the contractor to the laws and regulations of the Navajo Reservation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Navajo Reservation on work performed on the Reservation.

The time allowed for the completion of the work included in the Construction Phase of the contract will be 285 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 1.92 .

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 11-02-2023

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

75 Working Days

The proposed project is located in Yavapai County on SR 89, from Milepost (MP) 339 to MP 363, south of Ash Fork. The work includes installing centerline rumble strips, fog coat, permanent pavement markings and other related work.

Bid Opening Date : 1/5/2024, Prequalification Required, Engineer Specialist : Farhana Jesmin

Project No.	Highway Termini	Location		Item
089 YV 339 F051901C 089-B-(220)T	PRESCOTT-ASH FORK HWY (SR-89)	MP339 - I-40	NorthWest District	101699

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$524,444.00	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-
	$528,151.49	DEPARTMENT	
2	$563,771.50	NEVADA BARRICADE & SIGN COMPANY, INC.	9530 NORTH VIRGINIA ST RENO, NV 89506-

Apparent Low Bidder is 0.7% Under Department Estimate (Difference = ($3,707.49))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 05, 2024, AT 11:00 A.M. (M.S.T.)

TRACS NO	089 YV 339 F051901C
PROJECT NO	089-B(220)T
TERMINI	PRESCOTT ASH FORK HWY (SR-89)
LOCATION	MP 339 to I-40

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR-89	339 to 363	NORTHWEST	101699

The amount programmed for this contract is $767,000. The location and description of the proposed work are as follows:

The proposed project is located in Yavapai County on SR 89, from Milepost (MP) 339 to MP 363, south of Ash Fork. The work includes installing centerline rumble strips, fog coat, permanent pavement markings and other related work.

The time allowed for the completion of the work included in this contract will be 75 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.65.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 6/07/2023

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

90 Working Days

The proposed project is located in Yavapai County on I-40, from MP 146.15 to MP 146.26, in the town of Ash Fork. The work consists of scour retrofit that will be performed on the Ash Fork Creek bridges that include Ash Fork Creek RCB STR. 6583, EB STR. 1764, WB STR. 1765, and the Ash Fork Creek ramp B, STR. 1767. The work includes constructing concrete floors underneath the existing bridges, installing shotcrete, riprap, seeding, and other related work.

Bid Opening Date : 1/19/2024, Prequalification Required, Engineer Specialist : Yusuf Kadem

Project No.	Highway Termini	Location		Item
040 YV 146 F037101C 040-B-(232)T	KINGMAN - ASH FORK HIGHWAY (I 40)	Ash Fork Creek Bridges	NorthWest District	100243

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$1,045,127.50	VASTCO, INC.	425 INDUSTRIAL DRIVE CHINO VALLEY, AZ 86323-
2	$1,107,629.00	EARTH RESOURCES CORPORATION	300 S. LATILLA LANE DEWEY, AZ 86327-
	$1,475,831.00	DEPARTMENT	
3	$1,677,776.80	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
4	$1,711,254.00	COMBS CONSTRUCTION COMPANY, INC.	1903 WEST PARKSIDE LANE, SUITE #100 GLENDALE, AZ 85027-
5	$1,768,000.00	TECHNOLOGY CONSTRUCTION, INC.	5430 SIDE ROAD PRESCOTT, AZ 86301-

Rank	Bid Amount	Contractor Name	Address of Contractor
6	$1,907,526.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-

Apparent Low Bidder is 29.2% Under Department Estimate (Difference = ($430,703.50))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: JANUARY 19, 2024, AT 11:00 A.M. (M.S.T.)

TRACS NO	040 YV 146 F0371 01C
PROJECT NO	040-B(232)T
TERMINI	KINGMAN - ASH FORK HIGHWAY (I 40)
LOCATION	ASH FORK CREEK BRIDGES

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I 40	146.15 to146.26	NORTHWEST	100243

The amount programmed for this contract is $2,527,000. The location and description of the proposed work are as follows:

The proposed project is located in Yavapai County on I-40, from MP 146.15 to MP 146.26, in the town of Ash Fork. The work consists of scour retrofit that will be performed on the Ash Fork Creek bridges that include Ash Fork Creek RCB STR. 6583, EB STR. 1764, WB STR. 1765, and the Ash Fork Creek ramp B, STR. 1767. The work includes constructing concrete floors underneath the existing bridges, installing shotcrete, riprap, seeding, and other related work.

The time allowed for the completion of the work included in this contract will be 90 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 1.63.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at https://www.bidx.com/az/lettings. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole

discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 9/14/2023

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

265 Working Days

The proposed project is located in Greenlee County, on US 191 at milepost 154.00, near Safford. The work consists of constructing a roundabout at US 191, SR 75 and SR 78 Intersection. The proposed work also includes pavement marking, drainage improvements, signing, and other miscellaneous work.

Bid Opening Date : 1/26/2024, Prequalification Required, Engineer Specialist : Zarghami Ata

Project No.	Highway Termini	Location	Item
191 GE 154 F043801C 191-C-(225)T	SAFFORD - SPRINGERVILLE HIGHWAY (US 191)	US 191 at SR 75 and SR 78 SouthEast District	102761

Rank	Bid Amount	Contractor Name	Address of Contractor
	$5,060,075.70	DEPARTMENT	
1	$6,519,519.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-
2	$7,533,366.25	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-

Apparent Low Bidder is 28.8% Over Department Estimate (Difference = $1,459,443.30)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 17, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO	191 GE 154 F043801C
PROJECT NO	191-C(225)T
TERMINI	SAFFORD – SPRINGERVILLE HIGHWAY (US 191)
LOCATION	US 191 at SR 75 & SR 78

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 191	154.0	SOUTHEAST	102761

The amount programmed for this contract is $6,300,000. The location and description of the proposed work are as follows:

The proposed project is located in Greenlee County, on US 191 at milepost 154.00, near Safford. The work consists of constructing a roundabout at US 191, SR 75 and SR 78 Intersection. The proposed work also includes pavement marking, drainage improvements, signing, and other miscellaneous work.

The time allowed for the completion of the work included in this contract will be 265 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 6.28.

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 three weeks 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 30, 2023

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

150 Working Days

The proposed project is located in Greenlee County within the Town of Clifton on Frisco Avenue over the Chase Creek Wash. The proposed work consists of constructing a new bridge, realigning the Frisco Avenue, constructing the bridge approaches, and other related work.

Bid Opening Date : 1/19/2024, Prequalification Required, Engineer Specialist : Sunder Shiva

Project No.	Highway Termini	Location		Item
0000 GE CLF T028501C CLF-0-(202)T	TOWN OF CLIFTON	Frisco Ave Bridge	SouthEast District	101949

Rank	Bid Amount	Contractor Name	Address of Contractor
	$1,282,920.00	DEPARTMENT	
1	$2,197,112.00	MERIDIAN ENGINEERING COMPANY	3855 NORTH BUSINESS CENTER DRIVE TUCSON , AZ 85705-

Apparent Low Bidder is 71.3% Over Department Estimate (Difference = $914,192.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, NOVEMBER 17, 2023, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 GE CLF T028501C
PROJECT NO	CLF-0(202)T
TERMINI	TOWN OF CLIFTON
LOCATION	CHASE CREEK BRIDGE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHEAST	101949

The amount programmed for this contract is $1,193,000. The location and description of the proposed work are as follows:

The proposed project is located in Greenlee County within the Town of Clifton on Frisco Avenue over the Chase Creek Wash. The proposed work consists of constructing a new bridge, realigning the Frisco Avenue, constructing the bridge approaches, and other related work.

The time allowed for the completion of the work included in this contract will be 150 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 4.57.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (https://azdot.gov/business/contracts-and-specifications/current-advertisements).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

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Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

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: 07/07/23

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

250 Calendar Days

The proposed project is located along the Highline Canal from Mineral Road to Avenida del Yaqui within the Town of Guadalupe in Maricopa County. The work consists of removing and installing new pedestrian lighting and other related work.

Bid Opening Date : 1/19/2024, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 MA GUA T039201C GUA-0-(206)T	TOWN OF GUADALUPE	Highline Canal; Mineral Rd to Central District	103302

Rank	Bid Amount	Contractor Name	Address of Contractor
1	$964,749.00	ROADWAY ELECTRIC, LLC	8660 E. Hartford Drive # 305 Scottsdale, AZ 85255-
2	$998,360.20	HAYDON COMPANIES LLC	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040-
3	$1,183,125.00	COMBS CONSTRUCTION COMPANY, INC.	1903 WEST PARKSIDE LANE, SUITE #100 GLENDALE, AZ 85027-
4	$1,195,970.00	AJP ELECTRIC, INC.	1920 W. CHERYL DRIVE PHOENIX, AZ 85021-
	$1,226,600.00	DEPARTMENT	
5	$1,947,395.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-1125

Apparent Low Bidder is 21.3% Under Department Estimate (Difference = ($261,851.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JANUARY 19, 2024, at 11:00 A.M. (M.S.T.)

TRACS No: 0000 MA GUA T0392 01C
PROJECT No: GUA-0(206)T
TERMINI: Town of Guadalupe
LOCATION: Highline Canal; Mineral Rd. to Avenida Del Yaqui

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	Central	103302

The amount programmed for this contract is $1,489,000. The location and description of the proposed work are as follows:

The proposed project is located along the Highline Canal from Mineral Road to Avenida del Yaqui within the Town of Guadalupe in Maricopa County. The work consists of removing and installing new pedestrian lighting and other related work.

The time allowed for the completion of the work included in this contract will be **250** 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.

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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.

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Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: December 18, 2023