BULLHEAD CITY METROPOLITAN PLANNING ORGANIZATION

Transportation Improvement Plan

Fiscal Year 2024 – 2028

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Endorsed and Approved on 12/16/25 , by the:

BULLHEAD CITY METROPOLITAN PLANNING ORGANIZATION EXECUTIVE BOARD

"This report was funded in part through grant[s] from the Federal Highway Administration and/or Federal Transit Administration, U.S. Department of Transportation. The contents of this report reflect the views and opinions of the author(s) who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily state or reflect the official views or policies of the U.S. Department of Transportation, the Arizona Department of Transportation, or any other State or Federal Agency. This report does not constitute a standard, specification or regulation".

FEDERAL CERTIFICATIONS

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

This document was prepared in cooperation with the U.S. Department of Transportation, the Federal Highway Administration, and the Arizona Department of Transportation.

The Bullhead City Metropolitan Planning Organization (BHCMPO) and the Arizona Department of Transportation hereby certify that the transportation planning process addresses the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the IIJA (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Bullhead City Metropolitan
Planning Organization

12-16-25

Steve D'Amico — Date
Executive Director, BHCMPO

Arizona Department of Transportation
Multimodal Planning Division

Date
Director, Multimodal Planning

ABBREVIATIONS

ADOT – Arizona Department of Transportation
CMAQ – Congestion Mitigation and Air Quality
COG – Council of Governments
CRP – Carbon Reduction Program
DOT – Department of Transportation
EB – Executive Board
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
FY – Fiscal Year
HSIP – Highway Safety Improvement Program
HURF – Highway User Revenue Fund
BHCMPO – Bullhead City Metropolitan Planning Organization
LPA – Local Public Agency
MAP-21 – Moving Ahead for Progress in the 21st Century Act of 2012
MPD – Multimodal Planning Division
MPO – Metropolitan Planning Organization
NHS – National Highway System
PPP – Public Participation Plan
PL – Metropolitan Planning Funds
RTP – Regional Transportation Plan
SHF – State Highway Funds
SPR – Statewide Planning and Research Funds
STBG – Surface Transportation Block Grant
SINTERIM TIP – State Transportation Improvement Program
TA – Transportation Alternatives
TAC – Technical Advisory Committee
TIP –Transportation Improvement Program
UPWP – Unified Planning Work Program
WACOG – Western Arizona Council of Governments

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I. INTRODUCTION

In 2023, the United States Census reflected that Bullhead City population surpassed the 50,000 thresholds thus requiring the establishment of a Metropolitan Planning Organization (MPO). The Bullhead City Metropolitan Planning Organization (BHCMPO) received its designation as a Metropolitan Planning Organization (MPO) from Governor Katie Hobbs on December 4, 2023, and began operation in September 2023. The BHCMPO is responsible for the continuous, cooperative and comprehensive transportation planning process for the Bullhead City Metropolitan Planning Organization Planning Area.

Mission Statement

The mission of the Bullhead City Metropolitan Planning Organization (BHCMPO) is to provide open leadership and guidance for regional transportation planning through a cooperative effort that will result in a practical and positive growth model beneficial to residents, visitors and businesses.

Purpose

The purpose of the BHCMPO TIP is to provide a prioritized listing of transportation projects covering a period of at least 4 years that is consistent with and implements the goals and objectives of the most recently adopted ***Regional Transportation Plan.*** The TIP is developed in cooperation with the State and required to be prepared in complete detail identifying projects, costs, funding sources and years. The TIP contains all transportation projects within the BHCMPO region to be funded by Title 23 and Title 49 funds, and all regionally significant projects. The TIP is developed to be consistent with federal and state requirements, reviewed annually, and revised as necessary. Years 1 – 4 of the TIP ***must*** be fiscally constraint.

Executive Board

The Executive Board is the policy body of the BHCMPO coordinating the transportation planning activities. The Executive Board consists of seven (7) elected officials from Bullhead City (3), Mohave County (2), Fort Mojave Indian Tribe (1); one (1) member from the Arizona Department of Transportation's State Transportation Board (appointed to the State Transportation Board by the Governor OF THE State of Arizona); and one ex-officio from ADOT appointed by the BHCMPO Executive Board.

Technical Advisory Committee (TAC)

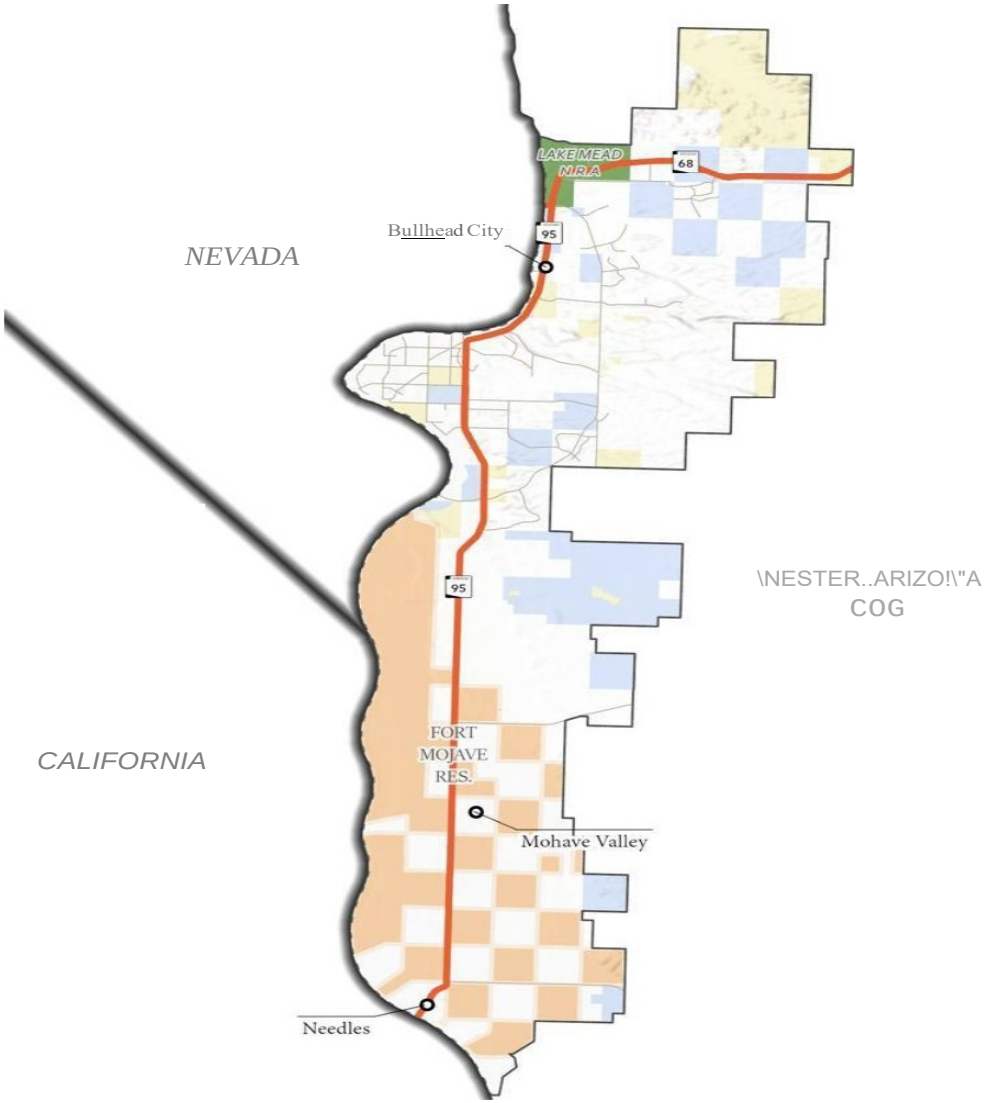
The TAC consists of seven (7) technical and managerial representatives from: Bullhead City (3); Mohave County (2); Western Arizona Council of Governments (WACOG) (1); the Arizona Department of Transportation (ADOT) (1) as members; one ex-officio from ADOT, one ex-officio from Southern Nevada Transit Coalition (SNTC), and one ex-officio from Bullhead City Transit appointed by the BHCMPO Executive Board. The primary responsibility of the TAC is to perform technical reviews and analysis regarding project related activities of the TIP and make recommendations to the Executive Board.

Geographic Area

The Bullhead City Metropolitan Planning Organization (BHCMPO) planning area boundary encompasses all areas within the Bullhead City limits, unincorporated areas of Mohave County to the north, south and east, and Fort Mojave tribal lands to the south. **Figure 1** shows a boundary map of the BHCMPO region.

Figure 1: BHCMPO Planning Boundary

BHCMPO Planning Boundary Map



II. PUBLIC INVOLVEMENT PROCESS

Federal legislation requires a public involvement process that provides comprehensive information, timely public notice, and full public access to key decisions and is supportive of early and continuing involvement of the public in all areas of the transportation planning process.

The Public Involvement Plan is currently under draft – 45 days then will go to the Executive Board for approval on September 23,2025. It contains background material, guidelines, and commitments that BHCMPO is undertaking to incorporate an effective public process into future plans, projects, and programs. Specifically, BHCMPO is committed to:

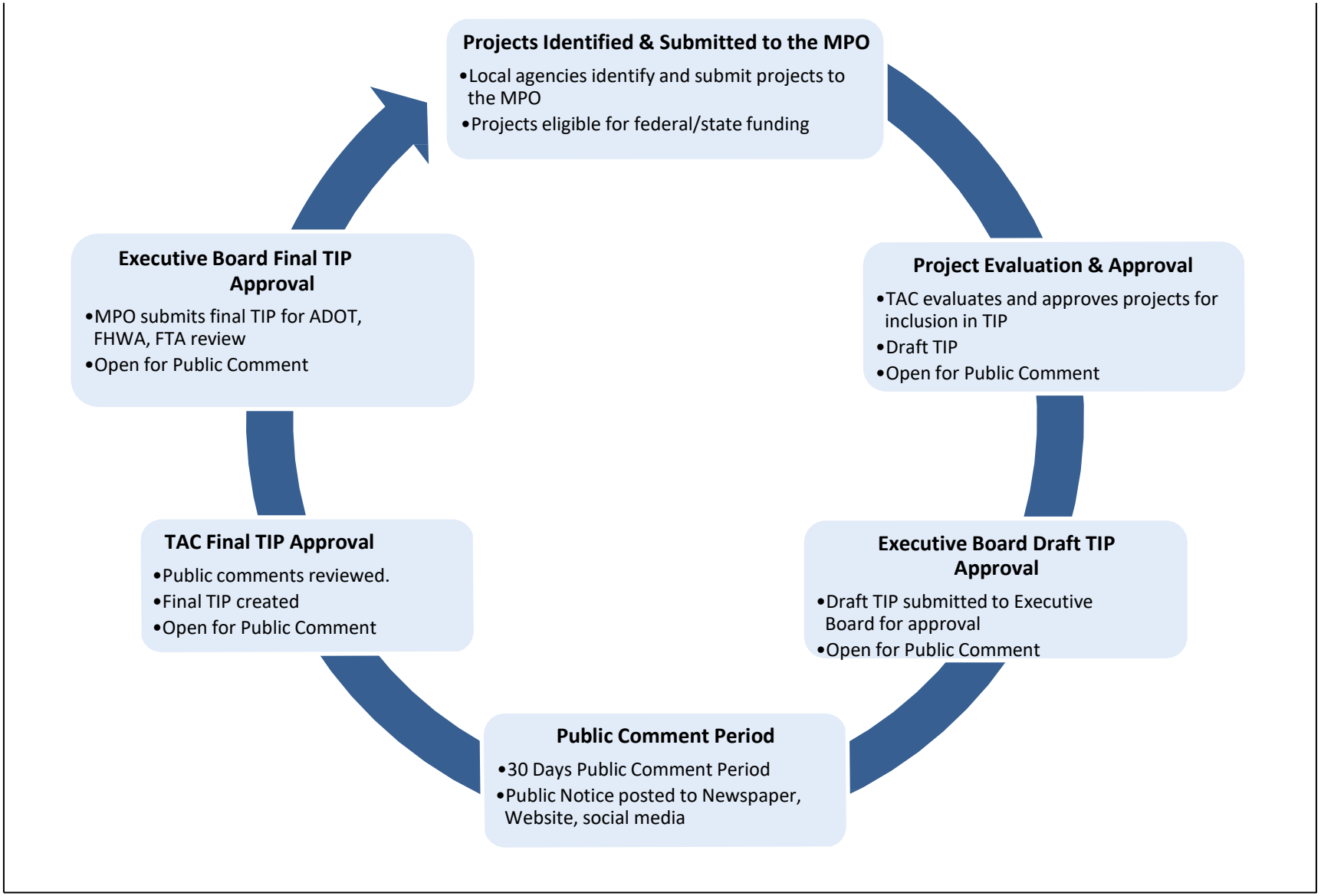
- Inclusive and meaningful public involvement.
- Open and honest communications with all individuals and entities.
- Timely public notice.
- Full public access to information and key decisions.
- Creating a sense of shared responsibility and ownership for regional transportation/congestion problems and a shared sense of pride in the development of solutions to those problems.
- Helping form partnerships between member entities, and the private and public sectors to plan and implement transportation/congestion solutions.
- Establishing policies and prioritizing needs based on valid data and using objective, fair and consistent processes.
- Providing information and gathering input so that decision makers will be able to make informed decisions.

TIP Public Involvement Process

The BHCMPO will update the TIP on a regular basis and will strive to include as much public input as possible. Annually the TAC will submit projects for inclusion in the TIP. The review of the projects will occur by the TAC in a public meeting; and each project submitted must be fiscally constrained. The draft document will be available for public comment for not less than 30-days and will be available at the BHCMPO Office and BHCMPO web site. After the public comment period has ended the draft document will be presented to the TAC for approval and forwarded to the Executive Board for final approval. The Executive Board has the option of continuing with the approval process or move to a future date to allow for additional comments or discussion.

The BHCMPO follows and adheres to the approved Title VI Plan and the Public Participation Plan (PPP) to ensure the greatest amount of public participation is received during the TIP development process. The BHCMPO public participation process for the TIP is being used to satisfy section 5307 Public Outreach requirement for Bullhead City Transit.

Figure 2: TIP Development and Public Involvement Process



III. FUNDING SOURCE AND BUDGET

The BHCMPO is dependent on federal funding for the operation of the MPO and to perform planning activities used to deliver a variety of projects in the region. This section details the types of funding BHCMPO receives as well as what the funding is utilized for.

Planning Funds (PL) and State Planning & Research Funds (SPR)

The Arizona Department of Transportation (ADOT) is the designated recipient of the **Federal-Aid Highway Funds** used for planning and research purposes. ADOT receives State Planning and Research (SPR) funds from **Federal Highways Administration** (FHWA) and utilizes some of these funds with planning agencies to conduct transportation planning activities. Planning Funds (PL) are apportioned to states on the basis of population in urbanized areas and relative to the amount of highway construction funds the state receives. SPR funds are discretionary and are typically administered by ADOT to carry out specific technical activities. In the BHCMPO region SPR funds will be used to conduct transportation planning activities and administration of the program. SPR funds require a 20% local match and PL funds require a 5.7% local match. The below amounts reflect the annual apportionments of PL and SPR funds. See the Unified Planning Work Program (UPWP) for the exact operating budget for the BHCMPO.

Total Estimated PL Funding Annually	$163,839
Total Estimated SPR Funding Annually	$125,000

Surface Transportation Block Grant Program Funds (STBGP)

STBGP is a federal-aid highway flexible funding program that funds a broad range of surface transportation capital needs including roads, transit, airport access, vanpool, and bicycle and pedestrian facilities. Transit related planning and research and development activities are also eligible for the use of STBGP funds. These funds require a 5.7% local match. The amount below reflects the annual apportionment of STBGP funds.

Total Estimated STBGP Funding Annually	$345,748

Highway Safety Improvement Program Funds (HSIP)

HSIP funds are a federal funding source dedicated to safety improvements and are distributed within the State on a competitive basis. The main purpose of the HSIP funding is to achieve a reduction in fatalities and serious injuries on public roads. These funds require a 5.7% match which is typically provided through the use of in-kind / hard dollars by the MPO member agencies however, for some projects the match can be as low as 0%. Title 23 U.S.C. sections 120(c) and 130 address the local match waiver on HSIP funded projects. Section 120(c) allows certain types of highway safety improvement projects to be funded at 100 percent (i.e., traffic control signalization, traffic circles, safety rest areas, pavement marking, commuter carpooling and vanpooling, rail-

highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections).

Total Estimated HSIP Funding Annually	$ Competitive

Carbon Reduction Program Funding (CRP)

The CRP funding is a federal-aid highway funding program that funds projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. These funds require a 20% local match. The amount below reflects the annual apportionment of CRP funds.

Total Estimated CRP Funding Annually	$117,811

Transportation Alternatives Funding (TA)

The Transportation Alternatives (TA) Program is a state competitive grant program that provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities, construction of turnouts, overlooks and viewing areas, community improvements such as historic preservation and vegetation management, environmental mitigation related to storm water and habitat connectivity. These funds require a 5.7% local match.

Total Estimated TA Funding Annually	$ Competitive

Federal Transit Administration Funding (FTA) – Section 5305d

FTA Section 5305d funding is utilized for MPO operations, salaries, and transit planning purposes in the BHCMPO region. The use of these funds is allowed for planning and technical studies related to transit. FTA provides funding to ADOT for the regional planning agencies with the State. These funds require a 5.7% local match. The amount below reflects the annual apportionment of FTA Section 5305d funding.

Total Estimated FTA Section 5305d Funding Annually	$69,912

Federal Transit Administration Funding (FTA) – Section 5304 & 5305e

The FTA Section 5304 & 5305e funding is provided to ADOT via FTA for transit planning. The funding became available with Federal Fiscal Year 2018 and is available on a competitive basis.

Total Estimated FTA Section 5305e Funding Annually	$ Competitive

FTA Section 5307 – Urbanized Areas

The FTA Section 5307 funding is also filtered through the ADOT Multimodal Planning Division (MPD) - Transit Section. This program provides grants to urbanized areas (over 50,000 in population) for public transportation, capital, planning, job access, and reverse commute projects, as well as operation expenses in certain circumstances. These funds require a 20% local match for capital projects. The amount below reflects the annual apportionment of FTA Section 5307 funding.

Total Estimated FTA Section 5307 Funding Annually	$1,075,352

Highway User Revenue Funds (HURF) Exchange Program

Annually, ADOT provides federal Surface Transportation Block Grant Program (STBGP) funding on a discretionary basis to Arizona Councils of Governments (COG) and Metropolitan Planning Organizations (MPO), which then program the funds for specific local projects in the applicable region. The use of federal funding also requires compliance with certain federal environmental, procurement and other regulations. These requirements typically result in longer project duration and higher costs than if the project were built with non-federal funds. The HURF Exchange program is targeted to cities / towns / counties with population of 200,000 or less. It enables local public agencies (LPAs) to build projects using state funding, avoiding expensive and time-consuming federal regulatory requirements. Because the HURF Exchange results in reduced costs and administrative burden for participating LPAs and transfers that burden to ADOT, the statue allows ADOT to pay $.90 cents in State Highway Fund (SHF) for each $1 of federal funding exchanged.

IV. TRANSIT

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grant program:

ADOT refers to this program as the "Coordinated Mobility Program." The Coordinated Mobility Program, FTA Section 5310, is a grant program that provides funding to assist with costs for mobility management activities, the purchase of capital equipment, and operations to meet the mobility needs of seniors (sixty-five years and over) and individuals with disabilities of any age. The goal of the Section 5310 Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.

The FTA Section 5310 funding is filtered through ADOT Transit Division to those not for profit and profit human service transit providers who qualify. To qualify for the funding, the organizations must be listed in the Western Arizona Council of Governments (WACOG) Human Service Transportation Coordination Plan prepared and provided by (WACOG). The funding amount available is provided by ADOT at the beginning of the grant cycle. Any awarded amounts will be included into the BHCMPO TIP.

FTA 5307 Urbanized Public Transit:

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Bullhead City Transit is the 5307 Public Transit provider in the BHCMPO region. The BHCMPO and Bullhead City Transit coordinate to share data, information, and to establish public transit related performance measures.

V. PERFORMANCE TARGETS

Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21), identified the following national transportation system goal areas:

- Safety
- Infrastructure Conditions
- Congestion Reduction
- System Reliability
- Freight Movement & Economic Vitality
- Environmental Sustainability
- Transit
- Greenhouse Gas (Pending Targets by ADOT/MPO)

State Departments of Transportation (DOT) are required to establish performance measures and targets for each goal area. MPOs are required to either support the State target for each performance measure that is applicable to their region or establish their own targets within 180 days of State target establishment.

Safety

On August 31, 2024, the Arizona Department of Transportation (ADOT) formally established Safety Projections (Targets) for the state of Arizona for 2025. These Safety Projections (Targets) are based on the Safety Performance Measures established by the Federal Highway Administration's (FHWA) Safety Performance Management (Safety PM) final ruling and are based on five year rolling averages.

Performance Measure	2025 Target
Number of Fatalities	1263.8
Rate of Fatalities per 100 million VMT	1.665
Number of Serious Injuries	3729.6
Rate of Serious Injuries per 100 million VMT	4.914
Number of Non-motorized Fatalities and Serious Injuries	846.6

The ADOT State Transportation Improvement Program (SINTERIM TIP) contains the following types of projects that support the achievement of the established safety performance targets:

- Installation of speed feedback signs including solar LED enhanced speed limit signs
- Design and construction of positive offset improvements including left-turn offsets
- Design and installation of traffic signals and adaptive signal controls
- Intersection improvements including right/left turn lanes and enhanced lighting
- Construction of roundabouts
- Construction of concrete barriers and raised medians
- Shoulder widening
- Installation of rumble strips, signs (including wrong way signs), striping and arrows
- Construction of a pedestrian bridge, sidewalks, crosswalks (including school zones), bike lanes and traffic calming features
- Distracted Driving Awareness
- Pedestrian Hybrid Beacons

Infrastructure Conditions

In 2022 ADOT established performance targets for the 2022-2025 performance period as required by the federal legislation Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21). On November 22, 2024, the Arizona Department of Transportation (ADOT) established revised pavement performance targets for 2025. The pavement performance measures cover the Interstate and Non-Interstate NHS.

Performance Measure	2-Year Target	4-Year Target
Percent of National Highway System (NHS) Bridges Classified as in Good Condition based on deck area	52%	52%
Percent of NHS Bridges Classified in Poor Condition based on deck area	4%	4%
Percent of Interstate Pavements in Poor Condition	4.5%	4.5%
Percent of Non-Interstate NHS Pavements in Poor Condition	10%	10%
Percent of Interstate Pavements in Good Condition	44%	44%
Percent of Non-Interstate NHS Pavements in Good Condition	28%	28%

The ADOT State Transportation Improvement Program (SINTERIM TIP) contains the following types of projects that support the achievement of the established pavement performance measures:

- Pavement preservation including chip seals, fog coats, micro surface treatments and high friction surface treatments
- Pavement rehabilitation including mill and overlay projects.
- Pavement reconstruction
- Bridge preservation including scour retrofit, bridge rehabilitation, bridge deck rehabilitation, and bridge replacement and rehabilitation
- Bridge reconstruction including deck replacement, and replacement and widening.

Congestion Reduction

On August 30, 2023, the Arizona Department of Transportation (ADOT) established new performance targets for 2022-2025. The Congestion Mitigation and Air Quality (CMAQ) total emissions reductions requirement applies to nonattainment and maintenance areas for carbon monoxide (CO), ozone (O3) and particulate matter (PM). CMAQ requirements do not pertain to the BHCMPO Region, however, the BHCMPO is still committed to reducing congestion in the region.

System Reliability

On August 30, 2023, the Arizona Department of Transportation (ADOT) established new performance targets for 2022-2025. NHS Travel Time Reliability identifies the percent of person-miles on the Interstate and the non-Interstate NHS that have reliable travel times.

Performance Measure	2-Year Target	4-Year Target
Interstate Travel Time Reliability (Percent of person-miles that have Reliable Travel Times on the Interstate)	81%	71%
Non-Interstate NHS Travel Time Reliability (Percent of person-miles that have Reliable Travel Times on the Non-Interstate NHS)	84%	77%

The ADOT State Transportation Improvement Program (SINTERIM TIP) contains the following types of projects that support the achievement of the established travel time reliability performance measures:

- Design and construction of a Freeway Management System including the installation of Intelligent Transportation Systems such as signals, adaptive ramp meters, connected and automated vehicle equipment, dynamic message signs, CCTV cameras, EVP networking, bike detection and improved signs
- Procurement of travel time data to aid in freeway management
- Roadway widening including the design or construction of general purpose and HOV lanes
- Traffic Incident support and Freeway Service Patrols
- Design and construction of roundabouts and new roadways

- Intersection improvements

Freight Movement and Economic Vitality

On August 30, 2023, the Arizona Department of Transportation (ADOT) established new performance targets for 2022-2025. The freight reliability performance measure applies to Interstate freeways. This measure utilizes the Truck Travel Time Reliability Index, a planning time index that may be used to schedule trip travel times. The freight reliability targets are data-driven and realistic; and intended to keep ADOT focused on improving freight movement on the Interstate freeways.

Performance Measure	2-Year Target	4-Year Target
Freight Reliability on the Interstate (Truck Travel Time Reliability Index)	1.37	1.48

The ADOT State Transportation Improvement Program (SINTERIM TIP) contains the following types of projects that support the achievement of the established freight reliability performance measures:

- Design and construct a Freeway Management System including the installation of Intelligent Transportation Systems such as signals, adaptive ramp meters, connected and automated vehicle equipment, dynamic message signs, CCTV cameras, EVP networking, bike detection and improved signs
- Procurement of travel time data to aid in freeway management
- Roadway widening including the design or construction of general purpose and HOV lanes
- Traffic Incident support and Freeway Service Patrols
- Design and construction of roundabouts and new roadways
- Intersection improvements

Public Transportation Agency Safety Plan

The BHCMPO region has one FTA 5307 transit provider agency (City of Bullhead City) who is required to identify performance measures and targets. In March 2024, the BHCMPO, ADOT, and regional providers of public transportation (City of Bullhead City) signed a Performance Measure Target Setting and Data Sharing Charter, affirming the region's commitment to a performance-based planning approach. The Public Transportation Agency Safety Plan for the region was developed by the City of Bullhead City in collaboration with BHCMPO and ADOT.

The city has set the following safety performance targets to meet the National Public Transportation Safety Plan. The performance goals for reportable fatalities, injuries and safety events are measured against total vehicle revenue miles per mode of transit service. Per the National Public Transportation Plan, "Measuring the number of fatalities over vehicle revenue miles, by mode, provides a fatality rate from which to assess future performance". The System Reliability performance measure is a measure of the mean /average distance between major mechanical failures by mode.

Mode of Transit Service	Fatalities	Injuries	Safety Events	System Reliability
Demand Response	0	0	0	0

Greenhouse Gas Emissions Reduction

The FHWA established a Final Rule (effective January 9, 2024) for the methods of measurement and reporting of greenhouse gas emissions associated with transportation. BHCMPO will continue to monitor and work with ADOT on establishing performance measures and implement planning strategies and projects which align with ADOT Greenhouse Gas Reduction Strategies.

VI. TIP PROJECTS

Bullhead City Transit - 5307 / 5305e

TIP ID #	Project Phase / Description	ADOT ID	Project Sponsor	Project Name	Project Location	Fed Aid Type	Fed Aid Funding Year	Federal Funds Source	Federal Funds	Local Match	Other Funds Local	HURF Exchange	Total Cost
2024													
BHCT-24-101	Operating	106128	Bullhead City Transit		Preventative Mainenance & Operating Assistance	**5307**	**FFY2024**	FTA	$ 528,401	$528,401			**$ 1,056,802**
BHCT-24-102	Planning	106129	Bullhead City MPO	Short Range Transit Plan	Short Range Transit Plan	**5305(e)**	**FFY2024**	CPG	$ 235,750	$14,250			**$ 250,000**
								TOTALS	**$764,151**	**$542,651**	**$0**		**$1,306,802**
2025													
BHCT-25-101	Operating	106130	Bullhead City Transit		Preventative Mainenance & Operating Assistance	**5307**	**FFY2025**	FTA	$537,676	$537,676			**$1,075,352**
BHCT-25-102	Replacement Bus	106131	Bullhead City Transit	Replacement Bus	Bullhead City	**5307**	**FFY2025**	FTA	$ 184,712	$ 32,597			**$ 217,309**
								TOTALS	**$722,388**	**$570,273**	**$0**		**$1,292,661**
2026													
BHCT-26-101	Radio System Replacement	106132	Bullhead City Transit	Radio Replacement	Bullhead City		**FFY2026**	FTA	$39,504	$40,000			**$79,504**
													$0
													$0
								TOTALS	**$39,504**	**$40,000**	**$0**		**$79,504**
2027													
													$0
													$0
													$0
								TOTALS	**$0**	**$0**	**$0**		**$0**
2028													
													$0
													$0
													$0
									$0	**$0**			**$0**

Notes: **Projects highlighted in "Yellow" show an amended change in this updated summary - Administrative Amendment - Name Chang**

Terms: 5307 Funding - Allocated funding for transit

Note: This is an overall listing of all Bullhead City Transit projects that have been preliminarily approved by Bullhead City, by year, for 2024 to 2028. Some projects will need to be moved or reprogrammed due to funding availability.

Surface Transportation Block Grant (STBG) Projects																	
TIP ID #	ADOT ID (E-STIP)	Project Phase	Project Sponsor	Project Name	Project Location	Length	Functional Classifications	Lanes Before	Lanes After	Fed Aid Type	Federal Funds Source	Federal Funds	Other Fed Funds	Local Match	Other Funds Local	HURF Exchange	Total Cost
2026																	
																	$0
																	$0
																	$0
											TOTALS	**$0**	**$0**	**$0**			**$0**
2027																	
BHC-27-101	106127	Construction	Bullhead City	Baseline Rd; SR-95 to Ramar Rd, Bullhead City	Baseline - Hwy 95 to Ramar		Minor Collector			HURF X STBG	FHWA				$473,269	$900,000	**$1,373,269**
																	$0
																	$0
											TOTALS	**$0**	**$0**	**$0**			**$1,373,269**
2028																	
																	$0
																	$0
																	$0
												$0	**$0**				**$0**

Notes: **1. Projects highlighted in "Yellow" show an amended change in the updated summary**

Terms:

STBG Funding - Allocated funding for transit

5310 - Mobility Management / Non-Profit Transit

TIP ID #	Project Phase / Description	COG/MPO	Project Name / Location	Project Name Description	Fed Aid Type	Federal Funds Source	Federal Funds	Other Federal Funds	Local Match	Other Funds Local	Total Cost
2026											
TBD	Not Approved	BHCMPO	Rise Services Inc.	Capital Preventative Maintenance	**5310**	FTA	$ 3,500		$ 875		**$ 4,375.00**
TBD	Not Approved	BHCMPO	AZ Board of Regents for and on behalf of NAU	Operating Funds	**5310**	FTA	$ 12,897		$ 12,897		**$ 25,794.00**
TBD	Not Approved	BHCMPO	WACOG	Mobility Management Small Urban	**5310**	FTA	$ 36,666		$ 9,166.50		**$ 45,832.50**
						TOTALS	**$53,063**	**$0**	**$22,939**		**$ 76,001.50**
2027											

Terms:

Notes: Projects labeled with "Not Approved or "Not Awarded" and highlighed in **Yellow** are considered to be in "Parking Lot" status and waiting for eligibility determination from ADOT, FTA and or approval by WACOG Coordination Council. They are included in the summary list because approvals are expected.

Projects highlighted in "Yellow" show an amended change in this updated summary

Federal Discretionary Grants

TIP ID #	ADOT ID # (E-STIP)	Project Phase	Project Sponsor	Project Name	Project Location	Length	Functional Classifications	Lanes Before	Lanes After	Fed Aid Type	Federal Funds Source	Federal Funds	Other Fed Funds	Local Match	Other Funds Local	HURF Exchange	Total Cost
2026																	
BHCG-26-101		Planning/Demonstration	BHCMPO	BHCMPO Safety/Demonstration Plan	Various Locations		Varies			**Grants**	USDOT	$ 1,760,000.00		$ 440,000.00			**$ 2,200,000.00**
											TOTALS	**$ 1,760,000.00**	$ -	**$ 440,000.00**	$ -	$ -	**$ 2,200,000.00**
2027																	
											TOTALS	$ -	$ -	$ -	$ -	$ -	$ -
2028																	
																	$ -
											TOTALS	$ -	$ -	$ -	$ -	$ -	$ -
2029																	
																	$ -
											TOTALS	$ -	$ -	$ -	$ -	$ -	$ -
2030																	
																	$ -
											TOTALS	$ -	$ -	$ -	$ -	$ -	$ -

CHECK VALUES

Notes:

1. Projects labeled with "Not Approved" or "Not Awarded" and highlighted in **Blue are considered to be in "Parking Lot" status and waiting for eligibility determination or grant award from ADOT, USDOT, and or approval by BHCMPO TAC & Executive Board. They are included in this illustrative list and will be amended to the TIP if a grant is awarded.**

2. Projects highlighted in "Yellow" show an amended change in this updated summary

Note: This is an overall listing of all Bullhead City MPO projects that have been preliminarily approved by the TAC, by year, for 2026 to 2030. Some projects will need to be moved or reprogrammed due to funding availability. Prior years shown for information as they are projects in progress.

Terms: