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United States Senate

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SPECIAL COMMITTEE ON AGING

May 13, 2022

The Honorable Brian Schatz
Chairman
Transportation, Housing and Urban
Development, and Related Agencies
Sub-Committee
Committee on Appropriations
U.S. Senate
Washington, D.C. 20510

The Honorable Susan Collins
Ranking Member
Transportation, Housing and Urban
Development, and Related Agencies
Sub-Committee
Committee on Appropriations
U.S. Senate
Washington, D.C. 20510

Dear Chairman Schatz and Ranking Member Collins:

Thank you for your continued leadership on the Transportation, Housing and Urban Development, and Related Agencies Appropriations Sub-Committee. As you begin to prepare the Fiscal Year 2023 Transportation, Housing and Urban Development, and Related Agencies Appropriations Bill, I respectfully request that you include the following priorities in the initial draft of the bill:

Item/Project Name: Interstate Projects in the Intermountain West – Planning and Construction support

Service/Agency: USDOT

Appropriations Account: Department-Wide

Line Item:

Proposed Funding: n/a

Proposed Language: *Interstate Projects in the Intermountain West.*—The Committee is aware that there are insufficient interstate highway connections between many large metropolitan areas in the intermountain West. The Committee also recognizes the ongoing work of the FHWA, in collaboration with the Arizona and Nevada State Departments of Transportation, to begin the initial planning processes for major interstate projects that will improve interstate connections in the region, including improvements to I-10 between Phoenix and Tucson, and constructing the new I-11 from the U.S–Mexico International Border to northern Nevada. As these State DOTs continue to carry out environmental planning work and begin construction of these high-priority projects, the Secretary is directed to provide available technical assistance and financial resources to help complete these critical projects

Description: There is a clear and documented need for improved multimodal transportation corridors in the intermountain west region, to improve trade with Mexico, serve shipping ports on the West Coast of the United States and relieve congestion from I-5 and I-15 in

California. The Arizona and Nevada Departments of Transportation have worked to identify corridor improvements, such as expanding Interstate 10 and constructing a new Interstate 11, which will promote freight linkages between the new and expanding ports in Mexico and Canada, existing U.S. West Coast ports, and future inland ports and commerce centers crucial to distributing goods across North America. These linkages will stimulate the development of new crossroads, spurring community and economic development opportunities spanning the entire corridor. This language recognizes the importance of this work and encourages federal highways to support state led efforts to improve transportation links in the intermountain west.

Item/Project Name: Restoring Federal Cost-Share CIG FFGA Awards

Service/Agency: Department of Transportation

Appropriations Account: Federal Transit Administration

Line Item: Capital Investment Grants

Proposed Funding: n/a

Proposed Bill Language: Notwithstanding subsection (k)(2)(C)(ii) or (l)(1)(B)(ii) of section 5309 of title 49, United States Code, at the request of a project sponsor, the Secretary of Transportation shall provide an additional 10 percent of total project costs for any project under subsection (d)(2)Engineering phase of section 5309 of title 49, United States Code, that has been entered into subsection (2)Engineering phase under such subsection (d) on or after January 1, 2017, and before January 20, 2021.

Federal Share.—The Federal share of the costs of a project under this section may not exceed 80 percent.

Authorization of Appropriations From General Fund.—There is authorized to be appropriated from the general fund of the Treasury such sums as may be necessary to carry out this section.

Description: Several Capital Investment Grant eligible projects had their federal match reduced by 10% by the previous administration. The ARPA addressed these reductions by providing additional funding to CIG projects that received a full funding grant agreement in 2019 and 2020. Projects that expect to enter into FFGAs in FY21 also had to make reductions to their federal match in order to be competitive for awards, but are not covered by the ARPA provisions which back-filled the CIG award. This language would correct the exclusion of this project as well as any project that receives a FFGA in 2021.

Item/Project Name: Yuma, AZ Military Access (US-95)

Service/Agency: Department of Transportation

Appropriations Account: General Provisions

Line Item:

Proposed Funding: n/a

Proposed Language: *U.S. Highway 95 Expansion* – The Committee is aware that the sole roadway link serving the Yuma Proving Grounds outside of Yuma, AZ is insufficient to meet the transportation needs of installation personnel and the surrounding community. Growth at the installation and the surrounding community have stretched this two-lane road to capacity. The committee is aware that the Arizona Department of Transportation has already committed to funding the first 6.5 miles of the 20 mile expansion project. The committee encourages FHWA to work collaboratively with the State of Arizona and the U.S. Army to facilitate the completion of, and to assist in the identification of funds to support, highway modernization projects which serve the military installation.

Description: U.S. 95 between Yuma and the Army's Yuma Proving Ground is a very dangerous stretch of road that is traveled multiple times a day by all civilians and active duty military. The State and Local agencies have funded portions of the Highway 95 modernization project, but additional resources and support is needed to complete the widening and modernization of the entire stretch of road.

Item/Project Name: **Pinal County North-South Highway Project**

Service/Agency: Department of Transportation

Appropriations Account: General Provision

Line Item:

Proposed Funding: n/a

Proposed Language: *Pinal County North-South Corridor* – The Committee recognizes that Pinal County, AZ is one of the fastest growing counties in the country, with significant population growth and a number of new economic development projects in recent years. The proposed North-South corridor, which would enhance the county's transportation network to accommodate the current and future population and employment growth, improving access to future development and other centers of activity, providing an alternative to and reducing congestion on Interstate 10, and integrating the region's transportation network. The Committee encourages the FHWA to work with the State of Arizona to facilitate the expedited completion of tier II Environmental Impact Statement on the North-South Corridor in Pinal County, AZ.

Description: The Arizona Department of Transportation (ADOT) has completed a Tier I Final Environmental Impact Statement and Record of Decision (Tier I Final EIS/ ROD) in Pinal County, known as the North-South Corridor Study. The study spans over 50 miles between U.S. 60 in Apache Junction and Interstate 10 (I-10) in Eloy, passing through the City of Coolidge, Town of Florence, Town of Queen Creek, City of Apache Junction and portions of unincorporated Pinal County. The study also incorporates a proposed extension of State Route 24 from Ironwood Drive to the North-South Corridor. They are seeking funding for a Tier II EIS. This is the top priority for Pinal County, one of the fastest growth counties in the country.

Item/Project Name: **Sonoran Corridor Planning Support**

Service/Agency: Department of Transportation

Appropriations Account: General Provisions

Line Item:

Proposed Funding: n/a

Proposed Language: *Sonoran Corridor*.—The Committee recognizes the importance of the Sonoran corridor to southern Arizona and the Tucson Valley. Upon completion, the Sonoran corridor will provide increased access to economic opportunity throughout southern and central Arizona. The Committee encourages the FHWA to work with the State of Arizona to facilitate the expedited completion of tier II Environmental Impact Statements on High Priority Corridors of less than 25 miles in distance and within 100 miles of the U.S.-Mexico border.

Description: The Sonoran Corridor provides an alternate connection between I-10 and I-19, improving interstate and international travel within the Southern Arizona Region. This provides increased opportunity for the region to develop key logistics support facilities for commerce locally, supporting new jobs and taking advantage of Tucson's location along interstate and railroad corridors. In December 2015, the US Congress approved the Fixing America's Surface Transportation (FAST) Act, which formally designated the Sonoran Corridor

as an Interstate Freeway in Southern Arizona to provide a high-capacity, east-west facility connecting I-19 to I-10 south of the Tucson International Airport to address growth and travel needs has been considered for many years. The Sonoran Corridor is a critical component of transportation infrastructure that would diversify, support, and connect the economies of southern Arizona and surrounding regions. This project builds upon prior transportation studies, which include a multimodal planning effort completed in 2014 that involved ADOT, FHWA, Pima Association of Governments (PAG), Pima County, and other key regional stakeholders, as well as the nearly completed Tier I EIS efforts by ADOT and FHWA.

Item/Project Name: Northern Arizona Interstate Improvement Projects

Service/Agency: Department of Transportation

Appropriations Account:

Line Item:

Proposed Funding: n/a

Proposed Language: *I-17 Improvement Project* – The Committee recognizes that the I-17 corridor is a vital tourism and commerce corridor, connecting the metro Phoenix area to northern Arizona. Significant portions of the high-traffic road are only two lanes in each direction, leading to significant delays during inclement weather or during peak traffic times. Due to the mountainous terrain, the committee encourages the FHWA to work with the State of Arizona to complete planning and construction activities for the I-17 expansion project between Phoenix and Tucson.

Description: Interstate 17 between Phoenix and Flagstaff is a major stretch of highway that sees more than one million travelers every year. Because much of that travel and congestion occur on weekends, ADOT is exploring flexible travel lanes and other innovations to improve traffic flow without requiring full lane expansion. Once complete, the I-17 Improvement Project will help alleviate congestion and improve safety and traffic flow north of the metro-Phoenix region.

Item/Project Name: Tribal High Priorities Projects Program

Service/Agency: Department of Transportation

Appropriations Account: General Provisions

Line Item:

Proposed Funding: \$30,000,000

Proposed Language: n/a

Description: The Infrastructure Investment and Jobs Act reinstates and provides funding for the Tribal High Priority Projects program at \$30,000,000 for each of fiscal years 2022 through 2026 from the General Fund. This program, which has the potential to be transformative for tribal communities, was not funded in the FY22 appropriations bill.

Request Name: City of Glendale - Digital Equity and Inclusion Initiative

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): City of Glendale Digital Equity and Inclusion Initiative - This funding will be used to remodel three community centers and to retrofit the community centers

with one-time supplies such as desks, chairs, monitors, televisions, computers, laptops, tablets, 3D printers, and coding software.

Justification (not public): The Glendale, Arizona zip code 85301 is one of the poorest and economically challenged zip codes in the state of Arizona. The lack of investment by private sector internet providers has resulted in a substantial digital divide. The digital divide is the gap between those who have affordable access, skills, and support to effectively engage online and those who do not. As technology constantly evolves, the digital divide prevents equal participation and opportunity in all parts of life, disproportionately affecting people of color, Indigenous peoples, households with low incomes, people with disabilities, people in rural areas, and older adults.

The City of Glendale, Arizona is actively taking steps to address digital inclusion “which refers to the activities necessary to ensure that all individuals and communities, including the most disadvantaged, have access to and use of Information and Communication Technologies (ICTs). This includes 5 elements: 1) affordable, robust broadband internet service; 2) internet-enabled devices that meet the needs of the user; 3) access to digital literacy training; 4) quality technical support; and 5) applications and online content designed to enable and encourage self-sufficiency, participation and collaboration.” (digitalinclusion.org)

As part of Glendale’s Achieving Economic Prosperity Through Digital Equity and Inclusion Initiative, the City of Glendale has committed \$3.5 million in FY22 as opportunities to quickly reduce the digital divide and achieve digital inclusion. The funding is being used to remodel three community centers and to retrofit the community centers with one-time supplies such as desks, chairs, monitors, televisions, computers, laptops, tablets, 3D printers, and coding software.

Funding Request: \$1,338,919

Project Location (city or County): Glendale, AZ

Recipient Name: City of Glendale

Recipient POC Name: Ryan Lee

Recipient POC Email: rlee@glendaleaz.com

Recipient POC Phone: 6239302081

Recipient Mailing Address: 5850 W. Glendale Ave, Glendale, AZ 85301

Request Name: Yuma Downtown Redevelopment

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): Yuma Downtown Redevelopment - This project will allow the City of Yuma to redevelop a city-owned site downtown to support commercial investment in the growing downtown region. The site is ideal for mixed-use development and is adjacent to a new multimodal transportation facility and the historic downtown district which is in need of economic revitalization.

Justification (not public): To fully leverage revitalization and economic development opportunities in downtown Yuma, the City of Yuma is requesting FY2023 congressionally directed spending that would allow the city to relocate its vehicle evidence storage from a facility located adjacent to the Hotel Del Sol (future home of the Yuma Multi-modal Transportation Center) project and prepare for the site for redevelopment. This is a highly attractive site for a public-private partnership that would support downtown housing, mixed-use space, greatly enhance private investment opportunities in the Del Sol project and meet one of the Council's

strategic plan goals of continued investment in the historic downtown district. However, the location of the police evidence storage facility on this prime site will prevent the City of Yuma and its partners from developing a critical site in our downtown.

Funding Request: \$2,500,000

Project Location (city or County): Yuma, AZ

Recipient Name: City of Yuma

Recipient POC Name: Jay Simonton

Recipient POC Email: john.simonton@yumaaz.gov

Recipient POC Phone: 928-373-5018

Recipient Mailing Address: One City Plaza Yuma, AZ 85364

Request Name: Phoenix Semiconductor Fire Response Station

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): North Phoenix Fire Response Station - This will fund the purchase of land for a new fire station in Northwest Phoenix, an area that is growing and will soon be home to a new semiconductor manufacturing plant and other development. This new fire station location would allow for faster response times and accelerate critical economic development opportunities.

Justification (not public): This request is for funds to cover the purchase of land for a new Fire Station 51 which would be built adjacent to the new Semiconductor Chip plant being built in Northwest Phoenix. This location is critical as it would serve as a new hazmat fire station, proximity to the chip plant and the I-17 corridor are essential for rapid response to any emergency situation. Additionally, new and infill construction is creating longer response times in the outskirts of Phoenix, and putting a drain on adjacent fire stations

Funding Request: \$5,000,000

Project Location (city or County): Phoenix, AZ

Recipient Name: City of Phoenix

Recipient POC Name: Eric Gudino

Recipient POC Email: eric.gudino@phoenix.gov

Recipient POC Phone: 602-534-9792

Recipient Mailing Address: 200 West Washington Street, 12th Floor Phoenix, AZ 85003

Request Name: State Route 89A Design Concept Report and Environmental Overview

Subcommittee: Transportation, Housing and Urban Development

Agency: Department of Transportation

Account: Highway Infrastructure Program

Project Purpose (public): State Route 89A Design - This project will provide design information vital for determining the most effective improvements to enable the safe and efficient movement of people, goods, and services along the busy State Route 89A corridor between Prescott and Prescott Valley. This project will allow the region to support continued residential and commercial growth in the northern areas of Prescott and Prescott Valley.

Justification (not public): This project will provide design information vital for determining the most effective improvements that will prolong the safe and efficient movement of people, goods, and services along the SR 89A corridor between SR 89 in Prescott and Glassford Hill Rd. in

Prescott Valley. A DCR will be paramount for accommodating the effects of growth from continued residential and commercial developments anticipated in the northern areas of Prescott and Prescott Valley.

Funding Request: \$480,000

Project Location (city or County): Prescott, AZ

Recipient Name: Central Yavapai Metropolitan Planning Organization (CYMPO)

Recipient POC Name: Lindsay Post

Recipient POC Email: Lindsay.post@yavapaiaz.gov

Recipient POC Phone: 928-442-5732

Recipient Mailing Address: 1971 Commerce Center Circle, Ste. E Prescott, AZ 86301

Request Name: Parker Police Department Expansion

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): Parker Police Department Building - This will expand the Parker Police Department building to accommodate additional officers for a department with a growing demand and that is frequently called upon to assist other departments in the area.

Justification (not public): The Parker Police Department is the most leveraged and assistive police department in all of La Paz County. Based on the past five years of service call records from FY2016-2021, roughly 30% of the agency's responses are Assist Other Departments (AOD) activities, which are all on top of our standard public safety operations. This project will expand the Police Department building located at the Town of Parker's City Hall by an additional 800 square foot, allowing us to accommodate an additional 11-15 officers to support this growing public need. This requires demolition along a section of our current north-facing wall, additional foundational work, and new construction activities for a occupancy-compliant, expanded Police Department building.

Funding Request: \$600,000

Project Location (city or County): Parker, AZ

Recipient Name: Town of Parker

Recipient POC Name: Amy Putnam

Recipient POC Email: info@goodcreations.org

Recipient POC Phone: 9286699265

Recipient Mailing Address: 1314 W 11th St Parker, AZ 85344

Request Name: Soap Box Canyon Bridge Replacement

Subcommittee: Transportation, Housing and Urban Development

Agency: Department of Transportation

Account: Highway Infrastructure Program

Project Purpose (public): Soap Box Canyon Bridge Replacement - This project will fund the predevelopment costs for the Soap Box Canyon Bridge in Greenlee County, which is rated as in poor quality by FHWA. Fully funding the pre-construction costs for this project will enable the County to be prepared to compete for discretionary grants for construction of the bridge project as soon as next year.

Justification (not public): Of the 24 bridges in the FHWA's bridge inventory for Greenlee County, the Soap Box Canyon Bridge is the solitary bridge with a condition rating of

POOR. Greenlee County proposes to complete the design of the replacement bridge under this project. The design will be completed to FHWA and Arizona Department of Transportation standards and will include hydraulic analysis, materials memo, topographic and feature survey, right-of-way confirmation, NEPA CatEx, and utility clearance and coordination. With the design complete, the project can then legitimately compete for construction funding under the off-system bridge funding program.

Funding Request: \$288,000

Project Location (city or County): Greenlee County, AZ

Recipient Name: Greenlee County

Recipient POC Name: Reed Larson

Recipient POC Email: rlarson@greenlee.az.gov

Recipient POC Phone: 928-865-4762

Recipient Mailing Address: 253 5th St Clifton, AZ 85533

Request Name: Payson Wildfire Evacuation Route

Subcommittee: Transportation, Housing and Urban Development

Agency: Department of Transportation

Account: Highway Infrastructure Program

Project Purpose (public): Payson Wildfire Evacuation Route - This will complete the design and engineering for a crucial wildfire evacuation route in an area that is under threat from dangerous fires. The route would connect the southwest area of the town with State Route 87, the main exit from Payson, allowing more residents to evacuate more quickly, creating a firebreak, and providing another egress route for emergency vehicles.

Justification (not public): Payson is requesting \$300,000 to complete the design and engineering required to create a crucial wildfire evacuation route via the extension of South Green Valley Parkway. The extension of this roadway will create a direct route from the southwestern quadrant of town to SR 87, which is the main entrance/exit for Payson. Doing so will expedite safe egress for residents in the event of a wildfire, which is an intense, dangerous threat to our community. Creation of this extension/evacuation route will also provide a firebreak, an egress route for emergency vehicles, and a key connector for local traffic to the highway for residents of the Town and the Tonto Apache Reservation. Ancillary economic benefits include increased access to small businesses in our Main Street core growth area and to industrial properties and businesses in the Payson Airport growth area. Our requested project will provide the necessary design and engineering (including final construction documents and engineering plans) for this extension so we can complete the route, which includes approximately 4,300 linear feet of new roadway. In addition to providing a critically-needed evacuation option, this route (which includes an adjacent 200-foot-wide corridor) will create a tactical fuel break along the dangerous southwest exposure of the Town of Payson. Many State and Federal funding opportunities cater to construction-ready projects, where the design documents have already been prepared. Receiving Congressionally Directed Spending for the design and engineering of the Payson Wildfire Evacuation Route would allow Payson to be more competitive when seeking much needed funding assistance.

Funding Request: \$300,000

Project Location (city or County): Payson, AZ

Recipient Name: Town of Payson

Recipient POC Name: Sheila DeSchaaf

Recipient POC Email: sdeschaaf@paysonaz.gov

Recipient POC Phone: 928-472-5037

Recipient Mailing Address: 303 N. Beeline Hwy. Payson, AZ 85541

Request Name: Pinal County Broadband Final Mile Project

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): Pinal County Final Mile Project - This will bring internet services to rural students in Pinal County who have either no internet, slow internet, or unaffordable internet. The project builds upon existing fiber network that was previously funded by the E-Rate Program which extended fiber to all schools and libraries in our County. This project will use excess capacity from the fiber network and two towers to deliver internet services to students and residents in their homes.

Justification (not public): Funding for the Pinal County Final Mile Project will bring Internet equity to rural students in Pinal County who have either no internet, slow internet, or unaffordable internet. The Project provides a solution for rural Pinal County by building upon our fiber network that was previously funded by the E-Rate Program which extended fiber to all schools and libraries in our County. The fiber network funded by the E-Rate Program is fully funded and construction is 80% complete, with final completion expected this year. This fiber network has excess capacity beyond what is needed by the schools and libraries, themselves, and it is this excess capacity we contemplate using to solve the unmet needs in our rural communities by installing towers to deliver service for the "Final Mile" to students and residents in their homes. This funding request includes the design and construction of these towers.

Funding Request: \$2,000,000

Project Location (city or County): Pinal County, AZ

Recipient Name: Pinal County

Recipient POC Name: Tami Ryall

Recipient POC Email: tami.ryall@pinal.gov

Recipient POC Phone: 520-866-6275

Recipient Mailing Address: PO Box 827 Florence, AZ 85132

Request Name: UPRR Pedestrian Bridge/Crossing

Subcommittee: Transportation, Housing and Urban Development

Agency: Department of Transportation

Account: Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grants

Project Purpose (public): City of Maricopa Bridge - This would build a much-needed pedestrian bridge to allow local high-school students and others to more safely and efficiently cross a busy roadway, furthering the redevelopment of Maricopa's historic downtown that is helping to attract additional investment and economic development in the area.

Justification (not public): The City has committed millions of dollars each year to redevelop its historic downtown, known as the Heritage District. The City has leveraged Federal Community Development Block Grant funds with its own general fund dollars to revitalize the area with multi-use paths, beautified streets, additional streetlighting, and safety improvements. The Pedestrian Bridge, located just to the northeast of Maricopa High School, would advance these safety efforts by connecting both sides of the railroad tracks, adding character and spurring further redevelopment in the area. This safety improvement would help protect students and

other pedestrians who must otherwise make a half-mile detour over the John Wayne Parkway bridge – a detour which forces them to interact with nearly 60,000 vehicles per day. The City has been working with engineers to create plans, and will soon complete these designs. Permitting with Union Pacific is ongoing. Nonetheless, because of increasing construction costs, the project may not be built without Federal assistance.

Funding Request: \$2,700,000

Project Location (city or County): Maricopa, AZ

Recipient Name: City of Maricopa

Recipient POC Name: Benjamin Bitter

Recipient POC Email: benjamin.bitter@maricopa-az.gov

Recipient POC Phone: 520-560-8521

Recipient Mailing Address: 39700 W Civic Center Plaza Maricopa, AZ 85138

Request Name: Bullhead City Fire Department Radio Communications Upgrade

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): Bullhead City Fire Department Radio Upgrades - This funding will allow the Bullhead City Fire Department to upgrade its radio equipment, which will enable improved communication within the department and with partner agencies in California, Nevada, and the federal government.

Justification (not public): Like most fire departments, Bullhead City FD has portable and mobile radios for each of our apparatus and a radio is assigned to each individual on duty. These radios are used to communicate with our dispatch center and are a crucial part of communicating on the fire ground. The current radio fleet is old and are set to be obsolete within the next two years. After that time, Motorola will no longer produce parts so we are beginning our replacement cycle to phase out our ten-year-old radios and hope to have all brand new radios before they become antiquated. Keeping old and unreliable radios cannot ensure the safety of our personnel so the replacement of these radios is a priority. Our operational costs and pension costs have prevented large investments in a radio overhaul. This funding will allow the Department to fully overhaul their radio infrastructure.

Funding Request: \$1,725,000

Project Location (city or County): Bullhead City, AZ

Recipient Name: Bullhead City Fire Department

Recipient POC Name: Forrest Taylor

Recipient POC Email: ftaylor@bullheadfire.org

Recipient POC Phone: 9282018831

Recipient Mailing Address: 1260 Hancock Rd Bullhead City, AZ 86442

Request Name: Pinetop Fire District Wildfire Risk Reduction and Response

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): Pinetop Fire District Wildfire Risk Reduction and Response - This funding will be used for the completion of a microwave radio communication link to increase interoperable public safety communications, the installation of an emergency vehicle traffic

signal to shorten response times and increase pedestrian safety, the acquisition of a wildland firefighting engine to provide an effective wildfire suppression response, and tools to reduce wildfire risk.

Justification (not public): This project improves community and firefighter safety through improvements in communication and infrastructure, acquisition wildland firefighting equipment, and reducing wildfire risk by targeting vegetative management (thinning) for at risk population. This project requests completion of microwave radio communication link to increase interoperable public safety communications, installation of a emergency vehicle traffic signal to shorten response times and increase pedestrian safety, acquire a Type 6 and/or Type 3 wildland firefighting engine to provide an effective wildfire suppression response, and finally reducing wildfire risk to at risk fixed income population with a target of 20 total acres.

Funding Request: \$1,000,000

Project Location (city or County): Pinetop, AZ

Recipient Name: Pinetop Fire District

Recipient POC Name: Jim Morgan

Recipient POC Email: jmorgan@pinetopfire.com

Recipient POC Phone: 928-367-2199

Recipient Mailing Address: 1845 S. Pine Lake Road Pinetop, AZ 85935

Request Name: Mt Lemmon Fire District Fire Station Expansion and Remodel

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): Mt Lemmon Fire District Fire Station Expansion - This funding will be used to renovate and expand their current fire station so that it meets the minimum requirement for occupational safety and health for personnel living and working on-site.

Justification (not public): This shovel-ready will bring the existing Mt Lemmon Fire District Station up to current standards to meet the minimum requirements for occupational safety and health for personnel living and working on site. It anticipates the needs for future staffing. Renovations include adding to the existing footprint and remodeling within the existing structure which was built in 1984 to house an all-volunteer department. This project is for critical infrastructure improvement, and local public safety and will bring the station up to ADA standards. Please note that the total project cost differs from that in the submitted proposal (12% has been added, in consultation with the entity that helped develop the proposal, to take inflation into account since the proposal was developed in November of 2020). Renovations include adding to the existing footprint and remodeling the existing structure. The station was built in 1984 to house an all-volunteer department and was not designed for firefighters in residence. It has been remodeled numerous times to include residential features. As such it suffers the following current deficiencies - lack of direct access to later-added crew quarters, kitchen and Chief's office without adequate protection from the exhaust fumes (with concern for long-term exposure to which correlates with increases in cancer risk) in the apparatus bay. No dedicated space for treatment of walk-in patients except in the back of an ambulance in the aforementioned apparatus bay; inadequate equipment and space for decontaminating gear and keeping it separate from living and working spaces; the roof needs replacing.

Funding Request: \$1,991,897

Project Location (city or County): Mt Lemmon, AZ

Recipient Name: Mt Lemmon Fire District

Recipient POC Name: John Perchorowicz

Recipient POC Email: jperchorowicz@mlfdaz.org

Recipient POC Phone: 520-904-1111

Recipient Mailing Address: 13170 N Oracle Control Rd. Mt Lemmon, AZ 85619

Request Name: Copper Canyon Fire District Aerial Fire Apparatus

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): Copper Canyon Fire District Aerial Fire Apparatus - This will facilitate the replacement of a 30-year-old and obsolete fire ladder truck with a new, modern aerial apparatus more capable of serving the growing Yavapai County community.

Justification (not public): Copper Canyon Fire and Medical District (CCFMD) seek Congressionally Directed Spending support to facilitate the replacement of a 30-year-old and obsolete fire ladder truck with a new, modern aerial apparatus more capable of serving our growing community. The current 30-year-old truck no longer meets the National Fire Protection Association standards for fire apparatus (NFPA 1901-2016, NFPA 1900 draft), which suggests a 20-year lifecycle for front-line fire apparatus. Our community has and is seeing significant growth, with taller/larger buildings (Yavapai County Jail/Courthouse, Cliff Caste Casino Hotel, a planned 4-story Marriot hotel, and a planned La Quinta hotel and Conference Center) that dictate a modern 100' platform apparatus with better reach and pumping capabilities than our current and obsolete 75' ladder, which needs to be retired. Unfortunately, our revenues, which were reduced by the COVID pandemic (for which we received no CARES or ARPA funding), currently do not provide enough flexibility in our budget to afford us the option of pursuing this replacement without grant funding of Congressionally Directed Spending.

Funding Request: \$1,000,000

Project Location (city or County): Camp Verde, AZ

Recipient Name: Copper Canyon Fire and Medical District

Recipient POC Name: Terry Keller

Recipient POC Email: tkeller@ccfmd.az.gov

Recipient POC Phone: 928-567-9401

Recipient Mailing Address: 26B W. Salt Mine Road Camp Verde, AZ 86322

Request Name: Woolford Road Reconstruction

Subcommittee: Transportation, Housing and Urban Development

Agency: Department of Transportation

Account: Highway Infrastructure Program

Project Purpose (public): Woolford Road Reconstruction - This project will make a number of safety and capacity improvements for Woolford Road in the City of Show Low. This is one of the highest capacity roads in the region, which is in dire need of upgrades to accommodate increased traffic, while maintaining safety.

Justification (not public): Woolford Road serves as a bypass from US-60 and SR-260 in the Show Low area. This corridor boosts the highest ADT for a roadway section in the White

Mountains, that is not a state highway (raw count of 14,585 in 2018 and a projected count of 17,165 for 2020). The original design for Woolford 20 years ago was meant to handle 2,500 ADT, however heavy development has rendered the roadway section grossly under designed. Even with increased maintenance, the roadway section is deteriorating quickly and a new, adequate roadway section needs to be installed. A larger right turn lane at the intersection of SR-260 will be extended to better serve the movie theater access further away from the intersection. An evaluation of the traffic signal at SR-260 will be conducted to determine further additions such as longer turn lanes and possible flashing yellow left turn arrows.

Funding Request: \$1,268,615

Project Location (city or County): Show Low, AZ

Recipient Name: City of Show Low

Recipient POC Name: Rachael Collins

Recipient POC Email: rcollins@showlowaz.gov

Recipient POC Phone: 928-532-4028

Recipient Mailing Address: 180 North 9th Street Show Low, AZ 85901

Request Name: San Carlos Apache Tribe Public Safety Facility

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): San Carlos Apache Tribe Public Safety Facility - Funding will be used to construct a new public safety facility for the San Carlos Apache Police Department (SCAPD). The facility will replace the deteriorating temporary modular facility provided by the BIA after they condemned Building 86, the Tribe's previous public safety facility, in 2009. The current modular facilities have numerous deficiencies including plumbing, sanitation, and roof leaks and the space is wholly inadequate for SCAPD personnel, evidence storage, and vehicles.

Justification (not public): The San Carlos Apache Tribe proposes to construct a new public safety facility for the San Carlos Apache Police Department (SCAPD). The facility will replace the deteriorating temporary modular facility provided by the BIA after they condemned Building 86, the Tribe's previous public safety facility, in 2009. The current modular facilities have numerous deficiencies including plumbing, sanitation, and roof leaks and the space is wholly inadequate for SCAPD personnel, evidence storage, and vehicles. The SCAPD, through a P.L. 93-638 contract with the BIA, serves the nearly 17,000 residents of the San Carlos Apache Reservation which spans 1.8 million acres. SCAPD responds to over 30,000 calls a year including over 3,700 criminal reports with approximately 31 officers and a total staff of 44. The new Public Safety Facility will be constructed to provide needed space for the SCAPD officers and staff to effectively carry out their jobs as well as evidence rooms and other facilities essential to the police department.

Funding Request: \$3,000,000

Project Location (city or County): San Carlos, AZ

Recipient Name: San Carlos Apache Tribe

Recipient POC Name: Terry Rambler

Recipient POC Email: trambler@scatui.net

Recipient POC Phone: 928-475-1600

Recipient Mailing Address: PO Box 0 San Carlos, AZ 85550

Request Name: San Luis Cesar Chavez Boulevard Design

Subcommittee: Transportation, Housing and Urban Development

Agency: Department of Transportation

Account: Highway Infrastructure Program

Project Purpose (public): San Luis Cesar Chavez Boulevard Design - This will complete the design and predevelopment activities for safety and capacity improvements to the Cesar Chavez Boulevard in San Luis, AZ. Cesar Chavez Boulevard is the primary east-west freight corridor serving traffic between both San Luis I and San Luis II ports of entries, some of the busiest on the border.

Justification (not public): This project will improve capacity, public safety, and the operation of Cesar Chavez Boulevard. Cesar Chavez Boulevard is the primary and only east-west corridor that serves as the primary freight corridor serving our border related traffic which connects both San Luis I and San Luis II ports of entries. The federal investment of \$300 million to modernize the San Luis I Port of Entry will double the number of vehicles entering the US and utilizing Cesar Chavez Boulevard that currently experiences high levels of traffic congestion and pedestrians crossing that serves eight schools and other services. Recognizing the responsibility as the sole binational entry in Yuma County, the City in conjunction with the Arizona Department of Transportation initiated the fundamentals elements including completing the NEPA and ROW purchase, and initial design (30%) to prepare for Cesar Chavez Boulevard Improvements US 95 to SR 195 Project. The proposed FY23 Community Project Funding request will complete the design of the project from 30% design to 100% design to complete the predevelopment activities of the project.

Funding Request: \$1,200,000

Project Location (city or County): San Luis, AZ

Recipient Name: City of San Luis

Recipient POC Name: Jenny Torres

Recipient POC Email: jtorres@sanluisaz.gov

Recipient POC Phone: 928-341-8584

Recipient Mailing Address: 1090 E. Union Street P.O. Box 1170 San Luis, Arizona 85349

Request Name: Prescott Police Department Facility Security Enhancements and Renovations

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): Prescott Police Department Renovations - This project will renovate and make security improvements to the City of Prescott's Police Department Facilities for the first time in more than 30 years. Funded improvements will address currently inadequate office, storage, and workspaces for the force that is larger than the facilities were designed for.

Justification (not public): This project entails security enhancements and renovations to the police department building and to an offsite property and evidence storage building. The police department was constructed in 1991 and was intended to house sworn and non-sworn staff for approximately twenty (20) years before a new station would be needed to meet the growing needs of the community. The current building, which is the only police station in the city, does not have adequate office, storage, or workspaces to meet the current employee staffing levels and was constructed at a time that building security was not a concern. The building has not

undergone any significant updates or renovations in that last thirty (30) years and the need is substantial to provide a professional environment for employees to conduct their daily activities.

Funding Request: \$810,000

Project Location (city or County): Prescott, AZ

Recipient Name: City of Prescott

Recipient POC Name: Amber Fraser

Recipient POC Email: amber.fraser@prescott-az.gov

Recipient POC Phone: 928-777-1435

Recipient Mailing Address: 201 S. Cortez St. Prescott, AZ 86303

Request Name: Housing First Resource Center at Amphi

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): Tucson Housing First Resource Center - This project will repurpose a retired fire station as a housing resource center to include shelter spaces and provide wraparound services.

Justification (not public): Housing First Resource Center at Amphi will be an adaptive reuse of a Fire Station building known as Station Eight. The site will be a low-barrier shelter operated by The St. Francis Community is a 501(c)3 non-profit organization for 100 adults that offer safety off the street and connections to housing and services to help support people experiencing homelessness regain stability, connect to essential support services, and access stable and permanent housing options. The shelter will include both congregate shelter inside and a non-congregate option that includes 25 self-contained shelter structures that have electricity, air conditioning and heat. The site will have bathroom facilities including showers, laundry machines, storage for personal belongs, pet friendly, and meals. This site will operate 24/7. The location, Amphi neighborhood, has few resources for homelessness and this site will fill a critical gap that exists for shelter and services.

Funding Request: \$957,000

Project Location (city or County): Tucson, AZ

Recipient Name: City of Tucson

Recipient POC Name: Liz Morales

Recipient POC Email: Liz.Morales@tucsonaz.gov

Recipient POC Phone: 520-837-5395

Recipient Mailing Address: 255 W. Alameda Street Tucson, AZ 85701

Request Name: Crown King Fire District - Fire Station Replacement

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): Crown King Fire District Fire Station Replacement - This would allow a Forest Service Ranger Station in Yavapai County to be leased to the fire district and converted into a new, functioning fire station for the Crown King Fire District. The district's current fire station does not have running water, sufficient living quarters for first responders, or adequate storage facilities.

Justification (not public): This funding will allow the fire district to construct a fire station that is NFPA, OSHA and ADA compliant and discontinue utilizing a fire station that does not even

have running water, bunks, or a stove. Crews use port-a-potties out back and sleep on cots. Majority of apparatus is housed in a nearby storage structure, but some including the ambulance must remain outside even during very cold winters. The Forest Service has a ranger station on an estimated 10-acre parcel of land in Crown King. On 1.5 acres within this same parcel is the original Crown King Ranger Station listed on the National Register of Historic Places. It is the original work camp built in 1934 by the Civilian Conservation Corps. The Forest Service recently brought up the possibility of a long-term lease allowing us to construct a fire station on this parcel outside of the historic site. It will also provide a substation for USFS crews during fire season, and a public meeting site and EOC during any wildfires in the Crown King area (there have been 9 in the past 14 years).

Funding Request: \$900,000

Project Location (city or County): Crown King, AZ

Recipient Name: Crown King Fire District

Recipient POC Name: Karen Jo Cannizzaro

Recipient POC Email: karen.cannizzaro@wvfd.net

Recipient POC Phone: 928-713-0219

Recipient Mailing Address: 7235 Main St Crown King, AZ 86343

Request Name: Mayer Fire District - Fire Station Replacement

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): Mayer Fire District Station Replacement - This will fund the replacement for a decades-old fire station that is not NFPA, OSHA or ADA compliant. The current station does not meet the minimum requirements for co-ed living and does not meet the diesel exhaust filtration and separation requirements for apparatus bays adjacent to living quarters.

Justification (not public): This project will replace an approximate 3,000 square foot fire station, originally an auto dealership built in 1970/80s, and not NFPA, OSHA or ADA compliant. It does not meet the minimum requirements for co-ed living (only one bathroom), it does not meet the diesel exhaust filtration and separation requirements for apparatus bays adjacent to living quarters, and there are only inches to spare between apparatus and bay doors. In addition to the primary function as a fire station, our fire stations provide other community and public safety benefits as well - a public meeting place, a substation for YCSO deputies, a substation for USFS crews during fire season, an EOC, and a satellite office for BLM, State Land, DPS and ADOT if needed.

Funding Request: \$975,000

Project Location (city or County): Mayer, AZ

Recipient Name: Mayer Fire District

Recipient POC Name: Bryan Smith

Recipient POC Email: Bsmith@mayerfire.com

Recipient POC Phone: 928-583-2027

Recipient Mailing Address: 11975 S State Route 69 Mayer, AZ 86333

Request Name: International Dark Sky Discovery Center Inc

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): International Dark Sky Discovery Center - This will support the development of a state-of-the-art International Dark Sky Discovery Center (IDSDC) to educate students, support research, and attract visitors to Fountain Hills.

Justification (not public): The Town of Fountain Hills and the non-profit International Dark Sky Discovery Center (IDSDC) are working together in a public-private partnership to bring this wonderful facility to life. The multi-functional, state-of-the-art, 22,000 square-foot IDSDC will be an international centerpiece that will inspire future scientists and people of all ages to understand how important dark skies are for the well-being of humans, plants, and animals and for opening the window to the observable universe. The science-based approach will inspire and stir imaginations as it fulfills its missions in education, research, dark sky preservation, and astrotourism. Four major components support the vision - a Dark Sky Observatory with the largest telescope in the Greater Phoenix Area; a Hyperspace Planetarium with immersive, tilted-dome technology; an Inspiration Theater capable of showing any high technology video productions including live images from the telescope; and an Immersion Zone with interactive and experiential exhibits that will introduce visitors to the sciences of astronomy, physics, biology, wildlife conservation, entomology, ophthalmology, and more. Visitors will leave with an understanding of the night sky and what it means to life on Earth.

Funding Request: \$2,127,977

Project Location (city or County): Fountain Hills, AZ

Recipient Name: Town of Fountain Hills

Recipient POC Name: Grady Miller

Recipient POC Email: gmliller@fh.az.gov

Recipient POC Phone: 480-816-5107

Recipient Mailing Address: 16705 E Avenue of the Fountains Fountain Hills, AZ 85268

Request Name: Post-Fire Flood-Damaged Roadway Repairs

Subcommittee: Transportation, Housing and Urban Development

Agency: Department of Transportation

Account: Highway Infrastructure Program

Project Purpose (public): Miami Road Repairs - This would repair roads damaged by a flash flood caused by a heavy monsoon rainstorm falling over the burn scar from the previous Telegraph Fire.

Justification (not public): On July 29, 2021 the Town of Miami, Arizona was hit by a flash flood caused by a heavy monsoon rainstorm falling over the burn scar from the previous Telegraph Fire (located just south of the Globe-Miami area, and leading to a large water, mud, rock, and debris flow. During August 2021, Willdan Engineering conducted an on-site field investigation to analyze and document the conditions in the field related to civil infrastructure, particularly roadways and wash crossings. The project seeks to repair roads in Miami damaged by the post-fire flooding that were not eligible under the Arizona State Declaration and AZ DEMA reimbursement process.

Funding Request: \$1,560,000

Project Location (city or County): Miami, AZ

Recipient Name: Town of Miami

Recipient POC Name: Micah Gaudet

Recipient POC Email: mgaudet@miamiaz.gov
Recipient POC Phone: 928-961-3673
Recipient Mailing Address: 500 W. Sullivan Street Miami, AZ 85539

Request Name: Centennial Boulevard and Pinal Avenue (SR 387) Intersection and Traffic Signal Improvements

Subcommittee: Transportation, Housing and Urban Development

Agency: Department of Transportation

Account: Highway Infrastructure Program

Project Purpose (public): Centennial Boulevard and Pinal Avenue (SR 387) Intersection Improvements - This shovel-ready project will increase driver safety in a growing portion of Casa Grande by upgrading existing traffic signals and installing protective features to prevent traffic accidents.

Justification (not public): Traffic signalization and intersection improvements are needed at this location on Pinal Avenue (SR387) for safety purposes, benefitting both the established, master-planned Villagro community to the east (on Ocean View Drive) and a developing industrial area to the west, on Centennial Boulevard, which is also the location for an Arizona Department of Public Safety (highway patrol) complex. Engineering plans were completed in May 2021 for this top priority, shovel-ready safety project.

Funding Request: \$937,500

Project Location (city or County): Casa Grande, AZ

Recipient Name: City of Casa Grande

Recipient POC Name: Larry Rains

Recipient POC Email: LarryR@casagrandeaz.gov

Recipient POC Phone: 520-421-8600

Recipient Mailing Address: 510 E. Florence Boulevard Casa Grande, AZ 85122

Request Name: Phoenix Deer Valley Airport North Apron Seal Coat

Subcommittee: Transportation, Housing and Urban Development

Agency: Department of Transportation

Account: Grants-in-Aid for Airports (AIP)

Project Purpose (public): Phoenix Deer Valley Airport North Apron Seal Coat – The project is to repair pavement cracks and provide seal coat preservation treatment. This will address the safety concerns expressed by airport tenants and will also extend the life of the pavement.

Justification (not public): The north apron at DVT is showing signs of distress. Cracks have appeared and fine sand-like material is coming up out of the asphalt. The project is to repair pavement cracks and provide pavement rejuvenation treatment. This will address the safety concerns expressed by airport tenants and will also extend the life of the pavement.

Funding Request: \$1,663,000

Project Location (city or County): Phoenix, Arizona

Recipient Name: City of Phoenix

Recipient POC Name: Eric Gudino

Recipient POC Email: eric.gudino@phoenix.gov

Recipient POC Phone: 602-534-9792

Recipient Mailing Address: 200 West Washington Street, 12th Floor Phoenix, AZ 85003

Request Name: City of Buckeye Watson & Yuma Intersection Improvements

Subcommittee: Transportation, Housing and Urban Development

Agency: Department of Transportation

Account: Highway Infrastructure Program

Project Purpose (public): City of Buckeye Intersection Improvements - This would reconstruct and improve the busiest intersection in a still-growing area of the City of Buckeye that has been the location of numerous crashes and a fatality. By widening the approaches, adding turn lanes, and upgrading signals, this will improve the safety and efficiency of the intersection in an area that is still seeing additional development.

Justification (not public): The intersection of Watson Road and Yuma Road is the busiest intersection in the City of Buckeye. There have been crashes at the intersection over the years including a fatality and the City submitted in the past for HSIP funds but due to limited budget and high competition, in HSIP, it was not awarded funding. In 2018, the total intersection traffic in the PM peak hour was approximately 3,400 vehicles during a weekday (which was near the capacity of the intersection at the time). The recorded 2018 Eastbound left turn volumes in the peak hour was over 300 vehicles, which meets the need for dual left turn lanes. In anticipation of new development to the north and south the City modified the intersection in 2020 with Northbound and Southbound dual left turn lanes. Recently several new developments have been approved west of the intersection that will significantly increase the Eastbound to Northbound left turn volumes. When these developments are completed in the near future the Eastbound to Northbound left turn volumes are projected to be in excess of 400 vehicles in the peak hour. The anticipated total Intersection traffic in 2025 is over 5,500 vehicles in a typical weekday PM peak hour. Improving the intersection to provide Eastbound and Westbound dual left turn lanes is critical to the safe and efficient operation of the intersection along Watson Road from Interstate 1-10 (located to the north). The intersection improvements will involve widening the Western and Eastern intersection approaches to facilitate a second left turn lane. It requires the removal and reconstruction of vertical curb and gutter, pavement, ADA accessible ramps, sidewalks, traffic signals, utilities, landscape & irrigation, and tie-in at the adjacent commercial properties.

Funding Request: \$2,500,000

Project Location (city or County): Buckeye, AZ

Recipient Name: City of Buckeye

Recipient POC Name: George Diaz, Jr.

Recipient POC Email: gdiaz@buckeyaz.gov

Recipient POC Phone: 623-349-6996

Recipient Mailing Address: 530 East Monroe Avenue Buckeye, AZ 85326

Request Name: Old Highway 279 Improvements

Subcommittee: Transportation, Housing and Urban Development

Agency: Department of Transportation

Account: Highway Infrastructure Program

Project Purpose (public): Camp Verde Old Highway 279 Improvements - This will update the current road that serves as the only direct access to a regional manufacturing center. The road base will be rebuilt and completely repaved to ensure safe travel.

Justification (not public): This project will update the current road, approximately 3.5 miles, that was an old ADOT highway that was turned over at incorporation in 1986 and the road is in

very poor condition. The base needs rebuilt in areas and completely repaved to ensure safe travel for a critical alternative that is parallel to State Highway 260. It also serves as the only direct access to a regional industrial/manufacturing employment center and Yavapai Apache Nation commercial and agriculture properties. The surface has been rebuilt/maintained by Town during the last 35 years but we have been unable to keep the surface up to standards for the current and future heavy haul traffic users.

Funding Request: \$2,100,000

Project Location (city or County): Camp Verde, AZ

Recipient Name: Town of Camp Verde

Recipient POC Name: Russ Martin

Recipient POC Email: russ.martin@campverde.az.gov

Recipient POC Phone: 928-554-0001

Recipient Mailing Address: 473 S. Main Street Suite 102 Camp Verde, AZ 86322

Request Name: Tolleson Pedestrian Bridge System

Subcommittee: Transportation, Housing and Urban Development

Agency: Department of Transportation

Account: Highway Infrastructure Program

Project Purpose (public): Tolleson Pedestrian Bridge System – This would construct two new pedestrian bridges over two high-traffic corridors. The bridges will help to provide safe walking routes to schools in the area.

Justification (not public): The City of Tolleson is seeking funding for the design and installation of two overhead pedestrian bridges across; 1. 91st Avenue, just south of Van Buren St., 95th Avenue and Van Buren Street and 2. across 91st Avenue, just south of Van Buren St., 95th Avenue and Van Buren St. In 2021, Arizona was ranked 5th in pedestrian deaths per capita (State Highway Offices and U.S. Census Bureau). Pedestrian fatalities also disproportionately affect minorities (BMC Public Health), whereas Tolleson is comprised of an estimated 89.3 % minorities per the 2020 Census. This section of arterial roadway has approximately 24,000 vehicles pass through it daily. This causes a great challenge because there are four schools (2 High Schools and 2 Elementary Schools) within 1/2 mile of these crossings. Additionally, the Tolleson Library and Senior Center will be located at the 91st Avenue and Van Buren intersection, beginning October 2022. A new community aquatic center is also scheduled to be completed in 2023.

Funding Request: \$3,500,000

Project Location (city or County): Tolleson, AZ

Recipient Name: City of Tolleson

Recipient POC Name: Pilar Sinawi

Recipient POC Email: pilar.sinawi@tolleson.az.gov

Recipient POC Phone: 480-589-1576

Recipient Mailing Address: 9555 W. Van Buren St. Tolleson, AZ 85353

Request Name: Williamson Valley Fire District - Radio Infrastructure Upgrade Project

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): Williamson Fire District Communications Upgrades - This project will upgrade and install new equipment including repeaters, microwave links, towers, and antennas to improve public safety communications for a fire district that covers parts of Maricopa, Mohave, and Coconino counties and experiences frequent damaging wildfires.

Justification (not public): This project will improve public safety communication across Yavapai County, and parts of Maricopa, Mohave, and Coconino Counties. It includes repeaters, microwave links, switching equipment, antennas, filters, tower work, and FCC licensing. It will link existing radio sites and expand or fill in coverage where needed in a vast rural area bordered by I-40 on the north (Seligman, Ash Fork), US 93 on the west (Wikiup, Bagdad), US 89 on the east (Ash Fork, Williams), US 89 south of Prescott (Congress, Wilhoit, Yarnell), Aguila off US 60 to the south and eastward to Crown King in the Bradshaw Mountains, Cordes Lakes at 1-17, and Mayer off SR 69. It is the final piece of a large undertaking over the past several years for which an estimated \$1.5 million has been spent to date.

Funding Request: \$900,000

Project Location (city or County): Prescott, AZ

Recipient Name: Williamson Valley Fire District

Recipient POC Name: Bryan Smith

Recipient POC Email: bryan_smith@wvfd.net

Recipient POC Phone: 928-583-2027

Recipient Mailing Address: 15450 N Williamson Valley Rd Prescott, AZ 86305

Request Name: Concho-Snowflake Highway Upgrades

Subcommittee: Transportation, Housing and Urban Development

Agency: Department of Transportation

Account: Highway Infrastructure Program

Project Purpose (public): Concho-Snowflake Highway Upgrades - This project will repair eight miles of the Concho-Snowflake Highway. This particular section of the roadway has severe transverse cracking that is beginning to affect road safety. This funding will support a more aggressive crack treatment to ensure the long-term sustainability of the roadway.

Justification (not public): This proposed project is for the east 8 miles of the 15.5 mile route. this particular section of the roadway has severe transverse cracking that is beginning to affect road safety and comfortability. The cracks have widened and begun to subside causing deep depressions in the road. Therefore, a more aggressive crack treatment such as mill and fill or Cold-In Place Recycle (CIR) is warranted. Of the two former alternatives, the CIR is less expensive and proven to mitigate the reflective cracking that reoccurs from this type of pavement distress, thereby CIR is preferred to treat more centerline miles of roadway. After CIR is completed the pavement surface needs to be overlaid or chip sealed. A chip seal is less expensive but not preferred to an Asphalt Rubber Asphaltic Concrete Friction Course (AR ACFC). Fund availability requested through the NACOG TIP was not sufficient to seal the surface and therefore the county would bear the cost of a chip seal in that scenario.

Funding Request: \$1,500,000

Project Location (city or County): Apache County, AZ

Recipient Name: Apache County

Recipient POC Name: J. Ferrin Crosby

Recipient POC Email: fcrosby@co.apache.az.us

Recipient POC Phone: 928-337-7528

Recipient Mailing Address: 75 West Cleveland St. Johns, AZ 85936

Request Name: Northwest Fire District Station 331 Expansion and Remodel

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): Northwest Fire District Station Expansion and Remodel - This funding will be used to renovate and expand Station 331 to comply with occupational safety and health requirements for personnel living and working onsite. The station responds to three times as many calls as it did when it opened, and needs the ability to increase personnel and meet the needs of first responders.

Justification (not public): This funding will be used to renovate and expand Station 331 to comply with occupational safety and health requirements for personnel living and working onsite. Station 331 responded to over 4,500 calls in 2021, nearly triple the number of calls since the Station opened in 1995. Renovating and expanding Station 331 will provide an opportunity to increase personnel resulting in higher levels of fire protection and lifesaving services to the economically stressed population that it serves, as well as addressing the health and safety concerns of the District's First Responders.

Funding Request: \$2,599,595

Project Location (city or County): Tucson, AZ

Recipient Name: Northwest Fire District

Recipient POC Name: Norman K. Bradley III

Recipient POC Email: BBradley@nwfdaz.gov

Recipient POC Phone: 520-887-1010

Recipient Mailing Address: 5225 W. Massingale Rd. Tucson, AZ 85743

Request Name: Rincon Valley Fire District Station 291 Expansion

Subcommittee: Transportation, Housing and Urban Development

Agency: Housing and Urban Development

Account: Community Development Fund, Economic Development Initiatives

Project Purpose (public): Rincon Valley Fire District Station 291 Expansion - This funding will be used to expand Station 291 so it can house an additional ambulance needed to serve this growing area.

Justification (not public): The Vail area has seen a 5% population growth within the last year, requiring the district to purchase a second ambulance. However, the current Station 291 does not have the capacity to provide covered parking for the Ambulance or provide quarters for the additional two crew members. This project will expand the station to accommodate the new ambulance needs.

Funding Request: \$644,000

Project Location (city or County): Vail, AZ

Recipient Name: Rincon Valley Fire District

Recipient POC Name: Jayme Kahle

Recipient POC Email: jkahle@rinconvalleyfd.org

Recipient POC Phone: 520-561-3095

Recipient Mailing Address: 14451 E. Sands Ranch Road Vail, AZ 85641

Request Name: Davis Road Rehabilitation

Subcommittee: Transportation, Housing and Urban Development

Agency: Department of Transportation

Account: Highway Infrastructure Program

Project Purpose (public): Davis Road Rehabilitation - Davis Road connects State Route 80 and State Route 191 in Cochise County and is a vital link for freight traffic traveling from the Port of Entry in Douglas, Arizona. However, flooding results in frequent road closures and this project would help to alleviate some of this flooding by installing two pre-cast bridges and realigning the road to help address safety concerns.

Justification (not public): The 24 miles of Davis Road connect state route 80 and state route 191 and serves regional, commercial and commuter traffic. This roadway also is a vital link for freight traffic traveling from the Port of Entry in Douglas, Arizona to urban centers further west and to seaports located in California. However, flooding results in frequent road closures and this project would look to help to alleviate some of this flooding by installing pre-cast bridges at mileposts (MP) 5 and 13. MP 5 will also be realigned to help address safety concerns at this location.

Funding Request: \$6,134,770

Project Location (city or County): McNeal, AZ

Recipient Name: Cochise County

Recipient POC Name: Bradley Simmons

Recipient POC Email: bsimmons@cochise.az.gov

Recipient POC Phone: 520-432-9371

Recipient Mailing Address: 1415 W Melody Lane, Bldg F Bisbee, AZ 85603

Item/Project Name: FHWA Office of Tribal Government Affairs

Service/Agency: Department of Transportation

Appropriations Account: General Provisions

Line Item:

Proposed Funding: Sufficient and dedicated funding to establish the office

Proposed Language: n/a

Description: The Infrastructure Investment and Jobs Act establishes an Assistant Secretary for Tribal Government Affairs within the Department of Transportation, who shall lead an Office of Tribal Government Affairs, to improve relationships between tribal communities and the federal government. There should be dedicated funding provided for the establishment of the office within the FY23 appropriations bill.

Item/Project Name: FTA Section 5339 – Bus & Bus Facilities

Service/Agency: Department of Transportation

Appropriations Account: Federal Transit Administration

Line Item: Bus Facilities Discretionary

Proposed Funding: Robust Funding

Proposed Bill Language: n/a

Description: Robust investments in the Bus and Bus Facility program could revolutionize mobility options, provide long overdue, reliable access to underserved communities, and catalyze innovations in safety, technology, and clean and efficient buses. Funding would facilitate replacement of the 14,088 buses operating past useful life and restore the bus transit fleet size to at least 2013 levels. Bus transit experienced a decline of 16,787 buses

in six short years - in part because of federal cuts to the Bus and Bus Facility program; replacement the 14,604 smaller cutaway buses and transit vans are needed as they are operating past useful life; and repair and replacement 1,800 transit facilities nationwide have been identified in FTA's Transit Asset Management Plan to meet a state of good repair.

Item/Project Name: **Reduced Oceanic Separation**
Service/Agency: Department of Transportation
Appropriations Account: Federal Aviation Administration
Line Item: Facilities and Equipment
Proposed Funding: \$45,000,000
Proposed Language: Reduced Oceanic Separation. —The Committee recommends \$45,000,000 to continue initial operational readiness for Alaska, including select oceanic airspace in the Pacific, the Hawaiian Islands, the Pacific Islands, and the Atlantic as well as the preparation to fully exploit this capability to maintain US leadership in aviation. In addition, the recommendation ensures funding for using precise location data for search and rescue and using non-operational surveillance data for analytics to support critical safety uses including aircraft safety and other activities to support implementation for air traffic control.
Description: The key safety benefits of space-based ADS-B are real-time surveillance of aircraft (equipped with ADS-B transponders) anywhere in the world, including over the ocean and in very remote areas and enhanced search-and-rescue. Since the technology became operational in 2019, Aireon's data has helped save eleven individuals whose aircraft went down in U.S. controlled airspace (one pilot was treading water in the ocean as his aircraft had already sank.) FAA has also used the data to monitor the reintroduction of the 737 MAX. The technology is utilized by more than a dozen air navigation service providers around the world by providing more efficient routes to lower emissions as well as the precise location of aircraft should an aircraft divert from its planned flight path.

Item/Project Name: **FAA Data Communications in Support of NextGen**
Service/Agency: Department of Transportation
Appropriations Account: Federal Aviation Administration
Line Item: Facilities and Equipment
Proposed Funding: \$208,100,000
Proposed Language: n/a
Description: Controllers have traditionally used voice communications to give clearances and other flight information to pilots. Voice communications are labor intensive because controllers typically can only speak to one aircraft at a time and are subject to a requirement mandating that instructions be repeated. For example, a controller may tell an aircraft to climb to a certain altitude because of other air traffic. The pilot will then repeat that instruction back to the controller in acknowledgement. Repeating the instruction takes time, and while it is a key safety protocol, it is not entirely foolproof. To supplement voice communications, Data Comm was developed to give air traffic controllers and pilots the ability to transmit flight plans, clearances, instructions, and advisories electronically. The augmentation of voice with text data accelerates operations and allows controllers to digitally transmit instructions that the flight crew can load into the aircraft's flight computers. It also enhances safety by reducing "hearback" and readback errors frequently experienced in voice communications as well as any ambiguity about controller instructions. Data Comm usage has

already prevented more than 151,000 communication readback errors in the Enroute environment. An increase of \$100 million above the Administration's funding request for FY23 would create an opportunity to support swift deployment of Data Comm services to the remaining 17 Enroute centers. It would also allow for avionics upgrades which support the FAA's roadmap for delivering more capability to Data Comm users, as well as design and prototyping of future services, including initial 4D trajectory management and more re-routing capabilities. These improvements would deliver even more flight time saving features, ultimately increasing efficiency and further reducing the environmental impacts of aviation.

Item/Project Name: NAS Radio Infrastructure Sustainment
Service/Agency: Department of Transportation
Appropriations Account: Federal Aviation Administration
Line Item: Facilities and Equipment
Proposed Funding: \$57,000,000
Proposed Language: n/a
Description: The Next Generation Air/Ground Communications (NEXCOM) Program replaces and modernizes the aging, unsupportable and obsolete National Airspace System (NAS) Safety Critical Service air-to-ground analog radios that allow direct voice communication with pilots in Terminal, Enroute and Flight Services. Current enroute VHF NEXCOM1 radios are failing at increased rates (>30%) due to power supply issues. Despite routine organic maintenance, obsolescence issues persist. Current enroute UHF NEXCOM1 radios are also faced with supply chain obsolescence issues and cannot be supported by the Original Equipment Manufacturer (OEM) beyond the current warranty obligations. This diminishing supportability of both types of radios is significantly increasing the risk of an Air/Ground Communications outage, therefore escalating safety concerns. The FAA is on track to establish a competitive acquisition to replace the legacy radios, but these won't be certified and first deployed until at least 2027 and full radio deployment is not projected to be completed until 2035, necessitating continued support of legacy hardware. The requested funding will be directed towards a technical refresh to address power supply failures and obsolescence issues and will bridge the gap between existing radio infrastructure and future NEXCOM Phase 3 radio hardware deployment.

Item/Project Name: Technical Assistance for Urban, Rural, and Tribal Transit
Service/Agency: Department of Transportation
Appropriations Account: Federal Transit Administration
Line Item: Technical Assistance and Training
Proposed Funding: \$8,000,000
Proposed Bill Language: n/a
Description: Small urban, rural and tribal transit providers often lack the staffing and resources to on-board new technologies that can improve connectivity. The private sector has made incredible advancements in mobile payment and ride hailing services over the past decade. Continuation of this technical assistance program will allow state and local transit providers to learn from the best practices of other systems and quickly ascertain which technology platforms can be best utilized by their community.

Item/Project Name: **Transportation Resilience and Adaptation Centers of Excellence**
Service/Agency: Department of Transportation
Appropriations Account: Office of the Secretary
Line Item: Research and Technology
Proposed Funding: \$100,000,000
Proposed Bill Language: “Transportation Resilience and Adaptation Centers of Excellence.– Consistent with the amounts authorized under section 13009 of P.L. 117-58, the Committee provides \$100,000,000 to establish 10 regional Centers of Excellence for Resilience and Adaptation and 1 national coordinating Center of Excellence in fiscal year 2023.”

Description: The Infrastructure Investment and Jobs Act (IIJA) established a new Transportation Resilience and Adaptation Centers of Excellence program of networked, regionally focused university-led centers. These Centers will conduct research and transition outcomes to decisionmakers and communities to make transportation infrastructure resilient to current and future weather and climate extremes while meeting the mobility needs of society, fostering healthy communities, and supporting economic growth. However, this new activity was authorized subject to appropriations, and therefore requires discretionary funding for implementation by DOT. Section 13009 of the IIJA, which authorized the Centers of Excellence, is appended this request.

A reliable, safe, and efficient U.S. transportation system is increasingly at risk from extreme events, including heavy precipitation, coastal and inland flooding, excessive heat, and increased wildfires, many of which have distinct regional signatures. Intense precipitation and flooding in the Northeast, Mid-Atlantic, Northwest, South and Southwest decreases the transportation network’s reliability and has cascading effects on ports, airports and cargo movement networks. Heavy snow and strong winds damage trees, electricity and transportation corridors in the northern regions. Snowmelt flooding in the Midwest, Great Plains and Northwest blocks railways and interstates, often for days or weeks. Wildfires in the West shut down critical evacuation routes and grid power that the transportation sector relies on. The more than 60,000 miles of U.S. roads and bridges in coastal regions are clearly vulnerable to extreme storms, hurricanes, and high tide flooding. Heatwaves are an increasing problem for transportation networks and their customers, especially airports, railroads and other public transportation. Collectively, extreme weather events have serious ramifications for infrastructure safety, environmental sustainability, human health, economic vitality, mobility and system reliability, particularly for vulnerable populations and urban locations. They also compromise the resilience of the larger interconnected physical, cyber, and social infrastructure networks. The U.S. will contend with not just the impacts that regions are facing now, but growing disruption is anticipated as they plan for and invest in infrastructure with multi-year and multi-decade lifespans.

Item/Project Name: **AV Rulemaking**
Service/Agency: Department of Transportation
Appropriations Account: National Highway Traffic Safety Administration
Line Item: Administrative Provisions
Proposed Funding: n/a
Proposed Language: While the committee notes that NHTSA recently completed its first rulemaking on autonomous vehicles, after a decade, much work remains to modernize

existing federal motor vehicle safety standards, including congressionally-mandated rulemakings and rulemakings related to autonomous vehicles, innovative vehicle safety technologies, and zero-occupant delivery vehicles. The committee directs NHTSA to complete and deliver a report within one year of enactment of this act on the causes of delay, and what NHTSA needs to finalize these rulemakings around the safe deployment of new technology that will improve safety outcomes, and incorporate novel vehicle designs that improve mobility and access for all.

Description: Despite advances in technology, traffic fatalities have remained persistently high over the past decade and have recently worsened. As NHTSA and traffic experts recognize, driver behavior is a leading factor in this safety crisis. Innovative technologies being developed today have the potential to address these harms. Unfortunately, NHTSA’s rulemakings are not keeping pace with emerging technology. Zero-occupant autonomous vehicles are a prime example. With the advent of autonomous vehicles (AVs) that have no space for a human driver, more than a dozen standards – that vehicle manufacturers must legally comply with – are outdated. This compounds an existing problem at NHTSA. Numerous MAP-21 and FAST Act rulemakings remain pending years after their statutory due dates. Waiting so long for AV regulation would represent a tremendous lost safety opportunity and imperil America’s current industry leadership.

NHTSA should address unfinished rulemaking as well as modernize the Federal Motor Vehicle Safety Standards (FMVSS) that have no safety benefit for vehicles designed without space for a driver. More than a decade after launching work, DOT has not yet proposed updates to manual control standards regarding equipment like brake pedals, mirrors, or dashboard lights that are unnecessary in a vehicle with no driver. NHTSA has acknowledged the need for these updates, recently finding that “for vehicles designed to be solely operated by an ADS [Automated Driving System, or AV software], manually operated driving controls are logically unnecessary,” as part of a rulemaking that took a step forward by updating rules on occupant protection equipment for vehicles with no driver or occupants. We commend NHTSA for the occupant protection rule, but much more needs to be done.

Updating motor vehicles regulations for these new kinds of vehicles will remove ambiguity and help the U.S. maintain leadership in this increasingly competitive space. AV technology holds great promise to provide access to essential goods for underserved communities, improve road safety for vulnerable road users, lower emissions and advance environmental justice, and create economic opportunity, all benefits that may not be fully realized without efficient action by NHTSA.

The report required by this language would provide Congress with information on the causes and potential solutions to the agency’s longstanding delays in rulemaking, and encourage the agency to improve the efficiency of their processes.

Item/Project Name:	Automated Track Inspection
Service/Agency:	Department of Transportation
Appropriations Account:	Federal Railroad Administration
Line Item:	Safety and Operations
Proposed Funding:	n/a

Proposed Language: Track Inspection.—The incorporation of innovative technologies and processes, such as automated track inspection, can dramatically improve the safety and efficiency of rail operations. The Committee directs the Department to continue to evaluate the performance of automated track inspections to determine whether this technology has achieved

an equivalent or higher level of safety than current visual inspections. Furthermore, the Committee directs the Department to provide monthly updates regarding its and the Railroad Safety Advisory Committee's efforts. This report shall provide the Committee with a clear understanding of the results of any safety data the Department has obtained and reviewed, especially from railroads' ongoing testing of this technology, and whether any additional data is needed. The report shall also indicate any next steps the FRA is considering, including updates to existing regulations to incorporate automated track inspections into the inspection process.

Description: The Infrastructure Investment and Jobs Act (IIJA) established a new Transportation Resilience and Adaptation Centers of Excellence program of networked, regionally focused university-led centers.

Item/Project Name: Project-Based Rental Assistance (PBRA)
Service/Agency: Department of Housing and Urban Development
Appropriations Account: Housing Programs
Line Item: Project-Based Rental Assistance (PBRA)
Proposed Funding: \$14,060,000,000
Proposed Language: n/a

Description: Historically, railroad track defects have been one of the most frequent causes of train derailments. Since 1980, freight railroads have spent roughly \$765 billion of their own—not taxpayer—funds on capital expenditures and maintenance related to their infrastructure and equipment. As a result of these substantial investments, the train accident rate has decreased by 33 percent since 2000 and track-caused accidents have decreased by 50 percent during that period. Maintaining and improving safety will always be the rail industry's top priority, and railroads will not stop in their efforts to continually reduce the occurrence of accidents and injuries, including by working with the FRA to implement new technologies and operating practices.

In fiscal year 2021, the THUD Appropriations Subcommittee included directives in both the Senate report and its Joint Explanatory Statement, noting its support for innovative technologies and processes, such as ATI, that lead to improved safety, but also expressing concern with FRA oversight of the balance being struck during pilot programs between visual inspections and ATI. The Committee requested a report "describing each technology system under evaluation, the method and metrics being used to evaluate the automated technology performance to achieve an equivalent or higher level of safety than the current visual inspection criteria, and how the FRA has independently and repeatedly validated system performance." The Committee further noted: "As the FRA continues to evaluate these systems for any type of broader deployment, the Committee expects a thorough assessment of calibration requirements, operation standards, and maintenance recommendations that are necessary to sustain an acceptable level of performance, and how such technologies are to be verified, validated and certified by the FRA."

The FRA has since submitted this report, detailing its process for reviewing the technologies and operational performance of each pilot program, including review of monthly reporting by railroads on track inspections performed, defects identified, field verification measurements, and remedial actions taken, and comparing this reporting to baseline inspections and field verifications. The FRA also indicated that these programs are continuously monitored and audited using specific safety metrics. The FRA concluded: "Continued evaluation of additional track inspection methodologies ... will provide the data needed to craft a comprehensive

regulatory structure for how automated inspections can supplement visual track inspections to improve the safety and efficiency of the rail network.”

The Committee should direct FRA to report on a monthly basis on its and RSAC’s ongoing review of railroads’ data and its progress to determine which combination of visual and ATI inspections will result in the greatest safety benefit.

Item/Project Name: Section 202 Housing for the Elderly
Service/Agency: Department of Housing and Urban Development
Appropriations Account: Housing Programs
Line Item: Section 202 Housing for the Elderly
Proposed Funding: \$1,030,000,000
Proposed Language: n/a
Description: Section 202 is the only HUD program which provides affordable housing entirely for low-income seniors. Residents of the building receive a rental subsidy (PRAC) that allows them to pay 30% of their adjusted income towards rent. In addition, the service coordinators who work in the building provide valuable assistance to residents by connecting them with supportive services and community resources. As the number of seniors are increasing so are the amount which are becoming rent burdened. Appropriations for new Section 202 construction and renewing existing contracts are important to ensure that there is an adequate supply of affordable housing or low-income seniors. According to the Harvard Joint Center for Housing Studies in 2017, 72% of seniors who were renters that earned less than \$15,000 were cost burdened (spending more than 30 percent of income on housing). They also report that by 2038, 2.4 million more seniors will be very low-income and without affordable housing. To date, about 400,000 units for low-income elderly housing have been constructed. According to HUD, this program serves very low-income seniors with the average income for a Section 202 household being \$12,000 a year. In 2019, 4.9 million people 65 and older live below the federal poverty line. Section 202 across the country plays a pivotal role in providing housing to low-income seniors.

Item/Project Name: Tenant-Based Rental Assistance (TBRA)
Service/Agency: Department of Housing and Urban Development
Appropriations Account: Public and Indian Housing
Line Item: Tenant-Based Rental Assistance (TBRA)
Proposed Funding: Robust Funding
Proposed Language: Supportive housing for people with mental illness pilot. — The Committee recommendation includes \$10,000,000 to continue and expand the pilot program to provide supportive housing for people with serious mental illness. This collaborative effort between HUD and the Department of Health and Human Services Substance Abuse and Mental Health Services Administration (SAMHSA) provides critical housing, services and treatment to vulnerable individuals who are suffering from serious mental illness and addiction. The Committee directs HUD to include training and technical assistance on the implementation of restoration housing centers that provide psychiatric stabilization with long-acting medications and essential behavioral health wraparound services and treatment.
Description: According to the U.S. Department of Housing and Urban Development (HUD), approximately 20% of homeless people are severely mentally ill (SMI) and nearly as many have chronic substance abuse (CSA). Unfortunately, people with SMI are at

increased risk of arrest, incarceration and emergency hospitalization, when their illnesses are not successfully managed. Communities across the country struggling with how to appropriately care for homeless and unstably housed people with SMIs have begun to establish Restoration Centers that provide short-term housing and crisis stabilization services as an alternative to jailing and hospitalization. HUD has successful special programs for people with HIV, youth and the elderly to help address the special needs of these at-risk people. In FY22, the House THUD Subcommittee created a pilot to provide supportive housing for individuals with mental illness in coordination with the Substance Abuse and Mental Health Services Administration's PATH program. Given the adverse impact of pandemic on mental health, and the social impact of homeless and unstably housed persons with SMIs and co-occurring CSA, we are requesting an expansion of the HUD/HHS pilot to include training and technical assistance on restoration housing centers, psychiatric stabilization with long-acting injectable medications, and other essential behavioral health wraparound services and treatments.

Item/Project Name: Indian Community Development Block Grant (ICDBG)
Service/Agency: Department of Housing and Urban Development
Appropriations Account: Public and Indian Housing
Line Item: Indian Community Development Block Grant (ICDBG)
Proposed Funding: Robust Funding
Proposed Language: n/a
Description: ICDBG grants provide a critical source of funding for many tribal infrastructure projects, including projects which address imminent public health needs. There is an urgent need for a Long Term Care Elder Facility and Community Cancer Center in Tuba City, Arizona because Navajo, Hopi and San Juan Southern Paiute patients must currently commute or relocate hundreds of miles from home in order to access higher levels of clinical care in Phoenix, Tucson and other urban areas that are not currently available on the Navajo Nation. Increased ICDBG funding will provide additional resources to help tribal communities fund these critical projects.

Thank you for your important work and leadership on the Senate Transportation, Housing and Urban Development, and Related Agencies Appropriations Sub-Committee. None of the entities for which I have requested congressionally directed spending are for-profit entities. If you have any questions about any of these requests, please contact Daniel_Winkler@sinema.senate.gov. I appreciate your consideration of these requests.

Sincerely,



Kyrsten Sinema
United States Senator