

Ajo Historic Depot Restoration Project



Arizona Transportation
Enhancement Application
Sponsored by Pima County

June 2008



International Sonoran Desert Alliance (ISDA) Historic Rehabilitation Projects

2006 -- ISDA completes a community-led renovation of two steel buildings on the historic Curley School campus, creating offices, classrooms, and a community computer learning lab.

2007-- ISDA completes the \$9.4 million renovation of Ajo's historic Curley School, creating 30 new affordable live/work apartments for artisans and a 4,500 square foot, indoor/outdoor auditorium and performance center

2008 -- ISDA completes a \$385,000 renovation of the historic Curley School cafeteria building, creating a new business support and microenterprise center and gallery.

2009 -- ISDA will complete a \$160,000 renovation of the historic Manual Arts building on the Curley School campus, creating shared shop space for woodworking and tile mosaic and housing the Ajo Los Artes GED program.



Historic Curley School
renovated by ISDA,
2007

Historic Curley School
Cafeteria renovated
by ISDA, 2008



TRANSPORTATION ENHANCEMENT APPLICATION

APPLICANT INFORMATION

1. APPLICANT AND SPONSOR (Must be ADOT if on ADOT right of way) International Sonoran Desert Alliance, Inc. with sponsor Pima County		MPO / COG Pima Association of Governments		2. DATE June 13, 2008	
3. PROJECT NAME & LIMITS- Must provide physical/actual project limits by common name. i.e. along the east and west side of Tangerine Road between First Avenue and La Canada in Oro Valley Arizona (?) (IF ON STATE SYSTEM, PLEASE BEGIN NAME WITH ROUTE NUMBER and provide common names.) Ajo Historic Depot Restoration Project. Located just off and visible from State Route 85 at 1 West Plaza, Downtown Ajo, Arizona.					
4. MAILING ADDRESS Pima County, 201 N Stone 6th Floor					
CITY Tucson		ZIP CODE 85701	5. COUNTY Pima		6. CONGRESSIONAL DISTRICT 7
7. CONTACT PERSON Linda Mayro		PHONE NO:		(520) 740-6451	
		FAX NO:		(520) 243-1610	
TITLE: Cultural Resources Manager		EMAIL:		Linda.Mayro@dot.pima.gov	
8. ALTERNATE PERSON Jim Wilcox		PHONE NO:		(520) 237-1875	
TITLE: Senior Project Manager		FAX NO:		(520) 387-5626	
		EMAIL:		jawilcox@cox.net	
9. List eligible activity (s) by number and title:		6. Historic Preservation 7. Rehabilitation of Historic Transportation Buildings, Structures, or Facilities.			
10. List requested amount:		\$500,000			
11. List total cost of project: (Fed \$ + match)		\$676,981			

CHECK ALL BOXES THAT APPLY

12. Circle or highlight primary category in which you wish to be evaluated

1.	<input type="checkbox"/>	PROVISION OF FACILITIES FOR PEDESTRIANS AND BICYCLES. This does not include typical construction elements of a roadway such as; travel lanes, traffic signals, crosswalks, etc.
2.	<input type="checkbox"/>	PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS Activities must have a broad and preferably regional target audience
	<input checked="" type="checkbox"/>	ACQUISITION OF SCENIC EASEMENTS OR HISTORIC SITES – <u>NOT ELIGIBLE IN ARIZONA</u>
4.	<input type="checkbox"/>	SCENIC OR HISTORIC HIGHWAY PROGRAMS (INCLUDING THE PROVISION OF TOURIST AND WELCOME CENTER FACILITIES) ADOT does have in place a Parkways, Historic, and Scenic Roads Program. This program does have a separate grant program for projects on those routes that have been designated by the State/ADOT. <u>Must be on or within 2 miles of a State designated Scenic or Historic road.</u>
5.	<input type="checkbox"/>	LANDSCAPING AND OTHER SCENIC BEAUTIFICATION This is for primarily plant landscaping activities. You can include site furniture such as benches, trash receptacles, etc. Stand-alone public art is not considered scenic beautification. You can include some art as part of a project but it is not eligible as a separate category under Transportation Enhancements. Public art has been included in the new Transit Enhancements funding program under the new TEA-21 legislation. Maintenance of landscaping does not qualify under this program.
6.	<input checked="" type="checkbox"/>	HISTORIC PRESERVATION Any work under this category must have a strong transportation link either past, present or future.
7.	<input checked="" type="checkbox"/>	REHABILITATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND BRIDGES)
8.	<input type="checkbox"/>	PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSION AND USE THEREOF FOR PEDESTRIAN OR BICYCLE TRAILS)
9.	<input type="checkbox"/>	CONTROL AND REMOVAL OF OUTDOOR ADVERTISING
10.	<input type="checkbox"/>	ARCHEOLOGICAL PLANNING AND RESEARCH
11.	<input type="checkbox"/>	ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RUNOFF OR REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY
12.	<input type="checkbox"/>	ESTABLISHMENT OF TRANSPORTATION MUSEUMS Please be aware that there are specific requirements for this category. Please contact your MPO, COG representative or ADOT TE Section staff for additional information.

13. PROJECT GENERAL DESCRIPTION: INCLUDE PROJECT CONCEPT, LENGTH, MILEPOSTS, and NUMBER OF ACRES. LIST ALL KEY ELEMENTS OF THE PROJECT SCOPE.

The Ajo Historic Depot Restoration Project includes the purchase and rehabilitation of the Ajo Train Depot by Pima County and the International Sonoran Desert Alliance, Inc. (ISDA), a local 501(c)(3) non-profit based in Ajo, Arizona. The Ajo Train Depot is listed on the National Register of Historic Places. This 2,400 sq ft facility will be rehabilitated to Arizona SHPO standards for use by the Ajo Chamber of Commerce, as an official State Tourism Office, and by ISDA as a business development office for the adjacent historic retail Ajo Plaza. This tourism facility will be open daily, be fully ADA-accessible, with on-site parking, accessible public bathrooms, and bicycle parking facilities.

14. Describe the project. Please answer all questions.

A.	Where is the project located? Provide actual physical location. (Must attach map in appendix)	
	1 West Plaza, Downtown Ajo, east of the Plaza	
B.	Is the project on a planned, existing, or under construction transportation corridor?	Existing, off State Route 85
	If on a planned corridor under construction, what is the approximate or scheduled completion date for the corridor?	N/A
C.	What major construction, design, and right-of-way work does the project entail? Describe any need for major land modification, retaining walls, etc. and include in cost estimate.	
	The Ajo Train Depot will be redesigned and undergo a historic rehabilitation with all new mechanical systems into accessible tourism, Chamber of Commerce, and ISDA business offices with public bathrooms and off-street parking and bicycle parking.	
D.	Can the project be constructed entirely within the project right-of-way	Yes
	Who owns the proposed project ROW?	ISDA has Agreement to Purchase
	Are there any private landowners involved? If so please list.	Yes, ISDA will purchase and own this facility
	What percent of the project area is on ADOT ROW?	0%
E.	Are there drainage issues to consider? Describe any potential impacts to Waters of the U.S.	
	No	
F.	Are utility relocations necessary?	No, but will require new electrical, water and sewer services.
G.	What is the proposed time frame for completion of the project?	

	Design (9 months), Pima County Building Permit (3 months), and construction (9 to 12 months) The project will take 21 to 33 months in total, including allowance for unforeseen contingencies.
H.	Will the project be ADA accessible? Yes

15. How will the project be maintained? All projects will require a signed Joint Project Agreement (JPA) prior to project construction with the government sponsoring entity. If the project is a state project the government entity for which the project falls will be responsible for long term maintenance. If agreement is not signed the project will be terminated. The following information is required for completing the JPA. Please answer all questions listed by describing how the project will be maintained and repaired after completion.

A.	Organization(s) responsible for on-going maintenance and repairs of the TE project. Pima County and the International Sonoran Desert Alliance, Inc.
B.	Proposed on-going maintenance and repair program ISDA will inspect the property quarterly and annually and undertake any repairs and preventative maintenance necessary.
C.	Source of funds for on-going maintenance and repairs The Ajo Chamber of Commerce and ISDA will pay rent into a Reserve Fund to pay ongoing utilities, insurance, and maintenance costs.

16. If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines? (See TE Handbook, revised 2007, for clarification).

YES NO

17. Is the proposed project listed on or does it meet criteria for any local, state, or federal, historic or scenic designations?

YES NO

If so, please identify the specific designation(s) and limits and briefly describe why the proposed project qualifies. If this is a rail corridor project is the corridor "rail banked" or is the abandonment authorized by or proceeding before the Interstate Rail Commission?

The Ajo Train Depot, built in 1916, is on the National Register of Historic Places, as part of the Ajo Townsite Historic District. As the former Ajo Train Station on the Gila Bend, New Cornelia Line, this historic resource meets Transportation Enhancement grant requirements as a transportation-related project.

18. Describe how the community was or will be involved in this project. Please include the following: Community involvement in the planning, scoping process, design process, or implementation. Is the project listed in any planning documents that had extensive public participation?

The ideas that led to the Ajo Train Depot project originated in the Ajo Vision Comprehensive Planning process. In 2001, the Western Pima County Community Council (WPCCC), with the University of Arizona's Drachman Institute, worked with Ajo residents to conduct a "needs assessment" and develop an Ajo Community Comprehensive Plan for the improvement of rural Ajo and its economy. Hundreds of residents participated in a series of public meetings lead by a steering committee of 13 Ajo business, civic, and nonprofit leaders.

One of the Ajo Vision Plan economic development objectives is to: "Develop an Arts and Culture Center, building on Ajo's tri-cultural diversity and tourism." Among the strategies noted was to ".Evaluate the feasibility of the hospital, the plaza, the Curley School, and scattered properties within the historic district. Protect the legacy of the area by preserving the historic culture, urban characteristic, and architecture designs". Ajo is an extant example of the City Beautiful Movement.

ISDA rehabilitated the Curley School into thirty artisan apartments and a 4,500 square foot, public auditorium. ISDA also rehabilitated the Curley School Cafeteria into a Business Support Center and retail space for artisan craft sales. ISDA now has an agreement in place to purchase the entire historic Ajo Plaza. The train depot is the final acquisition of the key historic structures to complete this challenging project to restore the economy of Ajo.

The Ajo Chamber of Commerce, as the initiator of this exciting project, and ISDA will share this beautiful building to build on Ajo's tourism economy. The Architecture Company developed the cost estimate and will complete the historically-appropriate design for reuse as a tourism office.

19. Describe why the project is an enhancement and how it relates to the transportation infrastructure of the community, region and/or state. Describe how this project will benefit the community and improve existing conditions. Why should this project be funded? (Answer all three parts in detail).

The project is the purchase and historic rehabilitation of the former train depot in the Ajo Townsite Historic District, as a State and County tourism office, to house the Ajo District Chamber of Commerce and ISDA's business development staff person. This project will relocate the Tourism Office to a prominent location clearly visible from a main state transportation corridor, Route 85, to Organ Pipe National Park and Puerto Penasco, Mexico; used by nearly one million cars annually. Additionally the facility may serve as Arizona's "Official Visitor Center" as designated by the State's Office of Tourism (AOT). The current Chamber of Commerce tourism office is hidden behind the Volunteer Fire Company Station. The project preserves this valuable historic transportation oriented structure.

By centrally locating and enhancing the Tourism Office, Ajo businesses will have a better chance to stop some of these million vehicles that drive by on their way to and from the National Park and Mexico and encourage them to spend some time in Ajo, either shopping, eating or visiting one of our historical attractions, while spending new money in Ajo. ISDA Business Development Office will support and encourage small and micro businesses to settle in Ajo and in the Ajo Plaza and to assist these businesses with their growth planning, hopefully providing more product and services within Ajo. This service will also support local artists and artisans in marketing their work to these tourists. Ajo is 90 miles (Phoenix) to 127 miles (Tucson) from major retail centers.

Signage would be used to show the rail linkages to other nearby cities and Tucson's renovated Train Depot and Transportation Museum. The Southern Arizona Transportation Museum in Tucson has agreed to provide a copy of this map with these linkages identified.

It is the anchor building in this historic town plaza, which is a stunning example of the community planning concepts of the City Beautiful or Garden City movement in the early part of this century. The town has all but forgotten that this was the train depot. Our restoration will bring its history back to life for the local community and for tourists visiting Ajo. Currently more than a million cars of tourists pass by our historic plaza annually on State Route 85. This restoration will prompt them to pause for a visit the beautiful plaza and former depot. ISDA, the Chamber of Commerce, and local businesses will provide travelers with refreshment opportunities--our plaza is the perfect rest stop for those journeying from Phoenix or further to Organ Pipe Cactus National Monument or Mexico.

20. Approval of Authorized Official (Sponsor)

This project has the concurrence of the sponsoring agency, is consistent with the agency's plans and meets all of the basic criteria listed above, which are required by the state of Arizona's Transportation Enhancement Program.

Sponsor Representative (Type in name and title)	Thomas R. Moulton, Director, Economic Development and Tourism
Signature of Rep	
Date Signed	June 11, 2008

State projects must be signed by the appropriate District Engineer.

21. Endorsement of Metropolitan Planning Organization/Council of Governments

This project has been reviewed and endorsed by:

MPO or COG	
Name and Title	
Signature	
Date Signed	

**ARIZONA TRANSPORTATION ENHANCEMENT PROGRAM
ROUND 16 (2008) COST ESTIMATE**

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE 1 – SCOPING (15% Preliminary Design)						
All applications MUST include these costs regardless if the application is for a State or Local project. Unit prices MUST be a reasonable representation of the work to be performed.						
SCOPING COSTS - All applications MUST include these costs. Costs cannot be applied toward the federal participation or local match.						
SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) (<i>Enter \$0 in Unit Price column if none required</i>)	LS	1	\$0.00	\$0.00	NO ENTRY	
SCOPING DOCUMENT - Scoping Letter, Project Assessment or DCR. (About 5% of construction cost) The cost MUST be a reasonable representation of the work to be performed.	LS	1	\$10,800.00	\$10,800.00		
ENVIRONMENTAL DETERMINATION including technical supporting documents. Anticipate \$20,000 to \$40,000.	LS	1	\$5,000.00	\$5,000.00		
SUBTOTAL – PROJECT SCOPING COSTS				\$ 15,800		
STAGES II, III, IV - DESIGN (30%, 60%, 95%-100% Design)						
All applications MUST include these costs regardless if the application is for a State or Local project.						
DESIGN COSTS						
Note: The use of federal funds for design is optional and subject to authorization. Design should not go beyond Stage II (30%) without environmental approval.						
PS&E's - Plans, Special Provisions, Cost Estimates & Schedules. Anticipate 18%-20% of constr. costs. The cost MUST be a reasonable representation of the work to be performed. Federal funds, if used, shall be refunded if project is not constructed.	LS	1	\$70,000.00	\$70,000.00	\$66,010.00	\$3,990.00
STORM WATER POLLUTION PREVENTION PLAN	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
SUBTOTAL – PROJECT DESIGN COSTS				\$ 70,000	\$66,010	\$3,990
Federal Funds for design are calculated at 94.3% of the total design cost. If requesting less						
STAGE V – CONSTRUCTION						
SITE ACQUISITION & HARDSCAPE CONSTRUCTION						
RIGHT-OF-WAY ACQUISITION	LS	1	\$138,000.00	\$138,000.00	\$0.00	\$138,000.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	\$1,270.00	\$1,270.00	\$1,197.61	\$72.39
DEMOLITION						
Remove Concrete Sidewalks, Slabs			\$4,826.00	\$3,800.00	\$3,583.40	\$216.60
UTILITY RELOCATION	LS	1	\$9,499.60	\$9,499.60	\$8,958.12	\$541.48
PEDESTRIAN ADA RAMP	SF	1	\$13,716.00	\$13,716.00	\$12,934.19	\$781.81
PEDESTRIAN LIGHTING (Includes conduit and trenching)	Each	1	\$4,572.00	\$4,572.00	\$4,311.40	\$260.60
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				\$170,858	\$161,119	\$9,739

LANDSCAPING & IRRIGATION ITEMS						ROUND 16	
TREES (15 GALLON SIZE)	Each	18	\$125.00	\$2,250.00	\$2,121.75	\$128.25	
IRRIGATION SYSTEM							
Drip	SF	2,460	\$3.20	\$7,872.00	\$7,423.30	\$448.70	
LANDSCAPE ESTABLISHMENT	LS		5%	\$502.05	\$473.43	\$28.62	
SUBTOTAL – LANDSCAPING & IRRIGATION ITEMS				\$10,624	\$10,018	\$606	
SITE FURNISHINGS							
BIKE RACKS	Each	1	\$457.20	\$457.20	\$431.14	\$26.06	
TRASH RECEPTACLES	Each	2	\$55.00	\$110.00	\$103.73	\$6.27	
DRINKING FOUNTAINS	Each	1	\$1,620.00	\$1,620.00	\$1,527.66	\$92.34	
SUBTOTAL – SITE FURNISHINGS				\$ 2,187	\$2,063	\$125	
OTHER CONSTRUCTION ITEMS (List line items)							
Arcade repairs and repainting		19,920	\$1.05	\$20,916.00	\$19,723.79	\$1,192.21	
Roof replacement		1,820	\$9.84	\$17,913.35	\$16,892.29	\$1,021.06	
Exterior wall, windows and doors				\$41,460.42	\$39,097.18	\$2,363.24	
Interior, demo, plaster, paint, flooring, doors				\$91,089.48	\$85,897.38	\$5,192.10	
HVAC		2,410	\$17.78	\$42,849.80	\$40,407.36	\$2,442.44	
Plumbing				\$27,736.80	\$26,155.80	\$1,581.00	
Electric		2,080	\$12.45	\$25,887.68	\$24,412.08	\$1,475.60	
Art installation		1	\$10,000.00	\$10,000.00	\$9,430.00	\$570.00	
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				\$ 277,854	\$262,016	\$15,838	
MOBILIZATION AND ADMINISTRATION COSTS							
CONTRACTOR MOBILIZATION (Typically about 8% of construction cost)	LS	1	\$28,800.00	\$28,800.00	\$27,158.40	\$1,641.60	
CONSTRUCTION CONTINGENCIES (Typically about 5% of constr. cost)	LS	1	\$65,859.00	\$65,859.00	\$62,105.04	\$3,753.96	
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	\$32,000.00	\$32,000.00	\$30,176.00	\$1,824.00	
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				\$ 126,659	\$119,439.44	\$7,219.56	
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in Box A below.)				\$ 588,181	\$554,655.04	\$33,526.34	
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match.)	LS	1	\$3,000.00	\$3,000.00	NO ENTRY		
TOTAL PROJECT COST (All subtotals + ADOT review fee)				\$ 676,981	NO ENTRY		
SUMMARY OF FEDERAL AND LOCAL FUNDS							
TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE, AND DESIGN COSTS IF REQUESTING FEDERAL FUNDS FOR DESIGN.						BOX A	\$ 658,181
Include design costs (Stages II thru IV) if federal funds are requested for design as shown under Design Costs in the federal column above.							
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above).						BOX B	\$ 500,000
Note: For local projects, the maximum federal funds that can be requested is \$500,000 (\$1,000,000 for state projects).							
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above).						BOX C	\$ 30,223
Note: The maximum amount that should be shown on this line is \$30,223 for local projects (\$60,445 for state projects).							
TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH). Enter the amount in Box A in excess, if any, of \$530,223 for local projects or \$1,060,445 for state projects.						BOX D	\$ 127,958
TOTAL SPONSOR FUNDS (Sum of Box C and Box D).						BOX E	\$ 158,181

Pima County Board of Supervisors

RESOLUTION AND ORDER 2008 - 202

RESOLUTION AND ORDER OF THE PIMA COUNTY BOARD OF SUPERVISORS APPROVING AND AUTHORIZING THE APPLICATION FOR FEDERAL TRANSPORTATION ENHANCEMENT FUNDS THROUGH THE ARIZONA DEPARTMENT OF TRANSPORTATION TO IMPLEMENT THE AJO TRAIN DEPOT HISTORIC REHABILITATION PROJECT.

(District 3)

WHEREAS, the Ajo District Chamber of Commerce and the International Sonoran Desert Alliance need better space to serve tourists and local businesses; and

WHEREAS, the Ajo Train Depot contributes to and is in the nationally and locally recognized Ajo Townsite Historic District; and

WHEREAS, the proposed project includes full design and construction of all necessary historic improvements; and

WHEREAS, federal Transportation Enhancement funds can be utilized for the rehabilitation of transportation related historic buildings.

NOW, THEREFORE, BE IT RESOLVED by the Pima County Board of Supervisors that:

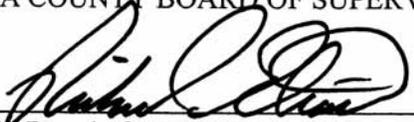
1. An application for federal Transportation Enhancement reimbursable grant assistance to implement the Ajo Train Depot Project will be filed with the appropriate federal agency.
2. If the federal reimbursable funds are approved by the Arizona Department of Transportation (ADOT), Pima County accepts and approves the federal TE grant award (estimated award \$500,000.) and will provide matching funds of \$30,223 for the project. Pima County will also pay for the project scoping document, environmental, utility clearances, design, and right-of-way, if applicable. As required, Pima County will also pay ADOT \$3,000 of the required processing fee if the federal reimbursable funds are approved for the project, and will pay for all cost overruns. Pima County will provide these funds from County General Fund revenues.
3. If the federal grant funds are approved by the Arizona Department of Transportation and accepted and approved by Pima County, the Ajo Train Depot Rehabilitation Project will be ready for advertisement in no more than three years.
4. If the Ajo Train Depot Rehabilitation Project is cancelled by Pima County, Pima County agrees to reimburse the Arizona Department of Transportation and/or the Federal Highway Administration all federal funds spent for the project.
5. The Chair of the Board of Supervisors is hereby authorized to sign any and all documents to effectuate the grant application and any subsequent amendments and/or documents relating thereto.
6. Pima County shall provide funds for overhead charges not covered by the grant from County General Fund revenues.
7. The TE grant reimburses project expenditures no more than once per month.

Pima County Board of Supervisors

8. Pima County shall comply with all appropriate state and federal regulations, policies, guidelines, and requirements as they relate to the TE funding award.
9. The Pima County Administrator shall act as the agent of the Pima County Board of Supervisors to sign and submit all documents that are necessary to implement and complete the Project.

PASSED AND ADOPTED THIS 5th day of August, 2008.

PIMA COUNTY BOARD OF SUPERVISORS:



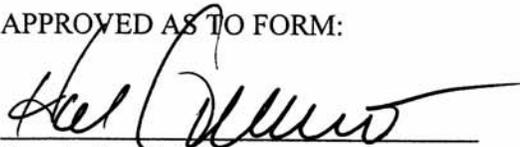
Chair, Board of Supervisors

ATTEST:



Clerk, Board of Supervisors

APPROVED AS TO FORM:



Deputy County Attorney

Ajo Historic Depot Restoration Project Site




Community of
AJO,
ARIZONA



COUNTY ADMINISTRATOR'S OFFICE

PIMA COUNTY GOVERNMENTAL CENTER
130 W. CONGRESS, TUCSON, AZ 85701-1317
(520) 740-8661 FAX (520) 740-8171

C.H. HUCKELBERRY
County Administrator

June 11, 2008

State Transportation Enhancement Committee
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007-3213

Re: Ajo Train Depot

Dear Review Committee Members:

I am writing to support the acquisition and historically appropriate renovation of the Ajo Train Depot. This project will save and restore this key building within the nationally recognized Ajo Townsite Historic District. As importantly, the building's future use as the Ajo Chamber of Commerce office, future State Tourism office, and the International Sonoran Desert Alliance's (ISDA) business development office is critical to restoring the economy of this small, former mining town.

Pima County is pleased to sponsor this application with ISDA. ISDA, the project co-sponsor, has been instrumental in the development of an arts based economic renewal plan for Ajo, intending to attract some of the millions of people per year traveling to Puerto Peñasco, Mexico as an economic base to rebuild the economy of Ajo. ISDA has begun to implement some of the strategies envisioned in the Ajo Community Comprehensive Plan developed by the University of Arizona Drachman Institute in 2001. ISDA has acquired and renovated the historic Curley School into 30 artist/artisan preference affordable apartments and has restored the 4500 square foot auditorium at a cost of \$10 million. This project is fully occupied. The project has won many awards, including a Governor's Heritage Award.

ISDA recently has gained site control of the Ajo Train Depot and adjacent Ajo Plaza as the second phase of their revitalization plan. These facilities contain 90,000 square feet of retail, office, and residential space, much of it currently vacant. The Train Depot is a critical link of this plan as it will easily draw tourists with its beautiful edifice, while the current tourism office is hidden behind the Volunteer Fire Company station.

Pima County will provide the necessary matching funds.

State Transportation Enhancement Committee
Ajo Train Depot
June 11, 2008
Page 2

This project is vital to the Ajo community and the locally initiated plan to revitalize their economy. I appreciate your consideration and urge you to fund this important project.

Sincerely,



C.H. Huckelberry
County Administrator

CHH/jj

c: The Honorable Sharon Bronson, Member, Pima County Board of Supervisors
Hank Atha, Deputy County Administrator for Community and Economic Development
Tom Moulton, Economic Development and Tourism Director



**PIMA COUNTY BOARD OF SUPERVISORS
DISTRICT 3**

130 WEST CONGRESS STREET, 11 FLOOR
TUCSON, ARIZONA 85701-1317
(520) 740-8051
district3@pima.gov
www.district3.pima.gov

**SHARON BRONSON
SUPERVISOR**

June 4, 2008

State Transportation Enhancement Committee
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, AZ 85007-3213

Re: Ajo Train Depot

Dear Committee Members:

As the Pima County Supervisor representing Ajo, I am writing to support the acquisition and historically appropriate renovation of the Ajo Train Depot. This project will save and restore this key building within the nationally recognized Ajo Townsite Historic District. As importantly, the building's future use as the Ajo Chamber of Commerce office, future State Tourism office, and the International Sonoran Desert Alliance's (ISDA) business development office are critical to restoring the economy of this former mining town.

ISDA, the project co-sponsor, has been instrumental in the development of an arts based economic renewal plan for Ajo, intending to capture some of the million vehicles per year Puerto Penasco, Mexico traffic, as an economic base to rebuild the economy of Ajo. ISDA has acquired and renovated the historic Curley School into 30 artist/artisan preference affordable apartments and has restored the 4500 square foot auditorium at a cost of \$10 Million. This project has won many awards, including a Governor's Heritage Award.

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This project is vital to the Ajo community and the locally initiated plan to revitalize their economy. I appreciate your consideration and urge you to fund this important project.

Sincerely,

A handwritten signature in black ink that reads "Sharon Bronson".

Sharon Bronson
Pima County Board of Supervisors



METROPOLITAN TUCSON CONVENTION & VISITORS BUREAU

June 12, 2008

State Transportation Enhancement Committee
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, AZ 85007-3213

Re: Ajo Train Depot

Dear Committee Members:

I am writing to support the acquisition and historically appropriate renovation of the Ajo Train Depot. This project will save and restore this key building within the nationally recognized Ajo Townsite Historic District. As importantly, the building's future use as the Ajo Chamber of Commerce office, future State Tourism office, and the International Sonoran Desert Alliance's (ISDA) business development office are critical to building a strong tourism economy in Ajo; both capturing the traffic currently passing through town (more than a million cars a year) and creating destination tourism economy based on Ajo's extraordinary City Beautiful historic district anchored by the historic Train Depot along with the town's vibrant tri-cultural festivals held in the adjacent town plaza.

ISDA, the project co-sponsor, has been a leader in a local initiative to capture more of the tourism market. At a cost of \$10 Million, ISDA has acquired and renovated the historic Curley School campus into 30 affordable apartments for artists and artisans, has restored the 4,500 square foot auditorium as an indoor/outdoor venue, and has restored the former cafeteria building as a retail gallery and micro enterprise center. ISDA is a major force in the creation/restoration of destination.

ISDA recently has gained site control of the Ajo Train Depot and adjacent Ajo Plaza, as the second phase of their revitalization plan. These facilities contain 90,000 square feet of retail, office, and residential space; much of it currently vacant. The Train Depot is a critical link of this plan as it will easily draw tourists with its beautiful edifice, while the current tourism office is hidden behind the Volunteer Fire Company station, off the highway.

This project will provide a major boost to these local efforts generate a new tourism- based economy in this former mining town and is truly worthy of funding. .

Sincerely,

Jonathan Walker
President/CEO



International Sonoran Desert Alliance
Alianza Internacional Del Desierto Sonorense
P.O. Box 687
400 W. Vananda Avenue
Ajo, AZ 85321
520-387-6823

June 6, 2008

State Transportation Enhancement Committee
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, AZ 85007-3213

Re: Ajo Train Depot

Dear Review Committee Members:

We hope that you will share our excitement about the project described below. It is, truly, transformational.

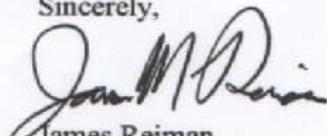
The Ajo Townsite Historic District is a unique, nationally recognized Arizona treasure. Its crown is the Spanish Mission Revival-styled Plaza and the jewel in that crown is the Ajo Train Depot. The International Sonoran Desert Alliance, in co-sponsorship with Pima County, enthusiastically supports the acquisition and historically correct renovation of the Depot for eventual use as ISDA's business-development center, the Ajo Chamber of Commerce office and, we anticipate, a State Tourism office. This carefully considered mixed use is vital to the continuing progress we are making in restoring this former mining town's economy.

Pima County is a strong and critical partner in our Ajo work. ISDA has been the leader in the development of an arts-based economic-renewal plan. Additionally, ISDA has worked to implement other strategies proposed in the 2001 Ajo Community Comprehensive Plan developed by the University of Arizona's Drachman Institute. At a cost of \$10 million, ISDA acquired and renovated the historic Curley School into 30 affordable work/live apartments, while at the same time restoring its 4,500-square-foot auditorium. The project is fully occupied and has become a national model, winning many awards, including a Governor's Heritage Award. Most recently, ISDA completed the \$350,000 renovation of the school's former cafeteria into a business-incubator center.

The Depot and the adjacent Ajo Plaza represents the next phase of our revitalization efforts. There is 90,000 square feet of retail, office and residential space in this complex, much of it now vacant. More than 1 million cars pass by the Plaza each year, on the way to or from tourism destinations in Mexico, and the Depot is the keystone, visually and architecturally, of the Plaza. It is at the heart of our plans to capture a portion of that traffic and substantially augment our economic base.

A project this vital to the community *is* transformational. I appreciate your interest, consideration and, hopefully, your partnership in helping us continue these constructive changes.

Sincerely,

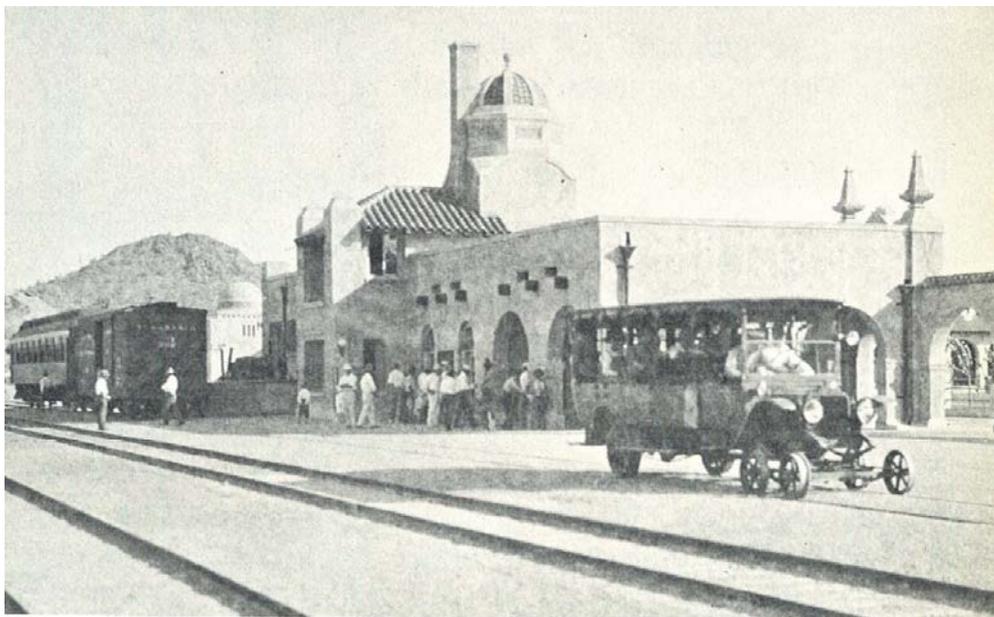

James Reiman
Board President

ISDA—working to preserve and enrich the environment, culture, and economy of the Sonoran Desert



When the station was completed, Ajo citizens could well afford to take pride in the structure as among the finest in all of Arizona.

Source: Railroads of Arizona, Vol. 1, the Southern Roads, by David F. Myrick, Howell-North Books, Berkeley, California, 1975



Alternating with daily mixed trains, the rail motor car provided frequent service to Gila Bend to connect with SP's transcontinental trains. About to depart from Ajo is No. 7, the car with the flapping window shades. In the background is the coach used in mixed trains.

Source: Railroads of Arizona, Vol. 1, the Southern Roads, by David F. Myrick, Howell-North Books, Berkeley, California, 1975



Existing Ajo Historic Train Depot from Plaza and close-up of tower with peeling paint



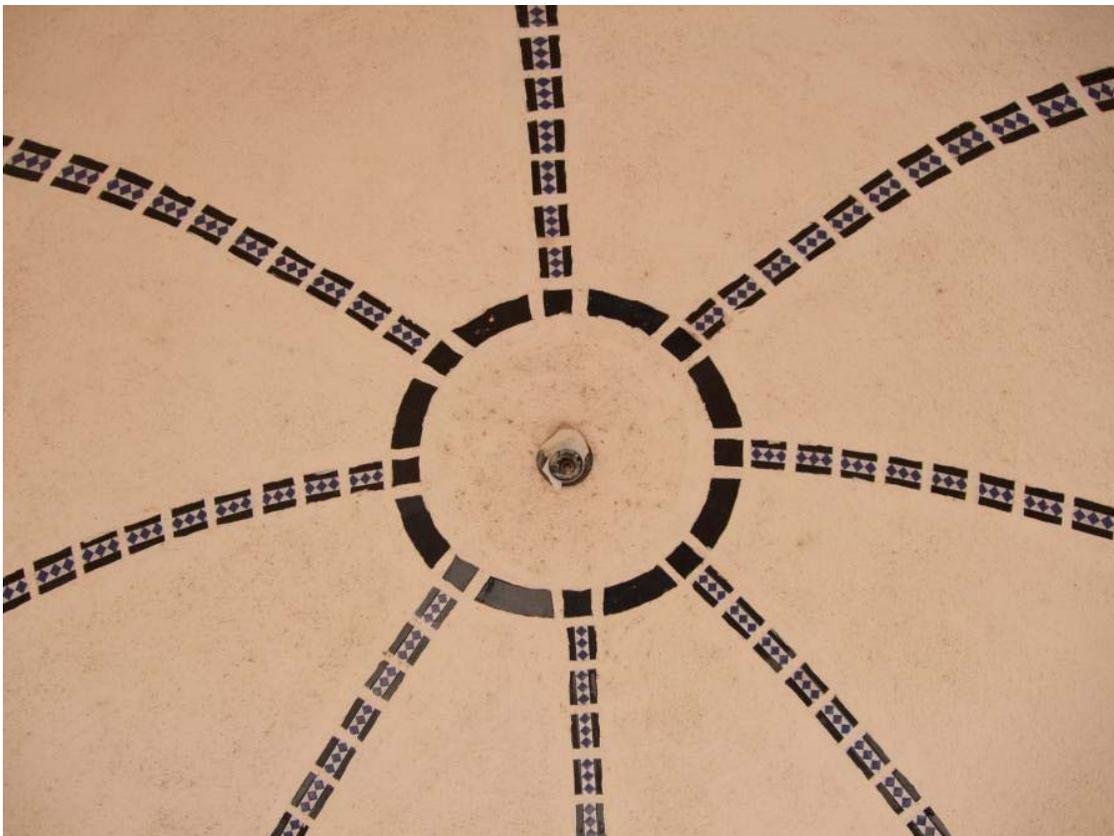
Filled-in arch of arcade that would be restored with project.



Rear of Depot with wall deterioration evident



Rear of Depot with wall deterioration evident



Interior of Tower Dome with damaged light fixture