

Upon notice duly given under Arizona Revised Statutes, Section 38-431, et seq., as amended, the City Council of the City of Bullhead City held a Special Meeting on Tuesday, June 2, 2026, in the Council Chambers, 1255 Marina Blvd., Bullhead City, Arizona.

**CALL TO ORDER**

Mayor Dallman called the special meeting to order at 3:30 p.m.

**ROLL CALL**

Council Present

Alfonzo, Dallman, Newlin, O'Neill, Ring, Smith

Council Absent

None

Staff Present:

CITY MANAGER: Toby Cotter

CITY ATTORNEY: Garnet Emery

CITY CLERK: Debie Ogden

HUMAN SERVICES DIRECTOR: Jeff Tipton

**DISCUSSION ITEM(S)**

Discussion regarding the Bullhead Area Transit System (BATS) Program.

Transit Manager Peluso provided an overview of the transit route planning and implementation process. He explained major service changes are typically developed through short-range or long-range transit planning efforts, which generally take about a year to complete after a consultant is hired. He said the resulting plans include annual implementation goals that may involve minor service adjustments, major route modifications, route reconstruction, or the addition of new routes. He said a five-year plan does not necessarily require five years to complete, as recommendations may be implemented sooner depending on logistical and budgetary considerations. He addressed questions that were brought up at the last Council meeting regarding passenger drop-off locations.

Transit Manager Peluso clarified transit service is available to both the Senior Enrichment Center and the Mohave County Library. He said a stop has been located on Trane Road near the Senior Enrichment Center since the 2018 route reconstruction, although it is currently identified as the Ken Fovargue Park stop and said staff will consider renaming the stop to improve visibility. He said library access is provided through a stop at Hancock Road and Trane Road, approximately 600 feet from the library entrance, and said staff may consider renaming nearby stops to better distinguish destinations.

Transit Manager Peluso reported the transit system includes 71 fixed-route stops, of which 40 lack shelters or benches and 21 lack sidewalks. He said many of these stops are located in low-ridership residential areas and said the upcoming short-range transit plan will evaluate if current routes and stop locations remain appropriate and if resources should be redirected to areas with greater demand. He explained installing a shelter typically costs between \$15,000 and \$20,000 when ADA accessibility improvements, sidewalks, curb work, environmental reviews, and construction costs are included, and said additional funding would need to be identified through grants and the budget process. He said previous service along McCormick Boulevard was removed during the 2018 route reconstruction due to low ridership. He said following the route changes, the Green Line experienced an approximate 60 percent increase in ridership and reduced operating costs. He said future service

modifications could be considered through the planning process and emphasized the importance of public participation in identifying unmet transit needs and shaping future service recommendations.

Transit Manager Peluso explained minor service implementations often involve changes that can be made internally when needs arise and do not create significant operational impacts. He emphasized the importance of public participation and noted that transit staff receive limited public feedback. He said staff routinely reviews internal policies and procedures to improve efficiency and service delivery and said under the Americans with Disabilities Act (ADA), the transit system may provide reasonable modifications to accommodate individuals with accessibility needs. He said accommodations can include adjusted pickup locations within a short distance of designated stops when necessary, and said such modifications are commonly provided during road construction or other temporary access issues. He highlighted the availability of online trip-planning tools and the assistance provided by dispatch staff in helping riders navigate the transit system. He said for individuals whose transportation needs cannot be met through fixed-route service, staff assists with evaluating eligibility for the Dial-A-Ride program and coordinate with other transportation providers when requests involve destinations outside the city's service area.

Transit Manager Peluso explained large-scale transit improvements involve significant logistical and regulatory requirements, particularly when federal funding is sought. He said projects must be included in the Transportation Improvement Program (TIP) or the State Transportation Improvement Program (STIP) before funding can be requested through the Federal Transit Administration (FTA). He said many projects also require environmental review and regulatory clearance before shelters, poles, or other infrastructure improvements can be installed, and said depending on the scope of a proposed change, public notification requirements may range from 30 to 90 days before implementation.

City Manager Cotter suggested to the Council they first focus on smaller, local transit issues before discussing larger-scale projects and processes involving the Metropolitan Planning Organization (MPO) and other regulatory requirements. Mayor Dallman concurred.

Council Member Smith asked how many transit stops currently have shelters. Transit Manager Peluso said 31 of the system's 71 fixed-route stops have shelters, while 40 stops do not have a shelter or bench and said of those 40 stops, 21 also lack sidewalks.

Council Member Smith said locating the Senior Enrichment Center stop between the park and the senior center seemed illogical and asked if a reasonable ADA modification could relocate the stop closer to the facility entrance. Transit Manager Peluso explained staff had evaluated that option and identified several challenges including limited ingress and egress, the lack of a designated bus stop area in the site design, narrow travel spaces that would make bus operations difficult, and steep sidewalk grades that could cause buses to scrape or become high-centered. He said the area is currently served by the Dial-A-Ride program and said ridership data showed an average of approximately 0.52 passenger boardings per day at the Ken Fovargue Park fixed-route stop, compared to more than one passenger trip per day using Dial-A-Ride service at the Senior Enrichment Center. He said transit staff generally considers three passenger trips per day to be the threshold for a productive stop and lower-performing stops may be candidates for modification or service reallocation. He said based on current ridership levels, staff did not recommend relocating the stop but indicated they could conduct additional evaluations if directed by Council.

Council Member Newlin said he had ridden the Red, Blue, and Green Lines and found the overall rider experience to be positive. He asked if transit service operates on Sundays. Transit Manager Peluso responded there is no Sunday bus service.

Council Member Newlin suggested revising the transit schedule on the city's website by changing the label "Weekend" to "Saturday" to more accurately reflect service availability. He also recommended updating stop names on the online schedule, including those identified as "El Palacio" and "Suddenlink Community Center," to reflect the current business names.

Council Member O'Neill asked if each of the four bus lines operates with a single bus per route. Transit Manager Peluso answered affirmative. Council Member O'Neill said the library was approximately 600 feet from the nearest bus stop and suggested that service could be improved by routing buses more directly to key destinations such as the library, medical centers, and the Senior Enrichment Center through modified circulation patterns within the area, including potential adjustments within parking lots or alternative access points. He said infrastructure modifications would be required and emphasized improving convenience and accessibility to the riders. He expressed concern that many existing stops appeared underutilized while buses still passed through residential areas with higher vehicle ownership. He advocated prioritizing transit access for residents in apartments and individuals without cars and said transit services should focus on those most dependent on it.

City Manager Cotter said when considering bus stop changes at locations not owned by the city, coordination and permission from the appropriate entity, such as Mohave County for the library site, would be required. He emphasized safe passenger drop-off locations were a primary consideration and said while additional routing adjustments could be explored, they must still meet safety standards to prevent conflicts with vehicle traffic. He said improvements at the Senior Enrichment Center location were feasible but would require proper budgeting, planning, and identification of a safe and appropriate stop location to ensure passenger safety. He said the importance of accommodating the amount of programs at the senior facility and limited access to direct drop-off locations could present challenges for some users and said not all riders are aware of or eligible for Dial-A-Ride services. He asked if these improvements should be incorporated into a longer-term planning timeline or prioritized for funding and implementation in the short-term.

Council Member O'Neill suggested adding a bus stop near the post office on Lakeside Drive and said there was currently no nearby stop and riders frequently requested drop-offs in that area. He said the location appeared to warrant closer transit access.

Vice Mayor Alfonzo asked how the transit system solicited public feedback to identify neighborhood transportation needs and service gaps. Transit Manager Peluso said public input was gathered through survey tools and outreach efforts, particularly during planning studies conducted with consultants. He said the city also used its website and said future transit planning efforts would include a dedicated project webpage to provide updates and encourage public engagement. He said social media, on-site postings, and direct communication with riders and drivers were also used to increase awareness and encourage community participation in shaping transit services. Vice Mayor Alfonzo expressed support for placing transit planning and feedback opportunities on the city's website and said this would allow residents to provide input on both current service areas and future neighborhood expansion.

Council Member Smith asked if transit riders are provided with physical paper surveys on buses to collect feedback. Transit Manager Peluso said the system primarily uses online surveys, including tools such as SurveyMonkey, for outreach. He said during previous short-range transit planning efforts, consultants supplemented online surveys with in-person onboard surveying, allowing riders to complete physical questionnaires while using the bus to increase participation and gather direct feedback. Council Member Smith said it was important for surveys to focus on current bus riders.

Council Member Ring asked for an explanation of the qualifications required to use the Dial-A-Ride service. Transit Manager Peluso said Dial-A-Ride is a medically qualified service operating under ADA guidelines for individuals with mobility limitations that prevent them from effectively using the fixed-route system. He said applicants must complete a certification form that includes personal information and is also completed in part by a medical professional confirming the individual's inability to use fixed-route transit. He said once submitted, the application is processed within approximately two weeks and said approved riders are certified for a three-year period before renewal is required. He said eligible users can schedule trips by calling the service to request transportation within city limits.

Vice Mayor Alfonzo asked about the cost of Dial-A-Ride service. Transit Manager Peluso said the fare is \$2 per one-way trip.

Council Member Newlin said he noted variability in the height of transit signage at bus stops with some signs appearing higher than others and asked if a standard height was used. Transit Manager Peluso said signage standards are managed by the Public Works Department and are intended to ensure adequate clearance and safety for pedestrians. He explained while sign poles are manufactured at a uniform length, installation depth can vary, resulting in differences in final installed height. Council Member Newlin suggested reviewing the issue for consistency. Transit Manager Peluso acknowledged the concern and said staff would evaluate opportunities to standardize sign placement across all transit stops.

Council Member O'Neill said former transit stops were in the Safeway plaza parking lot area behind Black Bear Diner and in front of Big Belly Nelly's Restaurant. He asked if the Big Belly Nelly's stop would be reinstated. Transit Manager Peluso said the location operates under an agreement with the property owner and it would be reinstalled. Council Member O'Neill reiterated his suggestion of using internal parking lot circulation routes particularly around Mohave County Library, Superior Court, and nearby public properties to improve direct access to destinations and potentially reduce the need for costly stop infrastructure. Transit Manager Peluso said that approach could be considered in the future as part of broader planning efforts.

City Manager Cotter thanked the Council for the discussion on short-range transit issues and said staff would follow up on the feedback provided. He said while some topics raised such as McCormick Boulevard service, other route expansions, and growth areas including the CityCentre development related to long-range planning, those matters would be addressed through a broader planning process. He said the Metropolitan Planning Organization (MPO) Director was present to discuss long-range transit planning and coordination, including future facility planning and potential service restoration in areas such as McCormick Boulevard.

Metropolitan Planning Organization Director D'Amico explained the MPO is currently undertaking both short-range and long-range transportation planning efforts for the Bullhead City, Fort Mohave,

and Mohave Valley MPO area, along with a concurrent safety planning study. He said all three plans would be developed separately and advised against making immediate service changes based on individual narratives and emphasized the importance of completing the full planning and public participation process before making decisions. He said transportation planning must consider the needs of the entire population served and service decisions should be based on broader usage patterns and data. MPO Director D'Amico emphasized federal and regional planning processes require extensive public participation often led by consultants dedicated to outreach efforts including incentives to encourage input. He said these studies are designed to ensure informed, data-driven decisions that reflect overall community needs rather than individual requests.

Council Member Newlin asked for the timeline for receiving the short-range transit study. MPO Director D'Amico said the consultant had been selected and the MPO executive board would meet in approximately two and a half weeks for approval. He said once approved, work on the study was expected to begin around July 1st. He said the 12-month short-range study would form a five-year transit plan and said some recommendations could potentially be implemented within a few months rather than waiting for the full study to conclude. Council Member Newlin asked if the short-range, long-range, and safety plans were all 12-month studies. Director D'Amico clarified the long-range transportation plan would be a 15-month effort covering a 27-year planning horizon and said the safety plan had not yet been fully scoped. He said the safety plan would include regional considerations such as evacuation planning and coordination across Bullhead City, Fort Mohave, Mohave Valley, and tribal partners and may take up to 12 months to complete.

City Manager Cotter said the development of these planning efforts is closely tied to securing millions of dollars in grant funding. He emphasized the importance of obtaining federal funds to support major transit investments, including a new transit facility, bus stop improvements, and additional buses included in the current budget. MPO Director D'Amico said the MPO actively pursues available grant opportunities and regularly submits applications as funding programs become available and said they would continue to pursue all eligible grant opportunities.

Mayor Dallman expressed support for these efforts and said she appreciated the ongoing pursuit of grant funding.

City Manager Cotter asked when the public would be able to provide input on transit routes and planning efforts, particularly as community growth and service needs evolve. Transit Manager Peluso said formal public engagement opportunities would be scheduled throughout the planning process, with specific dates to be announced once the project officially begins as outlined in the request for proposals (RFP) requirements for public participation. He said public feedback is accepted at any time through the transit office and said staff is open to receiving all types of rider input and incorporate feedback into operational adjustments as well as into long-range planning when consistent themes or needs are identified over time. Mayor Dallman suggested providing contact information for members of the public who were not present at the meeting. Transit Manager Peluso said the transit office contact number is 704-BATS.

Mayor Dallman asked if anyone from the public wanted to speak on this item.

Harvey Pryor expressed longstanding concerns regarding BATS transit service and said service hours and route coverage are insufficient for riders who work standard shifts. He said the system closes before some riders can return home from work and raised concerns about limited evening service and

the inability to complete round-trip travel for employment or public meetings. He requested expanded service coverage to include additional stops near key destinations such as Exceptional Hospital, the Motor Vehicles Department (MVD), City Hall, and other high-demand locations. He asked for route adjustments to be considered to improve access to medical facilities and essential services. He said he had not observed or been made aware of public surveys and questioned the effectiveness of public outreach efforts. He further expressed frustration regarding communication and transparency with public meetings and said he was not consistently notified of transit-related meetings or updates, and said information on quarterly meetings was difficult to obtain.

Scotty McClure said he agreed with Mr. Pryor's concerns regarding BATS service and questioned why buses do not directly serve the MVD and nearby government facilities. He said existing roadway access could potentially support improved routing through the area, including connections between the MVD and courthouse. He raised concerns about accessibility for individuals using wheelchairs and said he had repeatedly requested a stop at the MVD during public meetings. He expressed frustration with perceived limitations in service changes over time and criticized the level of route expansion. He said the removal of a previous stop at Rio Grande and Marina had not been clearly explained. He asked why ADA-related access could not allow for more flexible stops. He said transit amenities such as benches and shelters are costly and emphasized the difficulty of waiting in extreme heat conditions without adequate shelter at bus stops.

City Manager Cotter said the citizens who spoke during public comment expressed strong concerns about transit routes and stop locations, reflecting broader community interest in how the system operates. He said both Council and staff share the goal of maintaining a transit system that effectively serves residents who rely on it for essential travel including medical appointments, employment, and regional transportation connections. He said the city invests significant resources into transit and emphasized that many residents are dependent on the system. He said staff regularly hears feedback from riders and Council and staff are aware of ongoing concerns. He said while the upcoming short-range plan and MPO processes are important the city does not need to wait for those studies to consider operational improvements. He said potential service modifications such as stop adjustments and shelter improvements could be explored more immediately through internal review and staff collaboration. He emphasized transit service must balance affordability with community needs and said improvements are possible within existing constraints. He directed staff to begin developing practical solutions to address identified issues and report back with options for consideration.

Mayor Dallman stated she was in support of moving forward with further review of transit stop concerns and expressed a desire to see staff work on potential improvements. She said community members are clearly passionate about specific stop locations and emphasized the need to address those concerns.

**Vice Mayor Alfonzo made a motion to adjourn the Special Meeting and convene into Executive Session at 4:31 p.m. Council Member Ring seconded the motion.**

**VOTE:** AYES: Alfonzo, Dallman, Newlin, O'Neill, Ring, Smith  
NAYS: None ABSENT: None

**MOTION CARRIED**

**EXECUTIVE SESSION**

Annual evaluation of the City Attorney. Arizona Revised Statutes § 38-431.03(A)(1).

**MOTION:** Council Member Newlin made a motion to adjourn from executive session and the special meeting at 5:00 p.m. Council Member Ring seconded the motion.

**VOTE:** AYES: Alfonzo, Dallman, Newlin, O'Neill, Ring, Smith  
NAYS: None ABSENT: None

**MOTION CARRIED**

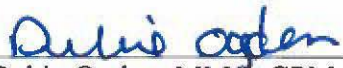
**ADJOURNMENT**

Mayor Dallman declared the special meeting adjourned at 5:00 p.m.

**CERTIFICATION**

I hereby certify that the foregoing minutes are a true and correct record of the special meeting of the City Council of the City of Bullhead City held on the 2nd day of June 2026. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this 10th day of June 2026.

  
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Debie Ogden, MMC, CPM  
City Clerk

Upon notice duly given under Arizona Revised Statutes, Section 38-431, et seq., as amended, the City Council of the City of Bullhead City held a regularly scheduled meeting on Tuesday, June 2, 2026, in the City Council Chambers, 1255 Marina Boulevard, Bullhead City, Arizona.

**CALL TO ORDER, INVOCATION AND PLEDGE OF ALLEGIANCE**

Mayor Dallman called the meeting to order at 5:30 p.m. and invited Pastor Steven Brown from Praise Chapel to deliver the invocation. Mayor Dallman led the assembly in the Pledge of Allegiance to the Flag.

**ROLL CALL**

Council Present

Alfonzo, Dallman, Newlin, O'Neill, Ring, Smith

Council Absent

None

Staff Present:

CITY MANAGER: Toby Cotter

CITY ATTORNEY: Garnet Emery

CITY CLERK: Debie Ogden

DEPUTY POLICE CHIEF: Jason Harms

FINANCE DIRECTOR: Robert Drexler

PUBLIC WORKS DIRECTOR: Angie Johnson

HUMAN SERVICES DIRECTOR: Jeff Tipton

UTILITIES DIRECTOR: Mark R. Clark

DEVELOPMENT SERVICES DIRECTOR: Billy Chooniyom

**PRESENTATIONS AND PROCLAMATIONS**

None

**RECEIVE A PRESENTATION FROM A PUBLIC SERVICE AND/OR UTILITY PROVIDER REGARDING RATES, OPERATIONS, GOALS, OBJECTIVES, CAPITAL IMPROVEMENTS, CUSTOMER SERVICE INITIATIVES AND OTHER MATTERS OF IMPORTANCE TO THE BULLHEAD CITY COMMUNITY**

Southwest Gas update.

Jack Jolley with Southwest Gas provided an update on gas infrastructure projects in the Bullhead City area. He said there is a high-pressure gas line replacement project along Silver Creek Road. He said Gold Rush Road and Black Mountain Road remained under construction, and said there would be major lane restrictions through early July with restoration work continuing through the end of July. He said a replacement project scheduled to begin in late June along the Bullhead Parkway will affect the southbound slow lane between Landon Drive and Laughlin Ranch Boulevard, and said completion is anticipated by late August. He reported Arizona Pipeline continued gas line replacement projects throughout the city. He said streets affected during the second and third quarters included Citrus Street, Holly Street, Church Street, Opal Drive, Villa Drive, Clover Drive, Baseline Road, Star Flower Trail, Brookfield Drive, Mourning Dove Drive, Canyon Road, Fox Creek Road, Swan Drive, Emery Drive, and Oliver Drive. He said projects planned for late third quarter and fourth quarter included North and South Malibu Circle, Riviera Boulevard, Paseo Del Rio, Plaza Drive, Coronado Drive, River Gardens Drive, Daisy Drive, Primrose Drive, Tiger Lily Drive, Morning Glory Drive, Cherry

Blossom Drive, Paradise Drive, Cedar Lane, Roadrunner Drive, Marina Boulevard, Bermuda Drive, Panorama Drive, and Buccaneer Drive. He said these projects would complete the major Southwest Gas construction activities planned in Bullhead City. He reminded motorists to use caution in construction zones and follow posted traffic controls for the safety of workers and the traveling public.

Council Member Smith asked about the timeline for removing the overhead gas line crossing the river. Mr. Jolley said he was unable to provide information on that project and was unsure who could provide an update. Council Member Smith requested that Southwest Gas communicate any information regarding the removal schedule to the City Manager.

### **OPEN CALL TO THE PUBLIC**

Mayor Dallman opened the call to the public.

Barbara Pape spoke regarding governance issues involving the Mohave County Airport Authority (MCAA). She questioned if county supervisors could direct employees to serve on nonprofit boards, citing potential conflicts of interest and fiduciary obligations. She said service on nonprofit boards can create conflicts when an organization receives government funding or has contractual relationships with a governmental entity. She expressed concern that employees serving both their public employer and the MCAA could face divided loyalties, particularly in matters involving lease agreements, contract disputes, or potential legal action between the MCAA and a county or city. She said board members who are county employees should be required to recuse themselves from certain decisions and concluded that the MCAA should serve the interests of the public.

Carol Nelson announced the Colorado River Republican Women meeting is on June 3rd at Chaparral Country Club and Restaurant from 11:00 a.m. to 1:00 p.m. She said a Republican Candidate Forum for Legislative District 30 Candidates will be held at Praise Chapel on June 9th at 6:30 p.m. She said the last day to register to vote is June 22nd and said early voting begins at the Mohave County Library on June 24th.

Mohave County Supervisor Rich Lettman responded to the public comment made by Ms. Pape and said Mohave County employees are permitted to serve on the Mohave County Airport Authority Board. He provided an update on the Opportunity Zone 2.0 application process and said it is a joint effort between Mohave County and Bullhead City. He commended City staff for their work on the applications and explained that Opportunity Zone designations are based on qualifying census tracts rather than ZIP codes, with consideration given to factors such as median family income, infrastructure availability, and development readiness. He said Mohave County may submit up to five Opportunity Zone applications and several potential census tracts were under consideration. He identified proposed applications in the White Hills area, Colorado City, and a large census tract extending from Griffith to Havasu Heights, Oatman, and Yucca. He highlighted two Bullhead City census tracts that the County planned to support and said the area surrounding the Laughlin-Bullhead International Airport and the CityCentre areas already have infrastructure in place and present strong development opportunities. He said he intended to advance those two applications at the June 15th Board of Supervisors meeting and praised city staff for their efforts.

Paula Fontes Hamby spoke about the importance of voting and personal responsibility in understanding election outcomes. She encouraged individuals to research issues independently and

discussed actions taken to support veterans, including legislation that expanded veterans' access to private healthcare providers outside the Veterans Affairs system and measures intended to improve accountability within the VA. She emphasized the value of comparing information from multiple sources and concluded by encouraging civility and peace during the election process.

Harvey Pryor expressed concerns regarding roadway conditions on Gold Rush Road between Silver Creek Road and Ramar Road following utility construction work. He said the pavement patching performed by Southwest Gas and its contractors created potential safety hazards and encouraged the city to ensure utility companies properly restore roadways after construction activities. He commented on public safety in city parks and said park rangers provide valuable service but contact information for reaching rangers directly is not prominently displayed. He suggested installing signs with the park ranger phone number to allow residents to report issues without utilizing the 911 system. He concluded by commending the city for its efforts and said despite hearing about public outreach efforts related to transit planning, he had not personally seen surveys advertised on social media or available on transit buses.

Scotty McClure expressed concerns regarding transparency and accountability in local government and referenced rumors involving the handling of funds given to Alanon and said \$100,000 is missing. He requested clarification regarding the matter and encouraged further review of public financial activities. He commented on election-related issues, including nomination petition procedures, electronic filings, and term limits for elected officials. He expressed dissatisfaction with several current officeholders and stated his intention to support alternative candidates in future elections. He concluded by suggesting he release nomination petition names because they are public records.

Council Member Ring responded to comments made by Mr. McClure, stating the matter had previously been addressed and resolved. She disputed Mr. McClure's allegations of invalid nomination signatures and said there was no basis for the claims being made.

Having no one else present requesting to speak, Mayor Dallman closed the call to the public.

### **AGENDA MODIFICATIONS**

Council Member Smith requested to move Item 9 to Item 5.

### **WAIVER MOTION**

**Council Member Newlin made a motion to waive the reading in full of all ordinances and resolutions presented for adoption at this meeting. Vice Mayor Alfonzo seconded the motion.**

**VOTE: AYES: Alfonzo, Dallman, Newlin, O'Neill, Ring, Smith NAYS: None**

**MOTION CARRIED**

## **MANAGER'S REPORT**

### **1. River Valley Artist Guild Utility Box Painting**

Victoria Feldman and Sheila Barker of the River Valley Artists Guild presented an update on the painted utility box program in Bullhead City. Ms. Feldman thanked the city for its support and reported community response to the project had been overwhelmingly positive. She said the Guild had nearly completed the utility box initiative, with only two boxes remaining. She highlighted the Guild's partnerships with Ghostlight Theatre, Western Arizona Regional Medical Center, the Colorado River Museum, Mohave County, and other organizations. She said proceeds from the Guild's projects support grants and scholarships for local schools throughout the tri-state area.

City Manager Cotter praised the utility box artwork, describing it as tasteful, professional, and complementary to the surrounding neighborhoods. He commended the artists for their contributions to the community and expressed appreciation on behalf of the city.

Ms. Feldman added that each utility box had been coated with multiple protective layers designed to prevent UV fading and allow graffiti to be easily removed, helping preserve the artwork for many years.

### **2. BARC Grand Opening**

City Manager Cotter announced that the city was preparing to open the new Bullhead Animal Resource Center (BARC). He said community events were scheduled to begin on June 16th, with additional public events planned for June 17th and 18th leading up to the facility's official opening a few weeks later. He described the facility as one of the premier animal resource centers in the Southwest and said it would provide adoption services, pet cremation services, a dog wash, and other amenities, with veterinary services being offered in the future. He expressed enthusiasm about opening the facility and the benefits it would provide to the community and local pets.

### **3. June 17-19 Freedom 250 Celebration**

City Manager Cotter announced Bullhead City had been selected to host the Freedom 250 Museum traveling exhibit at the Optimum Community Center from June 17th through June 19th. He shared a promotional video highlighting the event and said a grand opening celebration was scheduled for 9:00 a.m. on June 17th. He said exhibits, activities, contests, entertainment, and family-oriented programming would take place throughout the three-day event. He described the event as a celebration of freedom, community, and American pride and encouraged public participation.

### **4. June 19- Olubi Family Football Camp**

City Manager Cotter announced Las Vegas Raiders Linebacker Segun Olubi would be hosting a free youth football camp in Bullhead City on Friday, June 19th at the Anderson Fieldhouse. He said Mr. Olubi previously played football in Bullhead City before advancing to college and later playing for the Indianapolis Colts and the Las Vegas Raiders. He said camp registration was limited and filling quickly and encouraged interested participants to register through the city's website. He described the event as a community opportunity for local youth to participate in a free football clinic led by a hometown athlete.

#### 5. July 1-Declaration of Independence 250th Anniversary Findlay Backyard Party

City Manager Cotter announced a special community event is scheduled for July 1st at Community Park and said it is sponsored by Findlay Auto with parking fees covered for attendees. He said the event would conclude with a fireworks display along with live music at the Bullhead Belle. He described the event as a family-oriented celebration and said additional details would be forthcoming.

Council Member Smith asked if the Findlay Backyard Party on July 1st would be an all-day event. City Manager Cotter responded the event would begin at 9:00 a.m., with Community Park opening at 5:00 a.m. He said activities at the Bullhead Belle would begin around noon, followed by live music in the evening and a fireworks display at dusk.

#### **MAYOR AND COUNCIL MEMBERS' REPORTS ON CURRENT EVENTS**

Council Member Newlin said he attended the retirement ceremony for outgoing Western Arizona Council of Governments (WACOG) Executive Director Brian Babiars and participated in a WACOG 101 training session with incoming Executive Director Veronica Shorr in Yuma, Arizona. He said he met with staff and board members, gained insight into the organization's goals and expectations, and looked forward to continued service on the board. He reminded residents the upcoming Planning and Zoning Commission meeting would be held on June 4th at 5:30 p.m. in the Council Chambers and said the meeting represented one of the final opportunities for public input on the city's General Plan Update. He encouraged residents to complete the survey available on the city's website.

Mayor Dallman recognized several Bullhead City residents for their actions in responding to a residential fire on Riverfront Drive. She said a fire had broken out on the roof of a home and before first responders arrived neighboring residents took immediate action to help contain the fire. She commended their efforts as an example of community spirit and public service.

Assistant City Manager Pruitt presented certificates of appreciation to Tim Clough, Austin Hanson, Cristian Guerrero, and Robert Andrade in recognition of their assistance during the incident. Mayor Dallman invited homeowner Belinda Laroche to come forward to speak.

Belinda Laroche, homeowner of the residence affected by the fire, expressed her gratitude to the neighbors who responded to the fire at her home and said they acted quickly and selflessly without regard for their own safety. She credited their courage, teamwork, and prompt actions with preventing what could have been a devastating loss and thanked them for their assistance and support. She showed a brief video of the neighbors' efforts to extinguish the fire.

Mayor Dallman thanked the residents for their bravery and willingness to assist a neighbor in need and commended them for exemplifying the spirit of good neighbors and community service.

#### **ITEMS WITHDRAWN FROM CONSENT AGENDA**

None

## **CONSENT AGENDA**

**Council Member Smith made a motion that Items 1-4 on the Consent Agenda be approved in accordance with the reports, certifications and recommendations furnished each Council Member and without further discussion. Vice Mayor Alfonzo seconded the motion.**

**VOTE: AYES: Alfonzo, Dallman, Newlin, O'Neill, Ring, Smith NAYS: None**

## **MOTION CARRIED**

Items on the Consent Agenda were approved as follows:

1. Approved the minutes of the May 19, 2026 Regular Meeting. (City Clerk Ogden)
2. Adopted Resolution No. 2026R-17 accepting the Quit Claim Deed to property identified as Mohave County Assessor Parcel No. 214-16-055, Fee No. 2026020911. (City Attorney Emery)
3. Approved the final condominium plat for Hideaway Haus, Tract 5182, and authorized the Mayor to sign all accompanying documents. (Development Services Director Chooniyom)
4. Approved the expenses to be incurred from the disposal of sludge to the Mohave Valley Landfill in an amount of \$210,000.00 for fiscal year 2027, and authorize the City Manager to approve resultant payments. (Utilities Director Clark)

## **PUBLIC HEARINGS ON ITEMS PULLED FROM CONSENT AGENDA**

None

## **BOARD/COMMISSION/COMMITTEE APPOINTMENTS**

None

## **PUBLIC HEARINGS ON LIQUOR LICENSE APPLICATIONS**

None

## **ACTION ITEMS**

9. Discussion and possible action to approve the Greenlight Traffic Engineering Traffic Study recommendations for roadway improvements along Ramar Road. (Public Works Director Johnson)

Public Works Director Johnson explained on April 21st, the traffic engineer presented findings from the traffic study and recommended narrowing roadway lanes to 10 feet as a traffic calming measure to help reduce speeds. She said the project would be implemented in the fall as the first project of the slurry seal season and said lane widths would be reduced from 11 feet to 10 feet. She said speed limit signage would be updated, increasing the total number of signs from 8 to 12 and said existing signs would either remain in place or be relocated. She gave a presentation showing the new proposed locations on the project map. She said all stop bars along the corridor would be refreshed on streets including Turquoise Road, Sierra Vista, Monte Vista, Alta Vista, Rio Vista Drive, Colina Drive, Arcadia, and Arriba. She addressed concerns regarding school bus stops and said she had coordinated

with the school district to move bus stop locations adjusted from approximately 100 feet back from Ramar Road intersections to about 300 feet back from intersections. She said ADA-related student pickups would continue as needed and could vary throughout the year depending on individual student needs and residence locations. She said the traffic study did not recommend additional stop signs.

Deputy Chief Harms said the traffic study included mitigation measures for the police department to help address speeding in the area and said there had been several serious reports of unsafe driving behavior. He said Lieutenant Espinosa would provide an overview of current enforcement efforts as well as planned future strategies to address both speeding and other serious driving behaviors in the area.

Lieutenant Espinosa said the Police department continues to coordinate with community members, business owners, and other partners to identify problem areas and prioritize enforcement resources accordingly. He said the department uses funded overtime as a flexible tool to respond to specific traffic issues, similar to prior red-light enforcement efforts, with targeted enforcement designed to achieve measurable outcomes. He explained the department's Strategic Targeted Enforcement Program (STEP), funded by the Arizona Governor's Office of Highway Safety, currently operates approximately 10 to 13 four-hour details per month. He said these are proactive deployments that allow officers to address community-identified problem areas and may be reassigned as needs arise. He reported since January 1st, STEP enforcement had resulted in 562 enforcement stops, 457 citations, and 11 arrests, representing a 31% increase in enforcement activity. He described the collaboration with All Traffic Solutions who provides static speed display signs that can be placed in locations with sufficient roadway easement. He said these devices collect cloud-based data on vehicle speed and traffic volume and have been shown to improve driver compliance in posted areas. He added the department is working with the Bullhead City Metropolitan Planning Organization on a mobile speed trailer project which would allow for easier deployment and collection of similar traffic data. He explained the introduction of the Arizona Department of Public Safety Highway Patrol Division Strategic Enforcement Squad in northern Arizona, consisting of six troopers assigned to assist communities with traffic enforcement and collision reduction. He said these combined efforts are intended to address community concerns, improve driving behavior, and reduce collisions throughout the city.

Deputy Chief Harms reported on Sunday night, officers responded to a neighborhood complaint that an incident occurred involving a vehicle traveling at a high rate of speed on Ramar Road. He said the officer obtained a radar reading and attempted a traffic stop, but the vehicle accelerated and ultimately collided at the end of Ramar Road. He said the officer made efforts to stop the vehicle, but the driver did not comply. He referenced comments from Former Chief Sharp regarding national trends in driving behavior and said similar issues have been observed across the country since the COVID-19 pandemic, with increased speeding and general disregard for posted limits. He said the department planned to increase high-visibility enforcement presence to serve as a deterrent and remind drivers of traffic laws. He said as staffing levels improve, the department's goal would be to increase dedicated traffic enforcement positions and expand the COPPS unit to support high-visibility and specialized enforcement details.

City Manager Cotter said the planned improvements were intended to enhance roadway safety. He said a key issue likely to arise during the discussion was the potential addition of stop signs. He

explained a previous Council had made the decision to remove stop signs in the area and said some residents may recall that prior action.

Mayor Dallman asked if anyone from the public wanted to speak on this item.

Diane Kirkland said she first raised concerns about installing a four-way stop at Ramar Road and Rio Vista Drive in January 2026. She said a historic photograph showed a four-way stop at the intersection and said she was unsure why the stop signs were removed. She said the neighborhood had changed significantly over the years with additional housing development, increased population, and more children living in the area. She said speeding and unsafe driving behaviors continued despite the findings of the traffic study and believed that additional signage alone would not adequately address the problem. She cited safety concerns for children accessing nearby bus stops, elderly residents crossing the street to retrieve mail, and motorists attempting to enter or exit driveways. She said while residents supported the proposed traffic-calming measures, they would still like the city to reconsider installing a stop sign at the intersection of Ramar Road and Rio Vista Drive for the safety of the neighborhood.

Alicia (no last name given) said the traffic study only included data through 2024 and did not reflect more recent conditions. She said she had requested police records for 2025 to the present and was informed that two accidents had been documented during that period and said traffic conditions had changed since the study was completed. She shared concerns regarding school bus safety and said her son rides a special-needs bus that picks him up in front of her home. She said video footage she submitted showed vehicles failing to stop when the bus stop sign was deployed, despite the bus driver using the horn to warn approaching motorists. She expressed concern about driver compliance and the safety of children boarding and exiting school buses in the area.

Ashley Lambert said she has lived on Ramar Road with her husband and three children for approximately three years. She said speeding has been an ongoing issue throughout the time she has lived there and reiterated her support for installing a stop sign. She acknowledged that some drivers may continue to speed regardless of traffic control measures and urged motorists throughout the city to slow down for children and residents in the neighborhood. She said speeding vehicles create noticeable vibrations near her home, impacting her quality of life.

Harley Phillips, owner of a vehicle repair business on Ramar Road, said he hosts car meets and has been working to promote responsible behavior within the local car community and said a small number of participants engage in unsafe driving practices. He expressed support for increased interaction between law enforcement and attendees at community car events, believing that positive engagement could help educate younger drivers about the dangers of speeding and reckless driving. He referenced the car accident that happened on Ramar Road on Sunday as one of the reasons he chose to speak publicly on the matter. He said speeding on Ramar Road creates challenges for his business as well, making it difficult to safely back vehicles out of the shop and resulting in several near-collisions involving both himself and customers. He said he was uncertain whether additional stop signs alone would resolve the issue and suggested that the city consider other traffic-calming measures such as speed humps.

Harvey Pryor said he believed certain automotive events and driving behaviors, including burnouts, donuts, and racing, were contributing to traffic and safety issues within the neighborhood. He alleged that some activities associated with a local automotive business encouraged or promoted unsafe

driving behavior and said such conduct was damaging roadways and disrupting the neighborhood. He further expressed concern about vehicle activity occurring at intersections and along nearby streets and urged accountability for those involved in promoting or participating in unsafe driving practices. He expressed his opposition to reckless driving activities within residential areas and their impact on neighborhood safety and quality of life.

Scotty McClure said he believed the police department and school district had addressed the traffic concerns and should continue doing so as needed. He expressed confidence in law enforcement leadership and suggested that additional stop signs would not resolve speeding issues and said drivers who choose to speed would do so regardless of added signage. He referenced the traffic study findings and said he believed it recommended higher speeds in the range of approximately 33 to 35 miles per hour. He said similar traffic concerns exist in other parts of the city and should be addressed consistently across neighborhoods. He expressed opposition to installing additional stop signs in the area and characterized broader traffic calming efforts as unnecessary. He said he personally supported a 25-miles-per-hour speed limit and opposed additional traffic control changes in the neighborhood.

James Rannells said he has lived on Ramar Road for nearly nine years and expressed concern about ongoing speeding in the area, including vehicles passing him despite the presence of double yellow lines. He attributed part of the issue to a lack of law enforcement. He said he witnessed drivers passing school buses on Rio Vista Drive and questioned if bus stop distances meet required safety standards. He said the distance between Ramar Road and Talc is less than 300 feet and said the traffic study should be re-evaluated. He supported installing a stop sign at Ramar Road and Rio Vista Drive.

**Council Member Smith made a motion to approve item nine as read with the stipulation to include a new survey for Rio Vista and Ramar in August or September after school starts.**

Council Member O'Neill asked how many children typically ride the school bus daily. He was informed by an audience member that approximately five to fifteen students use the route. He said residents were requesting the reinstatement of a stop sign that had previously been removed by a prior Council and said he supported considering the request if it improved safety. He said if a stop sign could prevent even one injury, it would be worth the cost and said Council's role is to evaluate and implement safety measures when warranted. He said he was opposed to speed bumps as a solution and said he was concerned about unsafe driving behaviors in the area. He said he personally drives the roadway regularly and said additional stop signs could help reduce speeds and improve safety along the corridor.

Council Member Smith said she fully agreed with prior comments and explained her motion had been based on the information available at the time with the intent of protecting the city from liability requirements associated with traffic studies and related surveys.

City Manager Cotter said any changes involving streets, rights-of-way, or traffic control devices such as signage can carry some level of liability and said legal challenges are always a consideration in municipal decision-making. He explained adding a stop sign presents minimal risk compared to removing one without the guidance of a traffic engineer and said prior decisions to remove signage were likely made under professional traffic engineering advice at the time. He said the city had retained a traffic engineer to conduct the study and said such studies are part of the city's due diligence process to inform decisions. He said the Council could choose to re-evaluate the matter or if the

elected body directs staff to install a stop sign at Rio Vista, it would be his responsibility to implement that direction.

**Council Member Smith made a motion to approve the Greenlight Traffic Engineering Traffic Study recommendations for roadway improvements along Ramar Road with the addition of adding a stop sign at Rio Vista and Ramar Road. Council Member O'Neill seconded the motion.**

Council Member Newlin thanked the residents who spoke and said their comments helped bring the issue to the Council's attention. He said the traffic study included recommendations related to regulatory measures such as signage, pavement striping, and increased police enforcement, all of which he supported. He said he did not support the study's recommendation to increase the speed limit to 30 miles per hour and said he supported implementing the regulatory and enforcement measures outlined by staff and the traffic study. He said he supported Council Member Smith's motion to pursue a study specifically focused on the potential installation of a stop sign at Ramar Road and Rio Vista Drive. He said while he was not opposed to a stop sign at that location, he would prefer to first see regulatory and enforcement measures implemented and evaluated before making a final determination.

Council Member O'Neill said residents were requesting a stop sign and Council's responsibility was to represent public concerns. He expressed support for installing a stop sign at the requested location and urged immediate action without additional studies or delays. He said he believed the traffic engineer was not fully aware of the nearby school bus stop until it was raised during a prior Council meeting.

Mayor Dallman said she reviewed the April 21st meeting video and said at that time, most Council members appeared to support installing a stop sign at Rio Vista, with the exception of one member who preferred to rely on the traffic engineering recommendations. She said additional information had since been discussed, including regulatory measures such as striping and enforcement. She said she supported those regulatory actions and installing a stop sign at the intersection.

Council Member Ring said she would vote in favor of the stop sign and said her support was not based on a belief that it was strictly necessary. She explained her decision was driven by resident requests and the desire to reflect community concerns. She said she was initially unaware of the extent of the issue and had previously assumed the stop sign was already in place. She expressed concern about the decision to move forward with installing a stop sign after a traffic study had been completed by professionals, and said though it raised questions about overriding expert recommendations she said she would support the stop sign installation.

**VOTE: AYES: Alfonzo, Dallman, O'Neill, Ring, Smith NAYS: Newlin**

**MOTION CARRIED**

**Building, Planning and Zoning Items**

5. Approve the preliminary plat for a project known as CityCentre Districts Master Plat, described as Lot 003 of the CityCentre Districts Lot 4 and 5, Tract 5178 subdivision, Section 20, T20N, R22W, Bullhead City, AZ. (Development Services Director Chooniyom)

Planning Manager Loera said this item was a request for approval of the preliminary master plat for the CityCentre project. He said Council had previously approved the project's conceptual plan, including the PAD zoning document, the final plat for the initial residential development located south of Bullhead City Hall, and the formation of an improvement district. He said the preliminary plat illustrated the overall development pattern for CityCentre, including major rights-of-way, roadway alignments, and future internal street connections, and parcels intended for future subdivision. He said the plan designated commercial uses along Highway 95 and Main Street (identified as Lot 5), while residential development would be primarily located west of Main Street. He said the preliminary plat would allow the applicant to proceed with submitting final plats for individual parcels to further subdivide the property into commercial and residential development areas.

Council Member Smith said the documentation indicated the final plat for Phase One was required to be recorded by the current date and asked if that requirement had been met. Planning Manager Loera said the final plat for Phase One of the residential project had been recorded. Council Member Smith referenced the requirement as stated in the paperwork. Planning Manager Loera clarified the referenced date in the current plat language was incorrect and should reflect a 2028 timeline and said staff would correct that date in the ordinance.

Mayor Dallman asked if anyone from the public wanted to speak on this item. No one spoke.

**Council Member Ring made a motion to approve the preliminary plat for a project known as CityCentre Districts Master Plat, described as Lot 003 of the CityCentre Districts Lot 4 and 5, Tract 5178 subdivision, Section 20, T20N, R22W, Bullhead City, AZ as presented. Vice Mayor Alfonzo seconded the motion.**

**VOTE:** AYES: Alfonzo, Dallman, Newlin, O'Neill, Ring, Smith NAYS: None

**MOTION CARRIED**

**Bid Awards, Contracts, Intergovernmental Agreement, and Purchases**

6. Discussion and possible action to approve the Addendum City of Bullhead City Audit of Financial Statements for Year Ending June 30, 2026 and Engagement Letter dated May 11, 2026, in an amount not to exceed \$80,830.00 and authorize the City Manager to execute the agreement and issue resulting payments. (Finance Director Drexler)

City Manager Cotter said although the item could have been placed on the consent agenda, he believed it warranted brief public discussion. He said the city spends approximately \$80,000 annually to retain an independent accounting firm to review its financial records and expenditures. He said the city had received a clean audit for 16 consecutive years and commended the Finance Department for its performance. He said the city's finances were well managed and in excellent condition, adding

while government finances are often criticized, Bullhead City's financial operations consistently receive positive audit results.

Finance Director Drexler said the city has a three-year agreement with Baker Tilly to perform its annual financial audits and said the current audit represents the third and final year of the agreement. He said the contract includes an option to extend services for an additional two years and said staff will evaluate that option following completion of the current audit. He explained the audit process is conducted annually and would follow the same format as previous years. He said the auditors had presented the prior year's financial statements to the Council several months earlier and this year's audit would involve a similar review of the city's financial records and reporting.

Vice Mayor Alfonzo recalled the audit process involves a team of auditors working on-site for approximately a week and conducting a detailed review of city financial records. He said the auditors closely examine expenditures, receipts, and other financial documentation as part of the process. City Manager Cotter confirmed the audit team typically arrives with multiple auditors who spend significant time reviewing city records and working with Finance Director Drexler and staff. He said while auditors do not review every individual transaction, staff does not know in advance which records will be selected for examination. He said auditors may request supporting documentation for a wide range of items, including payroll records or departmental expenditures, and said staff must be prepared to provide any information requested. He said the city maintains its records in a manner that allows staff to respond to auditor inquiries and documentation requests at any time during the audit process.

Mayor Dallman asked if anyone from the public wanted to speak on this item. No one spoke.

**Council Member Smith made a motion to approve the Addendum City of Bullhead City Audit of Financial Statements for Year Ending June 30, 2026 and Engagement Letter dated May 11, 2026, in an amount not to exceed \$80,830.00 and authorize the City Manager to execute the agreement and issue resulting payments as presented. Council Member Ring seconded the motion.**

**VOTE:** AYES: Alfonzo, Dallman, Newlin, O'Neill, Ring, Smith NAYS: None

## **MOTION CARRIED**

7. Discussion and possible action to approve the purchase and replacement of four Programmable Logistic Controllers from Border States as outlined in Quote No. 28451912 in the total amount of \$89,213.96 (including 7.6% sales tax) plus any applicable freight, and authorize the City Manager to issue resultant payments. (Utilities Director Clark)

Utilities Director Clark said this item is a request to purchase Programmable Logic Controllers (PLCs) for the Section 18 Wastewater Treatment Plant and provided an overview of their function within the city's utility operations. He said PLCs serve as the control systems, or "brains," for plant equipment and automate functions such as turning pumps, wells, and booster stations on and off based on operating conditions. He said these systems are used throughout the city's water and wastewater facilities and are essential to efficient operations. He said without PLC automation, significantly more staff would be required to manually perform many of these functions. He said the PLCs currently operating at the Section 18 Wastewater Treatment Plant are Version 15, while the technology has advanced to Version 30. He said replacement parts are no longer available and the software used to

operate the existing controllers has become obsolete. He said the PLC replacement project is part of ongoing electrical upgrades at the Section 18 facility and was included in the current fiscal year's capital budget. He said funding has also been allocated in the next fiscal year, as the upgrades will be completed through a multi-year implementation process.

Vice Mayor Alfonzo asked if the purchase was being made outside of standard procurement regulations because the equipment qualified as a sole-source procurement. Utilities Director Clark answered affirmative and explained the Utilities Department standardizes equipment whenever possible to ensure consistency throughout its operations. He said the department uses a single type and brand of programmable logic controller so staff are familiar with how the equipment operates, responds, and is programmed. He said this standardization reduces training requirements, improves maintenance efficiency, and avoids managing multiple types of equipment across the utility system. He added the selected PLC brand is available through only one supplier, making the purchase eligible for sole-source procurement.

Council Member Smith asked if the connectors shown at the bottom of the PLC unit in the presentation were telephone plugs. Utilities Director Clark they were ports used for communication cables that connect to the programmable logic controller for data transfer, programming, and system communications.

Mayor Dallman said she appreciated Utilities Director Clark saving the city money by not having to hire more people.

Mayor Dallman asked if anyone from the public wanted to speak on this item. No one spoke.

**Vice Mayor Alfonzo made a motion to approve the purchase and replacement of four Programmable Logistic Controllers from Border States as outlined in Quote No. 28451912 in the total amount of \$89,213.96 (including 7.6% sales tax) plus any applicable freight, and authorize the City Manager to issue resultant payments as presented. Council Member Smith seconded the motion.**

**VOTE:** AYES: Alfonzo, Dallman, Newlin, O'Neill, Ring, Smith NAYS: None

## **MOTION CARRIED**

8. Discussion and possible action to approve the Small Enterprise Agreement County and Municipality with Environmental Systems Research Institute, Inc. in an amount not to exceed \$277,036.00 for a five-year contractual period; authorize the acquisition of the services as a sole source; and further, authorize the City Manager to execute the agreement and issue resultant payments. (Utilities Director Clark)

Utilities Director Clark explained the Environmental Systems Research Institute (ESRI) program serves as the city's Geographic Information System (GIS) platform and manages mapping and graphical information used by multiple departments throughout the organization. He said the system contains critical infrastructure data, including water mains, sewer mains, well sites, and other utility assets. He said the GIS platform will serve as the foundation for the city's new computerized maintenance management system (CMMS), which was discussed during the budget process and is scheduled for implementation during the year. He said the system provides field personnel with

access to infrastructure mapping through mobile devices, allowing staff to view the location of utility lines and other facilities while performing maintenance and repair work. He explained the agreement with ESRI is a five-year contract and said while a shorter term was available, the longer agreement allows the city to lock in pricing for the duration of the contract and avoid potential cost increases over the next five years.

Council Member Newlin asked if the GIS system would allow field employees to access mapping information while working in the field. Utilities Director Clark answered affirmative. Council Member Newlin asked how field staff currently access mapping information. Utilities Director Clark explained that the city already uses the GIS system and the item before Council was simply an extension of the existing contract. Council Member Newlin asked if the GIS mapping was complete or still being developed. Utilities Director Clark said the city received mapping data for the water system from EPCOR, which provided a useful starting point but contained inaccuracies. He said over the past year staff have used GPS technology to locate and document approximately 6,000 valves throughout the system and were now incorporating that data into the GIS platform. He explained the verification process had identified discrepancies between mapped infrastructure locations and actual field conditions requiring corrections to utility line locations within the system. He said staff actively updated the GIS database and the long-term goal was to allow field personnel to not only view utility infrastructure locations but also access as-built plans and other detailed records directly through the GIS system.

Vice Mayor Alfonzo asked if the city received mapping information when it acquired the water system from EPCOR. Utilities Director Clark explained the city did receive mapping data for the water system from EPCOR. Vice Mayor Alfonzo asked if the mapping obtained from EPCOR contained inaccuracies. Utilities Director Clark answered affirmative. Vice Mayor Alfonzo asked if the ongoing GIS updates and field verification efforts would correct those inaccuracies. Utilities Director Clark answered affirmative. Vice Mayor Alfonzo asked if the owner and manufacturer of the programmable logic controller equipment qualified as a sole-source provider. Utilities Director Clark answered affirmative.

Council Member Smith noted an apparent discrepancy in the purchase amount and said one page of the agenda packet listed the cost as \$277,000 while another page showed a total of \$227,036 after taxes. Utilities Director Clark said the higher amount was a typographical error and clarified the correct purchase amount was \$227,036 and said staff would correct the error in the documentation.

Mayor Dallman asked if anyone from the public wanted to speak on this item. No one spoke.

**Council Member Smith made a motion to approve the Small Enterprise Agreement County and Municipality with Environmental Systems Research Institute, Inc. in an amount not to exceed \$277,036.00 for a five-year contractual period; authorize the acquisition of the services as a sole source; and further, authorize the City Manager to execute the agreement and issue resultant payments with the correction to \$227,036. Vice Mayor Alfonzo seconded the motion.**

**VOTE:** AYES: Alfonzo, Dallman, Newlin, O'Neill, Ring, Smith NAYS: None

**MOTION CARRIED**

### **Other Business**

9. Discussion and possible action to approve the Greenlight Traffic Engineering Traffic Study recommendations for roadway improvements along Ramar Road. (Public Works Director Johnson)

#### **Item 9 was moved to Item 5.**

10. Discussion and possible action to: 1) acceptance of an OV-1C military aircraft from the United States of America for a static military display; 2) a transfer of \$50,000 from General Fund Contingency to Capital Projects Parks Fund to cover the contribution; and 3) authorize the City Manager's development and entry of an agreement with the Mohave Sunrise Rotary Club for a \$50,000 contribution to the club towards the transportation and set-up costs of the display. (City Manager Cotter)

City Manager Cotter said Veterans' Memorial continued to develop into what would be one of the premier veterans parks in the Southwest, featuring displays such as a Howitzer, two military Jeeps, and an eternal flame. He said a committee consisting of Former Mayor Head, Vice Mayor Alfonzo, Public Works Director Johnson, and himself had previously applied to receive a tank, an airplane, and another military artifact from Fort Hood, Texas, but all requests were initially denied. He said Fort Hood later notified the city that the organization previously awarded the airplane had declined it, creating an opportunity for Bullhead City. He thanked Former Mayor Head for assisting with the investigation process and said staff met with Mehdi Azarmi and his volunteer team who had previously helped restore military vehicles for the park. He said there was strong community support for relocating the aircraft to the Veterans' Memorial Peninsula, and said the committee recommended moving forward with accepting the donation, subject to City Council approval. He said transporting and refurbishing the aircraft would involve costs, but community partners, contractors, subcontractors, and volunteers had expressed interest in assisting with the project. He said the Sunrise Rotary Club and Mehdi Azarmi had agreed to help coordinate the effort. He displayed a photograph of the aircraft and explained it was a Vietnam-era U.S. Army OV-1C Mohawk surveillance aircraft and was being offered to the City of Bullhead City at no cost, with the city responsible only for transportation and refurbishment.

Former Mayor Head thanked the Council for the opportunity to inspect the aircraft at Fort Hood, Texas. He said the city had worked for many years to develop a first-class veterans park and had long discussed adding an aviation component. He said Fort Hood was removing its static military displays because the area was being redeveloped for barracks. He said the aircraft was not airworthy and would require restoration. He described the Vietnam-era OV-1C Mohawk as a surveillance aircraft that was later modified to carry weapons, allowing it to perform both reconnaissance and combat support missions. He said the aircraft was approximately 42 feet long with a wingspan of about 48 feet and had been displayed on a concrete pad with public access, resulting in some weathering and surface damage. He said the aircraft would be an outstanding addition to the Veterans' Memorial Park and would appropriately represent and honor veterans from that era.

Mehdi Azarmi said the Mohave Sunrise Rotary Club had partnered with the city and other community organizations for many years on projects throughout the community, including Veterans' Memorial Park and said the park had evolved significantly over the years through community support and volunteer efforts. He said the group had successfully restored and transported military vehicles

previously displayed at the park and had assembled a network of volunteers and skilled professionals to assist with the aircraft project. He said Noel Castillo, a restoration partner from Lake Havasu City, Arizona who specializes in military equipment restoration, had agreed to help disassemble and transport portions of the aircraft. He said the OV-1C Mohawk aircraft was approximately 42 feet long, weighed about 9,000 pounds, and would require specialized transportation from Fort Hood, Texas, to Bullhead City. He said preliminary estimates indicated that disassembly, transportation, and delivery could cost between \$150,000 and \$200,000 and said community organizations, volunteers, and local partners were working together to reduce costs and support the effort. He highlighted the involvement of local aviation and mechanical experts, including Care Flight mechanic Mr. Dubnyk and his team, who volunteered their services. He said the aircraft would ultimately be mounted on a display platform at Veterans' Memorial Park and expressed hope the project could be completed in time for a dedication on Veterans Day, November 11th. He thanked Public Works Director Johnson for her assistance in coordinating logistics for the project.

Council Member O'Neill said the OV-1C Mohawk served as a forward observation aircraft used to identify targets and coordinate artillery support during military operations and said the aircraft worked in conjunction with ground units by locating targets and directing artillery fire. He said the aircraft would complement the existing military displays at Veterans' Memorial Park like the artillery cannon and military vehicles by illustrating how these assets operated together as part of a coordinated artillery unit.

Vice Mayor Alfonzo thanked Mr. Azarmi for his time, effort, professionalism, and assistance with the project. He expressed appreciation for the work being done to bring additional military equipment to Veterans' Memorial Park and said he hoped future generations would continue to expand the displays with equipment representing modern military service. He said he supported the aircraft donation and said safety considerations should be addressed, particularly regarding the aircraft's propellers. He suggested the aircraft be mounted on a pedestal or elevated display to reduce the risk of injury to visitors. He said he fully supported the project and thanked Mr. Azarmi and the volunteers involved for their dedication to honoring veterans.

Mr. Azarmi said the aircraft would be mounted high enough on a masonry platform or pedestal to prevent public access to the propellers and reduce safety risks. He said the aircraft would be securely anchored and displayed in a manner that would protect it from damage and deterioration. He said the pedestal, masonry work, and other improvements associated with the display would be funded through community contributions, similar to other features within Veterans' Memorial Park. He recognized the contributions of local organizations including the Bullhead City Rotary Club, Mohave Sunrise Rotary Club, and numerous community volunteers whose support had helped develop and enhance the park. He said the project reflected the strong partnership and cooperation between the community and the city, and thanked everyone involved for their continued support.

Council Member Ring thanked Mr. Azarmi for his efforts and dedication to the community and his generosity and commitment to local projects. Mr. Azarmi expressed his appreciation to the many volunteers and community members responsible for the work behind the scenes. Council Member Ring commended Mr. Azarmi for his leadership and willingness to credit others for their efforts.

Council Member Smith thanked Mr. Azarmi, the community partners, and the many volunteers and supporters who contributed their time and efforts toward enhancing Veterans' Memorial Park and bringing the aircraft display to the community.

Mayor Dallman commended Mr. Azarmi and the project supporters for their ability to bring people together and build strong community partnerships. She expressed confidence that their collaborative efforts would help secure additional support for the project, including potential assistance from transportation providers to help relocate the aircraft to Bullhead City.

Mayor Dallman asked if anyone from the public wanted to speak on this item.

Larry Tunforss said Del Valle Park in California has a jet that has been displayed on a pedestal for many years. He said he had recently visited the park and observed the aircraft display remains in place. He said the OV-1C Mohawk aircraft would similarly be an attractive addition to Veterans' Memorial Park and expressed confidence that it would be a strong visual and historical display for the community.

Harvey Pryor asked if a plot plan, rendering, or other visual representation was available showing the proposed layout of Veterans' Memorial Park with the addition of the aircraft and other displays. He asked if the OV-1C Mohawk would be displayed on the ground or mounted on a pedestal in a manner that would simulate flight. Mayor Dallman said Mr. Azarmi had indicated the aircraft would be mounted on a pedestal. Mr. Pryor asked for clarification on whether the aircraft would be displayed in a "flying" configuration or resting on its tricycle landing gear, and also requested if a conceptual drawing or plan existed showing the overall arrangement of the park, including the aircraft, artillery pieces, and other existing displays.

City Manager Cotter said there was not a finalized or detailed site plan showing the exact placement of all future Veterans' Memorial Park elements. He said if the aircraft donation was approved by the Council, formal design plans would be developed and submitted to the Building Department as part of the required review process. He explained opportunities to receive military artifacts from the federal government were not predictable and often arose without advance notice. He said the city remained on a list for potential future donations such as additional tanks or artillery pieces, but availability could not be guaranteed. He said while specific placement of future items had not been formally designed, staff had a general understanding of suitable areas for expansion, including vacant space near the existing Howitzer, which could accommodate additional displays if they became available. He said the city had worked through federal channels with senators and congressmen to request military equipment for Veterans' Memorial Park and said the city had previously requested three items from Fort Hood and was initially denied, but later received notification that the aircraft had become available. He said there were no guarantees of receiving additional military artifacts in the future, and said the city would continue pursuing opportunities as they arose. Mr. Pryor said if available, an M163 Vulcan system would be a desirable addition to the park.

**Council Member Smith made a motion to: 1) accept an OV-1C military aircraft from the United States of America for a static military display; 2) a transfer of \$50,000 from General Fund Contingency to Capital Projects Parks Fund to cover the contribution; and 3) authorized the City Manager's development and entry of an agreement with the Mohave Sunrise Rotary Club for a \$50,000 contribution to the club towards the transportation and set-up costs of the display as presented. Council Member Ring seconded the motion.**

**VOTE:** AYES: Alfonzo, Dallman, Newlin, O'Neill, Ring, Smith NAYS: None

**MOTION CARRIED**

**COUNCIL REQUESTED ITEMS**

None

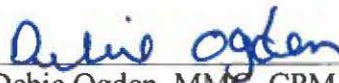
**ADJOURNMENT**

There being no further business to come before the Council, Mayor Dallman declared the meeting adjourned at 7:26 p.m.

**CERTIFICATION**

I hereby certify that the foregoing minutes are a true and correct record of the regular meeting of the City Council of the City of Bullhead City held on the 2nd day of June 2026. I further certify that the meeting was duly called and held and that a quorum was present.

Dated this 17th day of June 2026.

  
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Debie Ogden, MMC, CPM  
City Clerk