

ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

Jack W. Sellers, Chairman
Michael S. Hammond, Vice Chair
Steven E. Stratton, Member
Jesse Thompson, Member
Sam Elters, Member
Gary Knight, Member

Welcome to a meeting of the Arizona State Transportation Board. The Transportation Board consists of seven private citizen members appointed by the Governor, representing specific transportation districts. Board members are appointed for terms of six years each, with terms expiring on the third Monday in January of the appropriate year.

BOARD AUTHORITY

Although the administration of the Department of Transportation is the responsibility of the director, the Transportation Board has been granted certain policy powers in addition to serving in an advisory capacity to the director. In the area of highways the Transportation Board is responsible for establishing a system of state routes. It determines which routes are accepted into the state system and which state routes are to be improved. The Board has final authority on establishing the opening, relocating, altering, vacating or abandoning any portion of a state route or a state highway. The Transportation Board awards construction contracts and monitors the status of construction projects. With respect to aeronautics the Transportation Board distributes monies appropriated to the Aeronautics Division from the State Aviation Fund for planning, design, development, land acquisition, construction and improvement of publicly-owned airport facilities. The Board also approves airport construction. The Transportation Board has the exclusive authority to issue revenue bonds for financing needed transportation improvements throughout the state. As part of the planning process the Board determines priority planning with respect to transportation facilities and annually adopts the five year construction program.

PUBLIC INPUT

Members of the public may appear before the Transportation Board to be heard on any transportation-related issue. Persons wishing to protest any action taken or contemplated by the Board may appear before this open forum. The Board welcomes citizen involvement, although because of Arizona's open meeting laws, no actions may be taken on items which do not appear on the formal agenda. This does not, however, preclude discussion of other issues.

MEETINGS

The Transportation Board typically meets on the third Friday of each month. Meetings are held in locations throughout the state. In addition to the regular business meetings held each month, the Board also conducts three public hearings each year to receive input regarding the proposed five-year construction program. Meeting dates are established for the following year at the December organization meeting of the Board.

BOARD MEETING PROCEDURE

Board members receive the agenda and all backup information one week before the meeting is held. They have studied each item on the agenda and have consulted with Department of Transportation staff when necessary. If no additional facts are presented at the meeting, they often act on matters, particularly routine ones, without further discussion. In order to streamline the meetings the Board has adopted the "consent agenda" format, allowing agenda items to be voted on en masse unless discussion is requested by one of the board members or Department of Transportation staff members.

BOARD CONTACT

Transportation Board members encourage citizens to contact them regarding transportation-related issues. Board members may be contacted through the Arizona Department of Transportation, 206 South 17th Avenue, Phoenix, Arizona 85007, Telephone (602) 712-7550.

NOTICE OF BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, July 19, 2019, at 9:00 a.m. in the City of Cottonwood, at the Cottonwood Recreation Center, Cottonwood Room, 150 S. 6th Street, Cottonwood, AZ 86326. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, July 19, 2019, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons that require a reasonable accommodation based on language or disability should contact the Civil Rights Office at (602) 712-8946 or email CivilRightsOffice@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en Inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en Inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por idioma o por discapacidad deben ponerse en contacto con 602.712.8946. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

AGENDA

A copy of the agenda for this meeting will be available at the office of the Transportation Board at 206 S. 17th Avenue, Room 135, Phoenix, Arizona at least 24 hours in advance of the meeting.

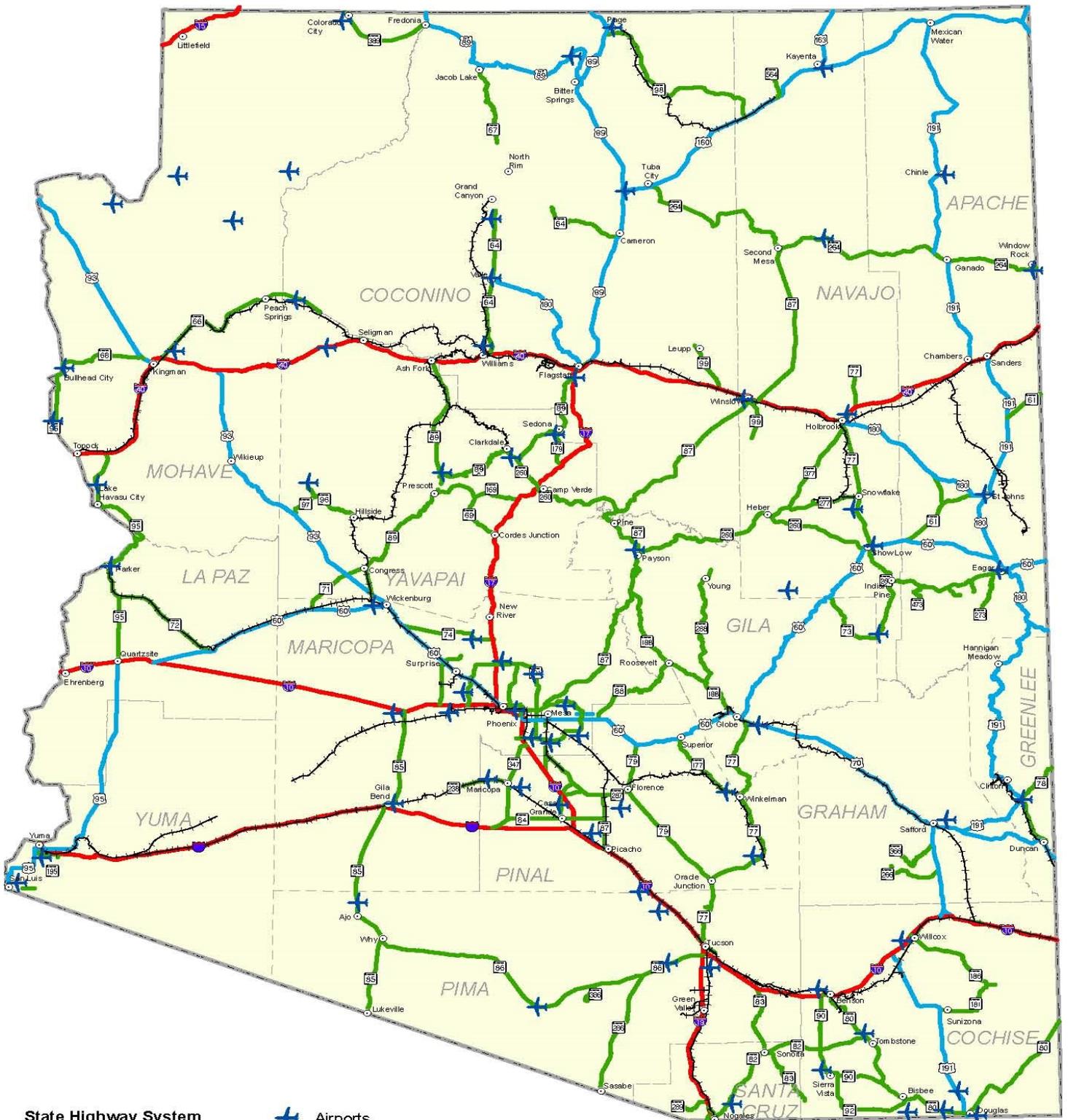
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

In the interest of efficiency and economy of time, the Arizona Transportation Board, having already had the opportunity to become conversant with items on its agenda, will likely defer action in relation to certain items until after agenda items requiring discussion have been considered and voted upon by its members. After all such items to discuss have been acted upon, the items remaining on the Board's agenda will be expedited and action may be taken on deferred agenda items without discussion. It will be a decision of the Board itself as to which items will require discussion and which may be deferred for expedited action without discussion.

The Chairman will poll the members of the Board at the commencement of the meeting with regard to which items require discussion. Any agenda item identified by any Board member as one requiring discussion will be accelerated ahead of those items not identified as requiring discussion. All such accelerated agenda items will be individually considered and acted upon ahead of all other agenda items. With respect to all agenda items not accelerated, i.e., those items upon which action has been deferred until later in the meeting, the Chairman will entertain a single motion and a single second to that motion and will call for a single vote of the members without any discussion of any agenda items so grouped together and so singly acted upon. Accordingly, in the event any person desires to have the Board discuss any particular agenda item, such person should contact one of the Board members before the meeting or Linda Priano, at 206 South 17th Avenue, Room 135, Phoenix, Arizona 85007, or by phone (602) 712-7550. Please be prepared to identify the specific agenda item or items of interest.

Dated this 12th day of July, 2019

Arizona Highways, Airports, and Railroads



State Highway System

— Interstate

— State Route

— US Highway

Airports

Railroads (In Service)

Cities and Towns

County Boundaries



Prepared by:
 Arizona Department of Transportation
 Multimodal Planning Division
 Data Bureau GIS Section
 (602) 712-7333

July 2009

0 20 40 80 Miles

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD MEETING
 9:00 a.m., Friday, July 19, 2019
 City of Cottonwood
 Cottonwood Recreation Center—Cottonwood Room
 150 S. 6th Street
 Cottonwood, AZ 86326

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EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

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PLEDGE OF ALLEGIANCE led by Board Member Jesse Thompson

ROLL CALL by Linda Priano

OPENING REMARKS by Chairman Jack Sellers

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, as amended.

Reminder to fill out survey cards by Floyd Roehrich, Jr.

Call to the Audience (Information and discussion)

An opportunity for members of the public to discuss items of interest with the Board. Please fill out a Request for Public Input Form and turn in to the Secretary if you wish to address the Board. A three minute time limit will be imposed.

ITEM 1: Director's Report

The Director will provide a report on current issues and events affecting ADOT.
 (For information and discussion only — John Halikowski, ADOT Director)

A) Last Minute Items to Report

(For information only. The Transportation Board is not allowed to propose, discuss, deliberate or take action on any matter under "Last Minute Items to Report," unless the specific matter is properly noticed for action.)

***ITEM 2: Consent Agenda**

Page 7

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

Items on the Consent Agenda generally consist of the following:

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

ITEM 3: Financial Report

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

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

***ITEM 4: Discussion and possible action regarding potential project modifications to the FY2020-2024 Five-Year Transportation Facilities Construction Program due to requested addition of the SR 260 Lion Springs Project**

Staff will discuss potential deferrals or removals of projects in the FY2020-2024 Five-Year Transportation Facilities Construction Program due to the requested addition of the SR 260 Lion Springs Project.

(For discussion and possible action—John Halikowski, ADOT Director)

ITEM 5: Multimodal Planning Division Report

Staff will present an update on the current planning activities pursuant to A.R.S. 28-506.

(For information and discussion only — Greg Byres, Division Director, Multimodal Planning)

ITEM 6: State Engineer's Report**Page 262**

Staff will present a report showing the status of highway projects under construction, including total number and dollar value.

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

ITEM 7: Construction Contracts*Page 268**

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

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

ITEM 8: Suggestions

Board Members will have the opportunity to suggest items they would like to have placed on future Board Meeting agendas.

Adjournment

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

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

MINUTES APPROVAL

***ITEM 3a:** Approval of the June 4, 2019 and June 21, 2019 Minutes Page 12

RIGHT OF WAY RESOLUTIONS (Action as Noted) Page 223

***ITEM 3b:**

ITEM: RES. NO.2019-07-A-020
 PROJECTS: 024 MA 000 H6867 01R; and 024 MA 001 H8915 / 024-A(200)T
 HIGHWAY: GATEWAY FREEWAY
 SECTION: Ellsworth Road – Ironwood Drive
 ROUTE NO.: State Route 24
 ENG. DIST.: Central
 COUNTIES: Maricopa and Pinal
 RECOMMENDATION: Establish new right of way as a controlled access state route to be utilized for development of the future Gateway Freeway, necessary to enhance convenience and safety for the traveling public.

***ITEM 3c:**

RES. NO. 2019-07-A-021
 PROJECT: 030 MA 000 H6876
 HIGHWAY: TRES RIOS FREEWAY
 SECTION: S. R. 303L – S. R. 202L
 ROUTE NO.: State Route 30
 ENG. DIST.: Central
 COUNTY: Maricopa
 PARCELS: 7-12372, 7-12373, 7-12374, 7-12375, 7-12376, 7-12379, 7-12380, and 7-12381
 RECOMMENDATION: Establish new right of way as a state route by early acquisition to alleviate financial hardship and forestall development along the alignment of the future Tres Rios Freeway, ensuring that critical construction bid dates are met.

***ITEM 3d:**

RES. NO. 2019-07-A-022
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L – S. R. 202L
ROUTE NO.: State Route 30
ENG. DIST.: Central
COUNTY: Maricopa
PARCEL: 7-12378
RECOMMENDATION: Establish new right of way as a state route by Advance acquisition to forestall development along the alignment of the future Tres Rios Freeway, and ensure that critical construction bid dates are met.

***ITEM 3e:**

RES. NO. 2019-07-A-023
PROJECTS: 089 PN 087 H2008 01R / F-031-1-718
HIGHWAY: TUCSON – ORACLE JUNCTION – GLOBE
SECTIONS: Pinal County Line – Oracle Junction
ROUTE NO.: State Route 77
ENG. DIST.: Southcentral
COUNTY: Pinal
DISPOSAL: D – SC – 012
RECOMMENDATION: Vacate and extinguish a portion of a drainage easement that is no longer needed for State transportation purposes due to the fact that it will be more effectively redesigned, built, managed, and maintained by local developers, under Permit from ADOT.

Contracts: (Action as Noted)

Federal-Aid (“A” “B” “T” “D”) projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations.

***ITEM 3f:** BOARD DISTRICT NO: STATEWIDE

Page 270

BIDS OPENED: JUNE 21, 2019

HIGHWAY: TUCSON – ORACLE JCT – GLOBE HIGHWAY (SR 77)

SECTION: GILA RIVER BRIDGE STR. # 20151

COUNTY: STATEWIDE

ROUTE NO.: SR 77

PROJECT : TRACS: STBG-077-A(210)T: 077 SW 134 H841601C

FUNDING: 94.30% FEDS 5.70% STATE

LOW BIDDER: SUNDT CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 12,572,753.90

STATE ESTIMATE: \$ 12,966,809.90

\$ UNDER ESTIMATE: \$ 394,056.00

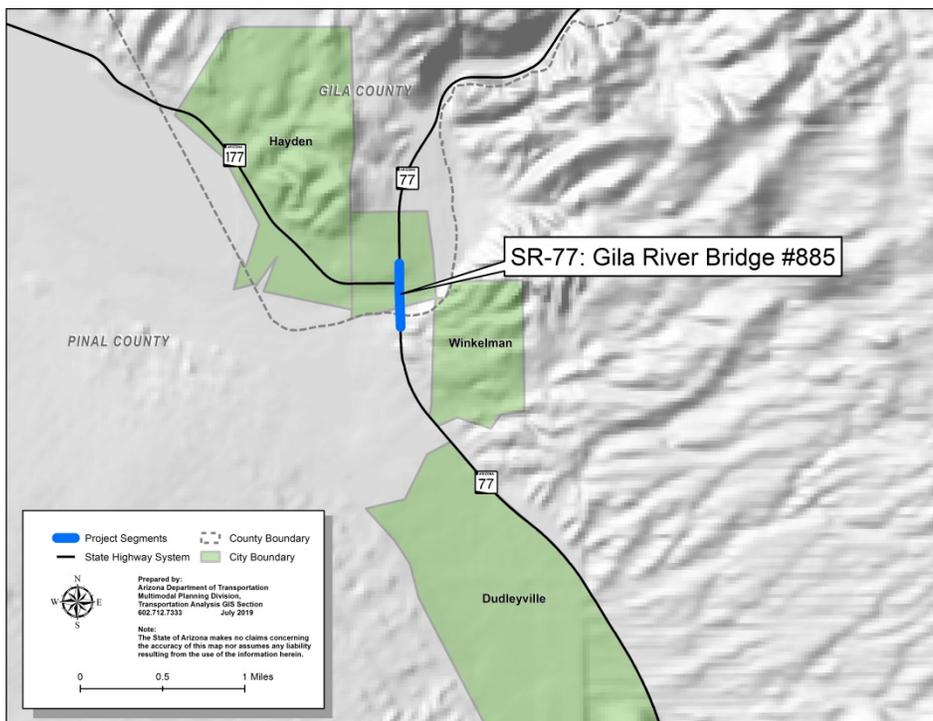
% UNDER ESTIMATE: 3.0%

PROJECT DBE GOAL: 5.13%

BIDDER DBE PLEDGE: 8.96%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



***ITEM 3g:** BOARD DISTRICT NO.: 5

Page 273

BIDS OPENED: JUNE 21, 2019

HIGHWAY: PRESCOTT – FLAGSTAFF HIGHWAY (SR 89A)

SECTION: SEDONA CITY LIMITS – BEAR HOWARD DR

COUNTY: COCONINO

ROUTE NO.: SR 89A

PROJECT : TRACS: STBGP-A89-B(221)T: 089A CN 374 F004701C

FUNDING: 94.30% FEDS 5.70% STATE

LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 8,270,015.00

STATE ESTIMATE: \$ 8,386,388.31

\$ UNDER ESTIMATE: \$ 116,373.31

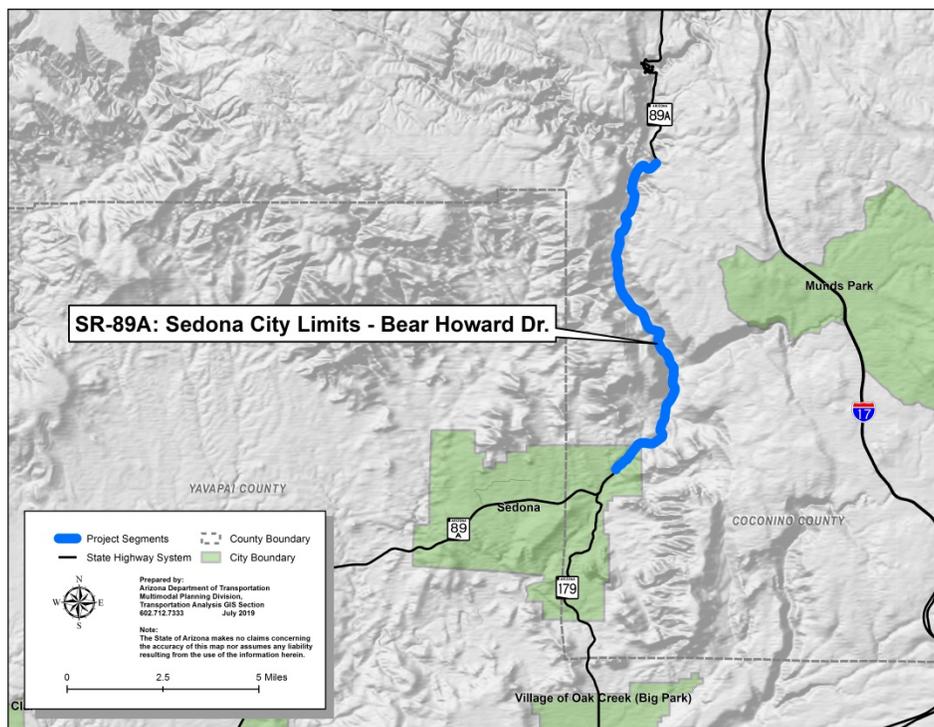
% UNDER ESTIMATE: 1.4%

PROJECT DBE GOAL: 10.06%

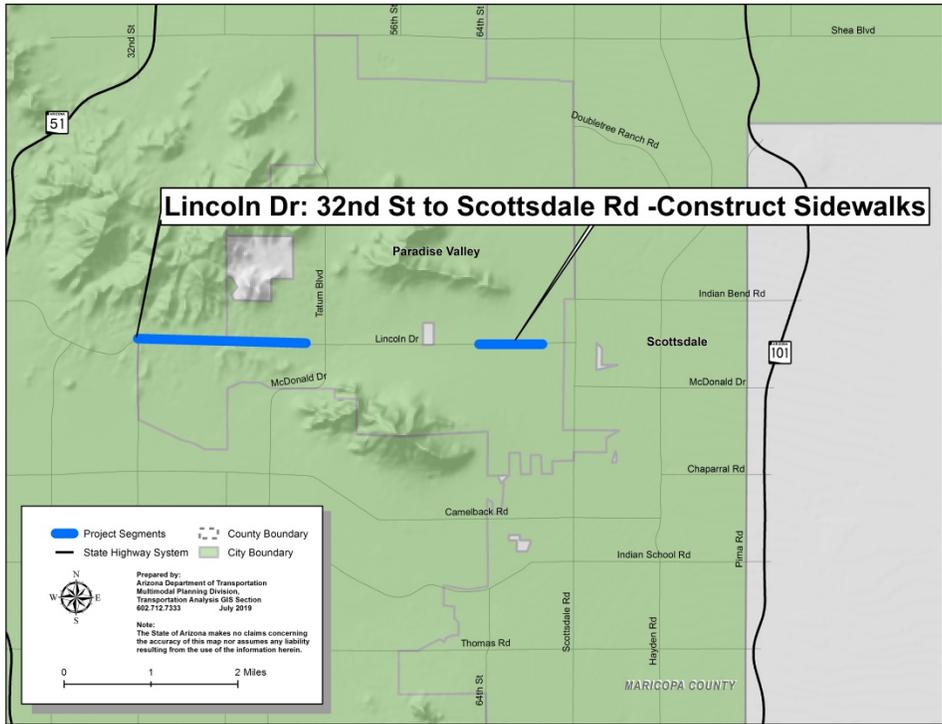
BIDDER DBE PLEDGE: 10.07%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



***ITEM 3h:** BOARD DISTRICT NO.: 1
 BIDS OPENED: JUNE 21, 2019
 HIGHWAY: LINCOLN DRIVE
 SECTION: 32ND STREET TO SCOTTSDALE ROAD
 COUNTY: MARICOPA
 ROUTE NO.: LOCAL
 PROJECT : TRACS: CMAQ-PVY-0(204)T: 0000 MA PVY T008101C
 FUNDING: 90% FEDS 10% LOCAL
 LOW BIDDER: VISUS ENGINEERING CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 2,188,000.00
 STATE ESTIMATE: \$ 2,015,634.60
 \$ OVER ESTIMATE: \$ 172,365.40
 % OVER ESTIMATE: 8.6%
 PROJECT DBE GOAL: 10.78%
 BIDDER DBE PLEDGE: 16.92%
 NO. BIDDERS: 3
 RECOMMENDATION: AWARD



STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, June 4, 2019
Arizona Department of Transportation Auditorium
206 S. 17th Avenue
Phoenix, AZ 85007

Call to Order

Chairman Sellers called the State Transportation Board Meeting to order at 9:00 a.m.

Pledge

The Pledge of Allegiance was led by Chairman Sellers

Roll Call by Board Secretary was done during the Public Hearing, prior to Board Meeting

A quorum of the State Transportation Board was present. **In attendance:** Chairman Sellers, Vice Chairman Hammond, Board Member Stratton, Board Member Thompson, Board Member Elters and Board Member Knight. There were approximately 35 members of the public in the audience.

Opening Remarks

Chairman Sellers commented on some of large projects that have been done in Maricopa County in the years that he has served on this board. He added that he is encouraged with how ADOT, counties and cities/towns are collaborating and working together for the betterment of Arizona.

Title VI of the Civil Rights Act was done during the Public Hearing, prior to the Board Meeting ADOT Executive Officer, Floyd Roehrich, Jr. reminded all attendees to please fill out the optional survey cards to assist our Civil Rights Department.

Call to the Audience for the Board Meeting

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments. There was no public comment.

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Arizona Department of Transportation Auditorium
206 South 17th Avenue
Phoenix, Arizona 85007

Board Meeting

June 4, 2019
9:00 a.m.

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

AGENDA ITEMS

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Item 1 - Priority Planning Advisory Committee (PPAC),
Greg Byres.....4

1 (Beginning of excerpt.)

2 CHAIRMAN SELLERS: So we'll move right into the
3 Board session. We're looking at project modification Items 1A
4 through 1H, and this is the PPAC Advisory Committee.

5 MR. BYRES: Thank you, Mr. Board -- or --
6 Mr. Board. Mr. Chairman, board members.

7 CHAIRMAN SELLERS: Is that b-o-r-e-d?

8 MR. BYRES: Exactly.

9 So we have eight project modifications that are
10 bringing -- or being brought forward by the Priority Planning
11 Advisory Committee. These are Items 1A through 1H, and we
12 bring them forward with a recommendation for approval.

13 CHAIRMAN SELLERS: Any questions or discussion
14 from the board members?

15 Board Member Hammond.

16 MR. STRATTON: Board Member Hammond?

17 MS. PRIANO: Stratton. (Inaudible.)

18 CHAIRMAN SELLERS: Oh, Board Member Stratton. I
19 saw you raise your finger. I thought (inaudible).

20 MR. HAMMOND: We look alike.

21 CHAIRMAN SELLERS: This might be a tough
22 morning.

23 MR. STRATTON: I'll turn it this way
24 (inaudible).

25 I was just wondering where are the funds coming

1 from for these increases?

2 MR. BYRES: Mr. Chairman, Board Member Stratton,
3 if we go through -- is there any particular one or?

4 MR. STRATTON: No. Just in general.

5 MR. BYRES: Most of these are either coming out
6 of Contingency or coming out of the subprograms that -- that are
7 related to the projects.

8 CHAIRMAN SELLERS: Any other questions or
9 comments?

10 MR. KNIGHT: Mr. Chair.

11 CHAIRMAN SELLERS: Board Member Knight.

12 MR. KNIGHT. Thank you.

13 On 1D, where we're going to delete the roundabout
14 in Bullhead City, that's the one that they were so unanimously
15 opposed to (inaudible). But on the transportation, on the
16 interchange, since we're just trying to do the signals, how long
17 are we going to have -- can we use some of that money that was
18 going to be used for the roundabout to do the study? I know it
19 says that we're going to put that off, but the traffic
20 interchange is still going to be -- needed to be modified or
21 updated, whatever we're going to do to -- in lieu of the
22 roundabout. So if we're going to delete the roundabout, it says
23 that we're -- we're going to delay anything further until
24 funding is available. So why isn't some of that funding
25 available through what we just deleted?

1 MR. BYRES: So --

2 MR. HALIKOWSKI: Greg, Mr. Chairman, Mr. Knight,
3 this has been kind of a long negotiation with Bullhead City
4 resulting in a meeting of the supervisors and myself. I'd like
5 to bring Dallas up, if I could, because there's a number of
6 nuances here with this intersection.

7 MR. HAMMIT: Mr. Chairman, Member Knight, what we
8 will do, the signal improvement immediate that we'll do is a
9 protective phasing, and we will do those with our operation
10 funds. It's a minor programming, a little bit of work with
11 the traffic signal head. So we will just use our operating
12 funds to do that work.

13 The funding that we used was our safety funds.
14 So it will go back into that next priority for our highway
15 safety funds that the funding will go there. But that signal
16 will be taken care of fairly immediately. I can get you a
17 date when it will be done.

18 MR. HALIKOWSKI: Mr. Chair, Mr. Knight, I think
19 your question more was to a future study. Did I
20 misunderstand?

21 MR. KNIGHT: That was what I understood from my
22 conversations with the mayor, council and with the city
23 administrator that maybe -- seemed like they were -- addition
24 of a right turn lane or --

25 MR. HALIKOWSKI: So Mr. Chairman, Dallas, if I

1 recall, we had done quite a bit of work with them after the
2 meeting with the supervisors and the mayor to take a hard look
3 at the information that they brought forward and study that.

4 The roundabout was actually a project that
5 started a number -- I want to say four or five years ago, and as
6 we look at the roundabout and its configuration, given the
7 distance between the area, what we did was go back and study
8 pretty intently whether or not we could accomplish a
9 satisfactory result with the (inaudible). So that was the
10 study part of it that we worked on. I don't know if there's
11 any future studies to go into (inaudible) at this time.

12 MR. HAMMIT: Not that -- we will continue to
13 examine it, and at one point we were looking at median barrier
14 through there to give us access control, which will also help
15 our safety in there, and that is continuing but is not
16 programmed at this time.

17 MR. HALIKOWSKI: We're not completely convinced,
18 Mr. Chairman, that in the future as traffic builds that there
19 won't have to be a solution at some point beyond just a signal
20 and the turn lane, but we're not there yet.

21 MR. KNIGHT: Okay. Thank you.

22 CHAIRMAN SELLERS: Any other questions?
23 Comments?

24 I would entertain a motion to accept and
25 approve project modifications 1A through 1H as presented.

1 MR. HAMMOND: So moved.

2 CHAIRMAN SELLERS: Motioned by Board Member
3 Hammond.

4 MR. STRATTON: Second.

5 CHAIRMAN SELLERS: Second by Board Member
6 Stratton. Comments? Questions?

7 All in favor.

8 BOARD MEMBERS: Aye.

9 CHAIRMAN SELLERS: Opposed? The motion carries.
10 New projects, Items 1I through 1M.

11 MR. BYRES: So Mr. Chairman, we have five new
12 projects that are coming through. Again, this is 1I through
13 1M, and again, the PPAC brings this forward with a
14 recommendation for approval.

15 CHAIRMAN SELLERS: Thank you.

16 Any questions or comments on these items?

17 I would entertain a motion to accept and
18 approve new projects 1I through 1M as presented.

19 MR. KNIGHT: So moved.

20 MR. THOMPSON: Second.

21 CHAIRMAN SELLERS: Motion by Board Member Knight,
22 second by Board Member Thompson. Any discussion?

23 All in favor.

24 BOARD MEMBERS: Aye.

25 CHAIRMAN SELLERS: Any opposed? That motion

1 carries.

2 Is there a motion to adjourn this meeting?

3 MR. THOMPSON: So moved.

4 MR. ELTERS: Second.

5 CHAIRMAN SELLERS: Moved by Board Member

6 Thompson, second by Board Member Elters.

7 All in favor?

8 BOARD MEMBERS: Aye.

9 CHAIRMAN SELLERS: Any opposed? The meeting's
10 adjourned.

11 (Board meeting adjourned.)

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Adjournment

A motion to adjourn the June 4, 2019 State Transportation Board meeting was made by Board Member Knight and seconded by Board Member Thompson. In a voice vote, the motion carried.

Meeting adjourned at 9:10 a.m. MST.

Jack Sellers, Chairman
State Transportation Board

John S. Halikowski, ADOT Director
Arizona Department of Transportation

STATE TRANSPORTATION BOARD STUDY SESSION
9:00 a.m., Friday, June 4, 2019
Arizona Department of Transportation Auditorium
206 S. 17th Avenue
Phoenix, AZ 85007

Call to Order

Chairman Sellers called the State Transportation Board Meeting to order at 9:10 a.m.

Roll Call by Board Secretary was done during the board meeting, prior to the study session

A quorum of the State Transportation Board was present. **In attendance:** Chairman Sellers, Vice Chairman Hammond, Board Member Stratton, Board Member Thompson, Board Member Elters and Board Member Knight. There were approximately 35 members of the public in the audience.

Title VI of the Civil Rights Act was done during the board meeting, prior to the study session

ADOT Executive Officer, Floyd Roehrich, Jr. reminded all attendees to please fill out the optional survey cards to assist our Civil Rights Department.

Call to the Audience for the Board Meeting

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments.

1. Ana Oliveras, Pima County, Transportation Director
2. Steve Sanders, Gila County, Public Works Director

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD
STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Arizona Department of Transportation Auditorium
206 South 17th Avenue
Phoenix, Arizona 85007

Study Session

June 4, 2019
9:10 a.m.

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

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CALL TO THE AUDIENCE

SPEAKER:	PAGE:
Ana Olivares.....	4
Steve Sanders.....	6

AGENDA ITEMS

Item 1 - 2020-2024 Tentative Five-Year Transportation Facilities Construction Program Review.....	7
Item 2 - Discussion on Call to the Audience Procedure.....	61

1 (Beginning of excerpt.)

2 CHAIRMAN SELLERS: Okay. Now I'd like to call to
3 order the study session for the State Transportation Board, and
4 we will go to call to the audience.

5 Ana Olivares, Pima County.

6 MS. OLIVARES: Good morning, Mr. Chair and
7 members of the Board. My name is Ana Olivares, and I am the
8 transportation director for Pima County. I thank you for the
9 opportunity to speak today, and as I have done at the previous
10 meetings, I'm here to speak on the 2020 to 2024 Tentative Five-
11 Year Program.

12 By speaking at each program agenda item, Pima
13 County hopes to demonstrate how important expanding
14 transportation infrastructure is to our policy initiative to
15 grow our local and regional economy. The economic growth in
16 Maricopa County brought on by infrastructure investment in prior
17 years is evidence to this growth.

18 We request your support for similar
19 infrastructure investment and economic growth in the Pima County
20 region and ask ADOT to make the following modifications to the
21 five-year program prior to its approval. We ask that we program
22 both the design and the funding for the Kino Parkway and Country
23 Club interchanges on I-10.

24 Pima County is currently building the phase one
25 of a venue, a sports and regional economic venue, and its

1 completion is ready for the end of this calendar year. By
2 building the Kino interchange and Country Club interchange,
3 along with the Forgeus underpass under I-10 is really key for
4 this economic development to prosper.

5 We request that ADOT program additional funding
6 to continue with a tier two study of the Sonoran Corridor in
7 fiscal year '21 of this current five-year program. The Sonoran
8 Corridor is the most important economic development for this
9 priority for this region. Completion of the tier one EIS is
10 scheduled for spring 2020, and identifying funding for an
11 immediate continuation of the tier two study is critical to
12 continue the momentum we have built and the relationships we
13 have built with our stakeholders during the tier one study.

14 The last project I want to mention today is the
15 I-10 Sunset interchange project along I-10. Pima County is
16 continuing the design of the Sunset Innovation Campus on the
17 southwest quadrant of this interchange, and the connection from
18 I-10 to River Road is critical for the success. We are working
19 with the Southcentral District to include the Sunset TI
20 improvements as part of the I-10 Ina to Ruthrauff widening
21 project. The PAG region sees a value of completing the
22 permanent Sunset TI interchange with a UPR railroad grade
23 separation, and we're committed to ensuring its completion.

24 So we want to thank ADOT for their support of
25 this TI. I thank you for your time today.

1 CHAIRMAN SELLERS: Thank you.

2 Next up we have Steve Sanders from Gila County.

3 MR. SANDERS: Thank you. Good morning,
4 Mr. Chairman and board members, ADOT. Steve Sanders. I'm the
5 public works director for Gila County.

6 Just here to mention the Lion Springs section of
7 SR-260 and how important it is to the -- to the county, that you
8 hopefully can find a way to put this project back in the five-
9 year plan and fund it. As you know and have heard from previous
10 people speaking, it creates a huge -- there's a huge bottleneck.
11 Accidents are increasing in the area. Emergency responders
12 can't get to accident victims as it happens. So anything you
13 can do to fund this, we appreciate it.

14 Mr. Chairman, you mentioned a partnership. Gila
15 County has a great partnership with ADOT. There as project
16 between Globe and Miami right now with the Southcentral District
17 or Southeast District, I believe, that's ongoing that we look
18 forward to working out well -- we work well with their
19 maintenance staff out of the Safford office on projects. And
20 hopefully we have a good partnership with Lion Springs and can
21 partner on that as it moves forward.

22 Thank you for your time.

23 CHAIRMAN SELLERS: Thank you.

24 Madam Secretary, are there any other cards?

25 MS. PRIANO: There are not.

1 CHAIRMAN CUTHBERTSON: Okay. We will move on to
2 Item No. 1, the 2020-2024 Tentative Five-Year Transportation
3 Facilities Construction Program review.

4 Kristine Ward.

5 MS. WARD: Good morning.

6 CHAIRMAN SELLERS: Tell us where we're going to
7 get the money.

8 MS. WARD: Yes. Well, I gave you the -- you
9 know, when we had -- when we started the process out, I guess I
10 should start off, Kristine Ward, CFO at ADOT.

11 When we presented this tentative program to you
12 some time ago, not -- we've had a few changes since then. Most
13 recently, and what I want to run through with you today is what
14 came through on the executive budget -- or through the
15 legislative budget and how that is -- the overall impact of that
16 and how we need to consider that. So first let me -- if you
17 don't mind, let me start by giving you a brief update.

18 I'm going to start with the I-17 expansion
19 project. So what the budget provided was \$40 million in 2020,
20 \$45 million in '21 -- 2021, and then 45 million in 2022. So we
21 could round that project out. If you'll recall, right now I
22 think we have about \$193 million in the program for I-17. What
23 this would do is this would take us up to about \$320-plus
24 million for I-17.

25 Greg and Dallas can go into the specifics of the

1 lanes and so forth that that provides. But the -- I guess the
2 thing that -- from your perspective that I think I need to
3 explain to you is with regards to where that money is coming
4 from. So they appropriated those dollars to us from the State
5 Highway Fund. And I need to give you a little bit of background
6 here. So when they implemented the Public Safety Fee to pay for
7 highway patrol, the result is that the costs that were borne for
8 highway patrol from HURF then became available. Those dollars
9 were no longer swept from HURF.

10 Theoretically, that would mean that we would have
11 -- yes, I see your grin -- theoretically, that would mean we
12 would have more dollars for the five-year program. However, in
13 that same timing, in that same gesture, they then transferred
14 those dollars that would have otherwise been available for the
15 five-year program.

16 So as we came into this -- the development of
17 this tentative program, we were left with, oh, goodness. Well,
18 how shall we build this next five-year program based on what
19 financial assumptions and given the fact that they had already
20 swept it the very first time it had been implemented. What
21 ended up happening is that the executives started having some
22 discussions and had concerns and really wanted, given the P2P
23 process and the priority of 17, they proposed just what they had
24 executed here, which is -- and the executive built it in their
25 budget, and we've been presenting it to you. Greg's been

1 presenting it to you. They proposed this 40 million, 45
2 million, 45 million appropriation, and that's what has taken
3 place.

4 So as such, the tentative program that I
5 presented to you in January had built in just the structure that
6 you are seeing that passed the Legislature presently. So the
7 good news is we got to -- we got to keep the money that would
8 have flown into -- flowed into the State Highway Fund.

9 So are there any questions about that? It was a
10 little bit of a complicated maneuver.

11 CHAIRMAN SELLERS: Well, and I don't know if this
12 is the appropriate place or not, but in the news media, I keep
13 hearing that we haven't decided exactly how we're going to do
14 the I-17 project yet. I don't know if Greg or Dallas could
15 address that.

16 MS. WARD: I appreciate you looking over there,
17 because I don't have the answer to that. So...

18 MR. HAMMIT: Mr. Chairman, when you say we
19 haven't decided, how we're going to contract it or what we're
20 going to do?

21 CHAIRMAN SELLERS: What we're going to do. You
22 know, they talk about having the reversible lanes, but then they
23 say that hasn't been decided yet.

24 MR. HAMMIT: Yeah. Mr. Chairman, the plan is
25 from Anthem, where the three lanes in each direction ends, to

1 take a third lane in each direction up to Black Canyon City, and
2 then we would go to our -- we're calling them a flex lane.
3 People get scared with reversible. There will be a demand lane,
4 but they will be two new lanes built parallel to the existing
5 southbound that can be used, let's say, on Friday for
6 northbound. So you'd have four lanes going north. On Sunday,
7 you would have four lanes going south. That is the current plan
8 and the design concept we're working towards.

9 CHAIRMAN SELLERS: Well, and that's what I
10 understood. I just didn't know whether the news media was
11 creating any confusion in the way they're presenting it.

12 MR. ROEHRICH: And to clarify that, that's from
13 Black Canyon City to Sunset Point. That's those limits.

14 MR. HAMMIT: Right. And from Black Canyon City
15 back to Anthem, it's an additional lane in each direction.

16 CHAIRMAN SELLERS: Thank you.

17 Okay. Any other comments or questions?

18 MS. WARD: All right. Moving on. I'll go to the
19 other items that came through with the budget. So -- let's see.
20 I lost my page here.

21 So there was also an appropriation of 6.5 million
22 from the State General Fund in 2020 to be distributed to the
23 City of Mesa to construct a SR-24 bridge over Ellsworth. That
24 -- that appropriation is dependent on the Transportation Board
25 adopting it in the five-year program after it goes through the

1 MAG process. If the Board were to choose to not put that
2 program -- put that project in the budget, then those dollars
3 would revert to the General Fund. In other words, we wouldn't
4 get to keep them.

5 We also were -- they also provided \$10 million
6 for the State Aviation Fund. One million of that is
7 specifically dedicated to, I believe, Prescott, a particular
8 project there. But the discussion surrounding this is if you'll
9 recall, the Aviation Fund had endured a number of sweeps through
10 the years, and I believe there were voices that came forward and
11 said -- requested that some of that be amended. Those -- from
12 the past.

13 There's also \$20 million that has been
14 appropriated for traffic interchanges in I-40, Kingman area. I
15 believe two interchanges. The appropriation there, again,
16 \$20 million, is to be distributed to Kingman to construct those
17 two interchanges. However, the appropriation cannot be
18 distributed until Kingman has submitted a report to the Joint
19 Legislative Budget Committee, the Governor's Office of Strategic
20 Planning and the Department of Administration showing that the
21 City has raised sufficient funding -- funds to do the entire --
22 complete the entire project. So they have limited what the
23 contribution will be to \$20 million. If the City --
24 Mr. Chair --

25 CHAIRMAN SELLERS: Well, do we know what came in

1 to contribute? Is it a match or is it ten times that
2 20 million?

3 MS. WARD: I believe it is quite significant.
4 Dallas. The amount that's coming to mind is an additional --
5 the total project being about 65, being discussed.

6 MR. HALIKOWSKI: Why don't you just get a seat up
7 here?

8 MR. HAMMIT: I need the steps.

9 Mr. Chair, Mr. Hammond, the project is -- their
10 total project is bigger than two interchanges. It is local
11 roads to the airport in one case, and two, their hospital area.
12 So I think that total is in that ballpark of the 65 million.
13 Right now we're seeing an interchange on -- in the rural area
14 costing in the neighborhood of 15 million apiece.

15 MR. HAMMOND: I guess my question is maybe more
16 nuance. Do we have reason to believe that that 20 million will
17 close the gap?

18 MR. HAMMIT: I can't really speak to what the
19 locals have. I know they've done some -- been able to work with
20 developers and have some developer contribution, but I couldn't
21 tell you exactly what that is.

22 MR. HAMMOND: Okay. Thank you.

23 CHAIRMAN SELLERS: And they presented a lot of
24 that to us when we were there in January.

25 MR. HAMMIT: Mr. Chairman, that's correct.

1 MR. HALIKOWSKI: Mr. Chairman, if I could, a
2 point of clarification for Kristine. It's not necessarily money
3 according to the appropriation that's coming from the City
4 itself. They could raise money through various funds, including
5 other state funds, transportation funds, federal funds.

6 MS. WARD: Mr. --

7 MR. HALIKOWSKI: So it's not completely a city
8 (inaudible) has to be brought in.

9 MS. WARD: Mr. Chair, Director Halikowski,
10 correct.

11 You can hang out if you want.

12 MR. THOMPSON: So the money that's been
13 appropriated was done so without getting any commitment from
14 Kingman itself? Is that what this is? How is the funding
15 justified?

16 MS. WARD: Mr. Chair, Mr. Thompson, yes, it does
17 require that the City raise the sufficient moneys in order to
18 complete the project. They have only appropriated \$20 million
19 of a total project that has not -- whose estimate has not yet
20 been completely finalized. And Kingman must come forward with
21 those dollars, whether it be through private or other avenues,
22 but it is only -- only \$20 million has been appropriated for the
23 purpose. And if they do not come up with the balance of those
24 dollars, that \$20 million reverts back to the General Fund.

25 MR. THOMPSON: Thank you.

1 MR. KNIGHT: Mr. Chair.

2 CHAIRMAN SELLERS: Board Member Knight.

3 MR. KNIGHT: From conversations with their
4 counsel, the mayor and city administrator, since that is my
5 district, they've indicated that they do have considerable
6 matching funds from the private sector as well as -- as well as
7 the City. My hope is that they have enough, but let's say if
8 they have enough for one of the interchanges -- I know they're
9 both important. Rancho Santa Fe to the airport and the
10 industrial center is a really big one for them. Would -- could
11 they do one and not the other, or do they have to do both?

12 MS. WARD: Mr. Chairman, Board Member Knight, the
13 way the language is specified, it's two interchanges. It
14 specifies two interchanges. So if they wanted to adjust their
15 approach, they would have to go back to the Legislature.

16 MR. HALIKOWSKI: So Mr. Chairman, Kristine, we've
17 had a little bit of this discussion before. The language
18 specifies interchanges, plural, but doesn't say that both of the
19 interchanges have to be constructed for the money to be
20 released. In other words, I think to your point, we could build
21 one interchange, but do some design work on the others and still
22 have (inaudible).

23 MS. WARD: Mr. Chairman, Director Halikowski, I
24 believe how that would get ironed out is after that report is
25 submitted to JLBC, OSPB and DOA. So whether that would -- that

1 mechanism would work would really be subject to the Executive
2 and the Legislature.

3 MR. HALIKOWSKI: Thank you.

4 CHAIRMAN SELLERS: Okay. Moving right along.

5 MS. WARD: All right. Next there was --
6 Mr. Knight -- an appropriation of 28 million from the State
7 General Fund to expand U.S. Route 95 between Yuma and the Yuma
8 Proving Grounds,

9 MR. KNIGHT: Mr. Chair.

10 CHAIRMAN SELLERS: Yeah. Board Member Knight.

11 MR. KNIGHT: So I guess my -- I know 28 million
12 is not sufficient to do the whole route from 90 to Aberdeen, but
13 exactly what can we expect to get -- and I know we are going to
14 get a lot of leverage, I hope, to get some federal dollars now,
15 but in lieu of that, how much of the project, the total project
16 will the 28 million do?

17 MR. HAMMIT: Mr. Chairman, Member Knight, we
18 believe the 28 million could take us from 90 up to the
19 improvements down at Fortuna Wash that were done a few years
20 ago. And as you mentioned, and we've talked about it a couple
21 times in the last week, we don't generally have \$28 million in
22 non-federal funds that we could leverage. So we are moving
23 forward to propose a BUILD grant, because we -- and that max is
24 25 million. So we would have 100 percent match. We're putting
25 more than that, and I believe that would take us up to the

1 river, up to the Gila River with the improvements. I would have
2 to get more detail, but if memory serves me, we could take it
3 from 90 up to the Gila River with around \$50 million if we could
4 get that grant.

5 MR. KNIGHT: I know the base (inaudible) got a
6 committee working on it. They're trying to -- trying to get
7 some defense access road funds made available, and that comes
8 from DOD, but of course, that's kind of a slow process, but it's
9 been started, and it's in the works and over -- their first
10 question is how much local match do we have, and now that we
11 have some, we hopefully can leverage that source as well.

12 MR. HAMMIT: That would be our anticipation,
13 Mr. Chairman, Mr. Knight.

14 MR. KNIGHT: Thank you.

15 CHAIRMAN SELLERS: Thank you.

16 Oh, one -- I'm sorry. One additional question.

17 So when -- how soon will we be able to get
18 started on the initial from 90 of wherever we can go
19 (inaudible) start?

20 MR. HAMMIT: Mr. Chairman, Mr. Knight, the first
21 thing we have to do is program some money for design. The --
22 and we will do that, get a solicitation out immediately. So
23 shortly after the beginning of the fiscal year, we will have the
24 -- our few written, and so we can get it out and get design
25 started.

1 The one thing in this appropriation, it does not
2 have a timeline, but we also know that if it's given, it could
3 be taken away. So we want to move as fast as possible so we
4 don't lose that opportunity in the future.

5 MR. KNIGHT: Great, because that was my concern.
6 If it sits too long, you could take it back.

7 MR. HAMMIT: No. We're going to move design
8 immediately.

9 MR. KNIGHT: Thank you. Thank you, Mr. Chair.

10 CHAIRMAN SELLERS: Thank you.

11 MS. WARD: And Mr. Chairman, Mr. Knight, to that
12 point, we make very particular efforts to make sure that the
13 very first dollars that are expended are General Fund dollars to
14 get those dollars secure.

15 MR. ELTERS: Mr. Chairman, Kristine, that was a
16 good segue into my question. Related to the \$6.5 million for
17 SR-24. MAG, in collaboration with ADOT, just got through the
18 rebalancing process that updated all the costs for the project
19 within the issue. And I believe the new numbers that have been
20 proposed and approved in some communities cover the updated cost
21 of SR-25 -- 24, including the one key structure at Ellsworth.
22 So these \$6.5 million could go back into the program and be
23 re-appropriated and accepted for this particular purpose so they
24 do not go back to the General Fund. And that match or that
25 offset would go into another project. Am I understanding that

1 correctly?

2 MS. WARD: Mr. Chairman, Mr. Elters, I don't
3 believe so. I believe what you're talking about is a
4 supplanting situation in which they appropriate dollars, and
5 then it frees up other dollars to go back into the program. And
6 I believe what this appropriation does -- and Dallas, my dance
7 partner, can switch in here in a second if need be -- is that
8 this would increase the scope of SR-24 for an additional bridge,
9 if I remember correctly. So no, it will not free dollars up in
10 the program. It is adding dollars to the program to deal with
11 additional -- the additional scope of the project.

12 MR. HALIKOWSKI: Well, Mr. Chairman, Mr. Elters,
13 to that point, I don't believe that the 6 million covers the
14 entire cost. Won't there be local match necessary?

15 MS. WARD: Mr. Chairman, Director Halikowski,
16 that's correct.

17 MR. ELTERS: (Inaudible.)

18 MR. HALIKOWSKI: (Inaudible.)

19 MR. HAMMIT: (Inaudible.)

20 MS. WARD: Yeah.

21 MR. HALIKOWSKI: But the (inaudible).

22 MS. WARD: That is correct. And if you'd like --
23 I apologize. I don't have that local number off the top of my
24 head, but I can certainly get that and bring it back to you.

25 MR. ELTERS: Okay. Thank you.

1 CHAIRMAN SELLERS: Thank you.

2 MS. WARD: All right. We're back on the standard
3 program here. Let's see what I've got left as my dance partner
4 walks away.

5 Okay. There is an additional appropriation of
6 \$18 million from the State General Fund that will be distributed
7 to cities and towns, and it's an equal distribution. That
8 again -- that doesn't impact our program.

9 So the last item, there was an appropriation, and
10 I -- I saved this last item, because it's kind of got two
11 components to it. There was an appropriation to ADOT for the
12 I-10 widening study between Phoenix and Casa Grande. Now, this
13 10 million was intended to allow us to complete the DCR as well
14 as the EIS.

15 And my dance partner will come back if you want
16 detailed questions about either of those two documents.
17 However, I -- and so that was -- that was an additional
18 appropriation -- and look. Here he comes.

19 In addition to that, there was another -- there
20 has been another change to the program since -- or -- change in
21 funding since I presented the program to you in January, and
22 that is with regards to the President's infrastructure bill. We
23 ended up getting a surprise \$50 million allocated to Arizona.
24 Now, let me break that down, because unfortunately, that doesn't
25 mean we have \$50 million, even though it sounds good.

1 It provided us the additional 50 million. A good
2 portion of that is suballocated to the locals, which leaves \$30
3 million available for our statewide program. Once you go into
4 the RAC allocation, that leaves \$15 million available for
5 Greater Arizona, and the remaining of the \$30 million is
6 distributed between MAG and PAG for -- and available to them to
7 program.

8 What we have done with that 50 -- \$15 million in
9 the program that Greg's presenting to you -- will be presenting
10 to you is that we have put that in 2021 and aligned it with the
11 priority project at the I-10 project that was the second project
12 behind I-17 in the P2P process.

13 So that additional \$15 million, that's where it
14 resides, and that is what has occurred, and that's why
15 (inaudible) those two items. So we got an additional \$10
16 million for the EIS and the DCR, and now, with the President's
17 infrastructure, what we have done is taken that additional
18 \$15 million available and put it in the bridge subprogram. I
19 believe it was -- the consideration was for the bridge that
20 geese through the Gila River Indian Community.

21 MR. HAMMIT: Let me make one modification. The
22 environmental -- Mr. Chairman, the environmental document is an
23 environmental assessment instead of an environmental impact.

24 MS. WARD: I'm sorry.

25 MR. HAMMIT: It's a lesser document. It can

1 happen a lot quicker.

2 MS. WARD: Look at you all looking at me. I
3 don't really have anything further to say.

4 CHAIRMAN SELLERS: Thank you.

5 MR. STRATTON: Mr. Chair.

6 CHAIRMAN SELLERS: Board Member Stratton.

7 MR. STRATTON: Kristine, can we go back to the
8 Aviation Fund, please?

9 MS. WARD: Yes, sir.

10 MR. STRATTON: And you mentioned that this money
11 was to replace what had been -- part of what had been swept
12 prior. At that time we had to tell multiple people that they no
13 longer had projects, that we couldn't fund them. Is there any
14 effort being made to reach out to those people that were
15 affected when we got rid of the projects to let them know that
16 there's money available now if they still have their money
17 (inaudible)?

18 MS. WARD: I have a new dance partner. All
19 right. But I'll let you -- you take this one. It's a good
20 thing I'm (inaudible).

21 CHAIRMAN SELLERS: Well, and perhaps, Mr. Byres,
22 you would like to take over now.

23 MS. WARD: Yeah. Why don't you? Thank you.
24 Thank you very much.

25 MR. BYRES: I can do that.

1 In answer to your question, Mr. Stratton, there's
2 -- at the time that the last sweep had occurred, we were in the
3 process of actually awarding several projects. All those
4 projects that were canceled at that point in time have actually
5 been brought into the program already. So those projects are
6 now either currently ongoing or are currently programmed. So
7 that's being taken care of.

8 The \$10 million, I'll go into it in detail in a
9 little bit, but the \$10 million appropriation that came through
10 the Legislature went directly into the Aviation Fund, which now
11 allows us to start through our selection process for new
12 projects that will be coming out.

13 MR. STRATTON: Besides the projects -- okay. And
14 I'm really happy we brought those projects back in, took care of
15 them. I know there were other entities that were doing planning
16 to apply for grants and did not apply because they knew the
17 money had been swept. And being that we don't have a member
18 from Cochise, I'm going speak up to one of those in particular
19 being Tombstone, that had hired a consultant to do some
20 planning, and it -- has any of it been -- I'm sure they had met
21 with our staff at the time with intent to apply, but then did
22 not apply because there was no funds available. Again, has
23 there been any effort to outreach to those people?

24 MR. BYRES: Mr. Chairman, Mr. Stratton, we have
25 gone through with every airport, 67 airports across the state,

1 and encouraged them to put forth any projects they have. We
2 have a vibrant fund right now that is stable, and there's
3 funding available. So yes, there has been an outreach to get
4 every airport in the state to --

5 MR. STRATTON: Very good. One of my fears is it
6 sits and gets swept (inaudible).

7 MR. HALIKOWSKI: To that point -- I'll take care
8 of (inaudible). We now have and had for the past well over a
9 year, FMS is working closely with Greg's folks and MPD to
10 institute financial controls to ensure that the grants that are
11 coming in and our balances are working concurrently, and that
12 was a problem in the past. So we put financial controls in, to
13 answer your question, to ensure that we don't get into this
14 position of having (inaudible).

15 MR. STRATTON: Thank you.

16 MR. THOMPSON: Chairman, of the six to eight
17 airports we've mentioned, how many of them are tribal airports,
18 and have they been contacted about additional funding that might
19 be available?

20 MR. BYRES: Mr. Chairman, Board Member Thompson,
21 I don't have the exact number off the top of my head as to how
22 many of those airports are tribal airports. But yes, there has
23 been outreach to every single airport, including all of the
24 tribal airports to bring forth -- that's done on an annual
25 basis. It's part of our normal process to reach out to every

1 single one of those airports, and we do it in conjunction with
2 FAA so that not only is it state funds that can become
3 available. It's also FAA funds.

4 MR. THOMPSON: I did notice that you were
5 reaching out to them and you had had communication with them,
6 and perhaps be a part of the process then.

7 MR. BYRES: Mr. Chairman, Board Member Thompson,
8 yes. That's exactly what we're doing. Our outreach is -- like
9 I said, occurs on an annual basis, and it's called our Capital
10 Improvement Program, our ACIP program, and that's exactly what
11 we're doing is we're reaching out to every one of those
12 airports. They have -- if they don't have a current program for
13 improvements, we -- that's one of the things that they can get
14 funding for, so that we can keep this rolling, keep each one of
15 the airports solvent as we go through as far as any kind of
16 capital improvements go.

17 MR. THOMPSON: Thank you, Chairman.

18 MR. BYRES: Mr. Chairman, I'll go ahead with my
19 presentation if you're ready.

20 CHAIRMAN SELLERS: Yes.

21 MR. BYRES: So just to start with, each of you
22 should have received a -- there's a summary, which is on the big
23 sheet, and you should have also received a revised tentative
24 program that looks like this. And what you see in that is if
25 you -- if you go through, you'll start seeing in the program

1 itself several highlighted areas. Each of those highlighted
2 items is -- corresponds to the summary of changes that we have
3 that we've put forth for you. So you have -- you can basically
4 crosswalk what we had before in the tentative that was put forth
5 originally, that you had approved for comment, and what we
6 currently have today, which corresponds to either the funding
7 that has come through, which Kristine just went through, or the
8 comments that we've received to date. And so that's just to
9 make sure that you guys have all that information. And so with
10 that...

11 So we've got some general changes to Greater
12 Arizona, project adjustments, and it's those handouts that we
13 just went through with the summary of changes. Summary of
14 comments from the public, we'll go through, as well as proposed
15 expansion projects and the delivery program, development
16 program, MAG's tentative program, PAG's tentative program, the
17 airport program, and then next steps.

18 So this slide -- I'll try and go through it so
19 it's not very confusing. Right off the bat, at the top there's
20 a total of 107 changes. Those 107 changes are the summary that
21 you guys -- that are in here. So what we have with that is 33
22 of those 107 changes are a reduction in budget, and there was
23 one project that was advanced out from the 2020 program into
24 2019. That was the El Toro Road overpass project. It was moved
25 forward to 2019 out of 2020. So that freed up 7 million that's

1 in the tentative program. So with that, we have a total deduct
2 change with all of our changes of \$78 million.

3 We have an increase of -- on 69 of those 107
4 projects, as well as the projects which Kristine just went
5 through, being I-10, I-17 and US-95, which have the
6 appropriations that's just came through the Legislature. So
7 with a total of all of that being \$183 million.

8 So we have a total change of \$105 million in the
9 program that we had to -- that we pulled out of our subprograms
10 to put into either line item -- items or the changes due to --
11 since we gave the original tentative program out, we have
12 constantly been going through and updating our costs. We've
13 been updating our scopes of all of the projects so that they're
14 absolutely up-to-date when the approval from this board comes
15 through for all of our projects so that we make sure that we
16 have the absolute latest numbers available, as well as the
17 scopes for each one of the projects, as well as the appropriate
18 schedule in moving projects from year to year, so that we're
19 doing it at the appropriate time, making sure that we have
20 appropriate time for design and so forth. So that it's all --
21 it all -- not only does it work, but it makes sense. So it's
22 all logical. So that --

23 MR. ELTERS: Mr. Chairman.

24 CHAIRMAN SELLERS: Board Member Elters.

25 MR. ELTERS: Mr. Byres, under the added three new

1 projects, you show I-10 getting \$10 million, and then I-17 and
2 95. Kristine just pointed out that the \$50 million -- I know
3 she broke it down to \$15 million that was placed or set aside
4 for I-10. Is that -- that's not reflected here. Should that be
5 reflected in these numbers? Because these numbers are the 2020
6 to 2024, correct?

7 MR. BYRES: Mr. Chairman, Board Member Elters,
8 you are correct. The 10 million that we have in here, that I
9 have listed is strictly the appropriation that was specific for
10 I-10. So that we just have the -- those three projects that we
11 have listed here are the -- are only the appropriated amount
12 that was designated for each of those projects. So the
13 additional funding that you're talking about was -- is either
14 going through -- as I go through the program, if you want to
15 take a look in this -- those additional items are all called out
16 in line items within the program itself.

17 MR. ELTERS: So it's listed elsewhere or
18 highlighted elsewhere?

19 MR. BYRES: Correct.

20 MR. ELTERS: Thank you.

21 MR. BYRES: So as we go forward here, we've got
22 the highlights from the public comment. There was three news
23 releases that were issued statewide, as well as our ADOT
24 website. We've also had social media promotions on Facebook and
25 Twitter, media interviews. There's been 87 SurveyMonkey

1 comments, 49 email comments -- that's as of May 17th -- as well
2 as 61 public speakers at all of the different board meetings
3 that we've had to date. So...

4 As far as all the comments go, one, I'd like to
5 give thanks to all of the people that have spoken at the
6 previous board meetings or public presentations. Most of the
7 projects -- we kind of summarized these down -- the most common
8 projects were as I-10 between Phoenix and Casa Grande, I-17
9 between Anthem and Sunset Point, I-40 Kingman Crossing, and
10 Rancho Santa Fe interchanges, US-95 Yuma to Yuma Proving
11 Grounds, SR-191 through the Navajo Nation, mostly between Many
12 Farms and Chinle, SR-77, Oracle Road, which is from Calle
13 Concordia to Tangerine, SR-260 Lion Springs section, the SR-64
14 from Williams through Tusayan to the Grand Canyon. And then
15 there's other -- there's also been other projects, which is the
16 protection of the Grand Canyon Airport environment, I-10
17 interchanges in the PAG region, I-17 sound walls, as well as
18 SR-260 from Heber-Overgaard to Show Low.

19 So the recommendations regarding project related
20 public comments, this kind of goes through the I-10 comments
21 that we had, what the recommendations are in the tentative
22 program. In 2020, we have 10 million for study, 2021,
23 10 million for design, as well as 4 million for design within
24 the MAG program, and in 2023, we have 50 million for
25 construction. This was part of the outline that I was talking

1 about earlier.

2 MR. HALIKOWSKI: So Greg, just to clear up
3 confusion, because I was just a little confused, the money that
4 Kristine was talking about is reflected in the design here?

5 MR. BYRES: Correct.

6 MR. HALIKOWSKI: So (inaudible). I didn't quite
7 understand (inaudible).

8 MS. WARD: No, no, no.

9 MR. HALIKOWSKI: No?

10 MS. WARD: I'm sorry, sir. If I may.

11 MR. HALIKOWSKI: Can we get a clear clarity
12 (inaudible)?

13 MR. HAMMIT: Where that 15 million exactly --

14 MR. HALIKOWSKI: Yeah.

15 MR. HAMMIT: -- how that 15 million --

16 MS. WARD: Very good. So if you'll recall, I
17 said that 50 million came into the state, and some of it came
18 right off the top, which left \$30 million to be distributed to
19 MAG, PAG, Greater Arizona through the RAC formula. I believe
20 what we've got is a slide error. If you took that -- can we go
21 back?

22 Okay. I think if you added 100 -- what you
23 should see -- that 168 million should be higher by \$30 million,
24 and that net change should be higher by \$30 million, and those
25 dollars went into a subprogram. The bridge subprogram is where

1 they should be arriving in FY '21, and then in the MAG and PAG
2 program, you'd see their portions. But the 15, that's -- that
3 is what has happened, I believe.

4 So Mr. Elters, your question was spot on. Great
5 question. I apologize for the --

6 MR. ELTERS: So thank you for breaking it down to
7 where we can understand it better. So that -- that was the
8 staff's recommendation to place it in the bridge rehab
9 subprogram.

10 MS. WARD: As a --

11 MR. ELTERS: Is that an item that would normally
12 go through the Board for consideration if it needs to go into
13 the bridge rehab program, or how does that get decided?

14 MS. WARD: Mr. Chairman, Mr. Elters, it is a part
15 of the prioritization process. We chose to recommend putting it
16 there because of the P2P process because of the \$10 million that
17 was prioritized for I-10, for the I-10 studies. And so that is
18 where we placed it knowing that the bridge was also a very --
19 part of that high priority project. But yes, that is -- this
20 program is the Board's purview.

21 MR. ELTERS: Mr. Chairman, Kristine and Greg, I'm
22 certainly not disagreeing or debating the importance of I-10 or
23 the bridge. I guess my -- really my point or question is, is it
24 going into a system preservation fund which is a subprogram, or
25 is it going into the highway fund that gets allocated like every

1 other dollar where we're discussing and considering for the
2 projects that are needed funds around the state? That's what
3 I'm going with.

4 MS. WARD: So it is -- Mr. Chairman, Mr. Elters,
5 it is being reflected in the program as part of a subprogram,
6 the bridge subprogram. However, the intention was knowing that
7 the EAS and the DCR were upcoming, that the dollars were placed
8 in 2021 to then deal with the subsequent discussions with the
9 Board about construction.

10 Did I misstate anything here? Okay. They're
11 giggling, so I must have messed something up.

12 MR. ROEHRICH: Well, Mr. Chair and Mr. Elters, I
13 think if you remember under subprograms, a lot of those are
14 illustrative projects that we develop as staff, determines the
15 determination of whether it's a bridge, pavement or whatever.

16 Those then go through a process through PPAC that
17 every month that we bring to the Board, like some new projects
18 that we did this time that came from subprogram funds. Projects
19 get developed out of that, whether it's part of the ongoing
20 evaluation system, and also, if we determined there's really an
21 area that could degrade so fast that it needs immediate
22 attention, or it's part of the evaluation by the bridge program
23 and the pavement people who bring their project list forward.

24 But all those projects come back to the Board.
25 We don't go out and do those projects without having been

1 through the Board, either directly programmed, like the first
2 couple years of the program, or out in the subprogram through
3 PPAC that then come forward as projects that have a specific
4 scope and designation.

5 MR. ELTERS: And Mr. Chairman, Mr. Roehrich,
6 again, thank you for reminding us of that. And I understand as
7 you said.

8 I guess looking at the program and recognizing
9 that the two highest priority corridors and projects are I-17
10 and I-10, and there are other corridors that are equally as
11 important in our minds that are not being funded at all. I-17
12 seemed to have now, with the executive recommendation, received
13 the funding that it needs to move forward. I-10, as we know
14 today, is -- does not have adequate funding, but it's moving
15 forward with some study money and some design, some seed money
16 for design.

17 At a minimum, in my mind, if that is indeed set
18 aside from I-10, it would show I-10 to have the 50 million from
19 MAG that has been committed, plus 15 million that we can at
20 least look ahead and say perhaps we have \$65 million or \$70
21 million toward I-10. And when the study is complete and
22 determine or discerns the cost of those improvements, then we'll
23 know how the gap or the shortage is. Or that could go toward
24 something that is equally needed around the state that was not
25 funded at all. That's really the point that I'm raising, and I

1 think it's probably going to be appropriate for the Board to
2 just weigh in and offer some insight in that (inaudible).

3 Thank you for listening.

4 CHAIRMAN SELLERS: Board Member Stratton.

5 MR. STRATTON: Thank you, Mr. Chairman.

6 With these moneys that came from the federal
7 government, the 15 million specifically that's with the TOC, are
8 there any stipulations that that goes to freeways, or can it be
9 utilized anywhere on our system?

10 MS. WARD: Mr. Chairman, and Mr. Stratton, no, I
11 don't believe so. I think it's open to the program.

12 MR. STRATTON: Thank you.

13 CHAIRMAN SELLERS: Thank you.

14 MR. BYRES: Okay. We'll continue on.

15 These are the highlights of the public comment
16 period. We had three news -- oops. Let me go forward here
17 where we were at.

18 This covers the I-10, between Phoenix and Casa
19 Grande. This gives you kind of the detail of what we're looking
20 at on the I-10 through the GRIC project itself, as far as all
21 the details that we went through, as well as the scoring from
22 P2P. This is just basically the backup data that we had in
23 trying to bring forward the I-10 project for the ranking and for
24 where the funds are going, so...

25 This is a recommendation regarding the project

1 related public comments. On I-17, you'll see that in 2020 we
2 have money for design as well as right-of-way and construction.
3 In 2021 we have construction, as well as 2022 we have
4 construction.

5 CHAIRMAN SELLERS: Can I back up just for a
6 second, Greg?

7 MR. BYRES: You bet.

8 CHAIRMAN SELLERS: As we go through this process
9 and study with the Gila River Indian Community, are we also
10 talking to them about potential projects on State Route 347?

11 MR. BYRES: Mr. Chairman, the 347, yes, we are.
12 That's actually being -- that's a cooperative effort between
13 MAG, ADOT and the GRIC.

14 CHAIRMAN SELLERS: Thank you.

15 MR. BYRES: As we go forward with this,
16 recommendations regarding project-related public comments, this
17 is for the I-40, the US-95, and 191 for the Kingman Crossing.
18 There's that \$20 million legislative appropriation for
19 interchanges, and with the caveat that Kingman must have the
20 moneys by June of -- June 30th of '24.

21 On the US-95, Yuma to the Yuma Proving Grounds,
22 one of the big things is we do have to have the expenditure
23 encumbrance within the first year, which is exactly what we're
24 planning on doing in this current program.

25 And SR-191, through the Navajo Nation, there is

1 one project that we have currently which is an HSIP project,
2 which is 2.4 million that goes between Chinle and Many Farms,
3 and we are also applying for a BUILD grant for that same section
4 in the amount of a little over \$11 million.

5 Recommendations, additional recommendations here.
6 SR-77, Oracle Road to Calle Concordia -- or I say should say
7 Calle Concordia to Tangerine. There's \$11 million in 2022 in
8 the tentative program. The SR-260 Lion Springs section, at this
9 point in time we do not have a recommendation to put into the
10 tentative program. On SR-64 Williams to Grand Canyon, again, we
11 do not have a recommendation in the tentative program.

12 For the -- this kind of goes through all of our
13 expansion projects. So in 2020, we're looking at the Fourth
14 Street Bridge on I-40, as well as the West Kingman TI, US-93.
15 We also have the Prescott Lakes Parkway on 69, as well as the
16 gap project on 93. We also have I-17, which is the Anthem to
17 Sunset Point, design as well as construction within the I-17
18 Anthem to Sunset Point with -- including the Executive
19 recommendation or the additional funds that was just spoken
20 about by Kristine.

21 In 2021, we have the SR-69 Prescott Lakes Parkway
22 construction. We have I-17, which is that 62 million for
23 construction. We also have I-10, the DCR, and complete scoping
24 as well as the environmental assessment. And we have the SR --
25 or US-95 project, Yuma to Yuma Proving Grounds.

1 In 2022, we have, again, the I-17 project, 65
2 million set aside for construction, which includes the 45
3 million that's coming out of the legislative appropriation.

4 And again, this gives you the whole stretch of
5 I-17 with the dollar amounts that we have across each of the
6 different fiscal years and the sections that we're applying that
7 funding to, with the total being \$323.3 million, including the
8 appropriation that came through the Legislature.

9 In 2023, we have the first segment of I-10,
10 \$50 million set aside for that. And in 2024, we have the US-93
11 West Kingman TI construction at 56 million.

12 MR. HAMMOND: Chair.

13 CHAIRMAN SELLERS: Board Member Hammond.

14 MR. HAMMOND: I think you answered this question,
15 but which end of I-10 are you starting? Is it from Wild Horse
16 Pass south or --

17 MR. ROEHRICH: That would be your end,
18 Mr. Hammond.

19 MR. HAMMOND: Okay. I won't go there.

20 MR. ROEHRICH: What time would you like us to
21 start on it?

22 MR. HAMMOND: Which one's the rear and which
23 one's the...

24 MR. ROEHRICH: Which way's the horse (inaudible)?

25 MR. HAMMOND: Yeah, yeah, yeah.

1 MR. BYRES: Mr. Chairman, Board Member -- Board
2 Member Hammond --

3 CHAIRMAN SELLERS: You know, I kind of regret I'm
4 not going to be on the Board when Mr. Hammond is chair.

5 UNIDENTIFIED SPEAKER: Mr. Chair, Board Member
6 Hammond --

7 MR. BYRES: Part of the study that we have
8 ongoing with I-10 that we're kicking off is going to determine
9 how the projects are segmented, our start point and so forth.
10 So at this point in time, we don't know where construction is
11 going to start.

12 As we get into our development program, which is
13 2025 through 2029, again, we're -- we have bumped our
14 preservation amount up to 350 million to account for the lack of
15 preservation funding that we've had in the previous years due to
16 some of our expansion projects.

17 As far as our MAG program goes, at this point in
18 time the final adjustments will be made in September after the
19 air quality conformity is complete and we're updating the MAG
20 program. The updates include the absolute latest estimates,
21 cost estimates, as well as schedules, and, of course, everything
22 is reviewed through our financial management services for
23 conformity.

24 This gives you an idea of the projects that we
25 have within the MAG region. It's basically the same thing that

1 we've been showing, but it does have all the projects as well as
2 the costs that we currently have in the program until the
3 adjustment, final adjustments occur through MAG itself.

4 In the PAG region, this is a tentative program.
5 Again, we have projects on I-10, I-19, SR-77 and SR-210, I-10.
6 This is, again, through MAG's programming -- or PAG's
7 programming. Excuse me.

8 On the airport program, we have 5 million
9 currently devoted for the FSL program. We also have 10 million
10 devoted to the SL program, which is the state and local,
11 5.5 million for the APMS, as well as 50,000 for the Grand Canyon
12 Park Airport, and 1.1 million for airport development group
13 projects.

14 This does not include the 10 million that was
15 just appropriated. That 10 million went directly into the fund,
16 which will allow us to start going through our ACIP process and
17 pulling projects up, and as those occur, those will -- it will
18 take us some time to get to that point, and so over the next --
19 course of the next year, this board will probably start seeing
20 several projects coming through PPAC that are going to be funded
21 with that additional money. So you'll start seeing those come
22 through our ACIP program.

23 Next steps we have is the study session June 4th,
24 today, as well as we will present the final program on June 21st
25 at Pinetop. The program must be delivered to the Governor on

1 June 30th, and the fiscal year begins on July 1st.

2 CHAIRMAN SELLERS: Any other questions for Greg?
3 Board Member Stratton.

4 MR. STRATTON: I have one question and multiple
5 requests. The first question is in Tucson I asked how much
6 money, what the percentage being spent on the freeway was, and
7 you came back at 40 percent out of Rural Arizona. I'd like an
8 updated number on that now that all this new money is going on
9 freeways --

10 MR. BYRES: We can certainly do it.

11 MR. STRATTON: -- prior to the board meeting.

12 And also, I have some requests. Number one is if
13 this board were to decide to design Lion Springs, I would like
14 the options back from the Board -- or back from the staff at the
15 board meeting what those options may be, what it would -- where
16 the money would come from.

17 The second one would be if this board decided to
18 construct Lion Springs, design and construct, what are the
19 options for that money without impacting any expansion project
20 this board has previously approved?

21 And the third one is -- and I've talked to you
22 guys a little bit about this before. We have an overpass in
23 Globe that is to a school that is no longer a school. Now it's
24 going to be a private property, a pedestrian overpass. I recall
25 that someone from the Navajo reservation, I believe it was, was

1 saying that they had a problem with their children crossing the
2 highway were unsafe. I'd like to have staff look at the
3 feasibility of repurposing that overpass in Globe and moving it
4 to that particular location. And I apologize. It's been
5 several months. I don't remember the exact location. Maybe
6 Board Member Thompson can help me with that. But that overpass
7 was redone a few years ago after it had been hit. It was
8 replaced. And I believe they put that up in one single
9 (inaudible), so it could be moved in one single (inaudible), I
10 believe. I'd like staff to look at that and report back
11 (inaudible).

12 MR. BYRES: Can do.

13 MR. STRATTON: Thank you.

14 CHAIRMAN SELLERS: Any other questions or
15 comments?

16 Board Member Thompson.

17 MR. THOMPSON: Chairman, I think -- I really
18 appreciate the fact that you've mentioned a lot of projects in
19 District One are happening. I certainly appreciate that.

20 Where I come from, there's not too many projects
21 happening. There's not that many roads either. So the concern
22 is that the need for road improvements for the safety of our
23 children, our first responders, and for (inaudible), for our
24 community is no less important in rural areas than in these
25 urban populated areas. (Inaudible.) So the less populated

1 areas need the financial support for transportation improvements
2 to achieve what the urban areas enjoy.

3 According to the Federal Highway Administration,
4 40 percent of the roads in rural areas are not adequate for
5 current traveling. So that is -- you know, that's quite a
6 difference, and that's where my concern is, and I've been
7 expressing that since I became a member. It's a comment. I
8 want to say that. So I think the more we discuss about the
9 rural communities, their issues, we can still come to some
10 recommendation of how we can put the funding together to address
11 the needs of the rural, remote areas.

12 MR. ROEHRICH: Mr. Chair, board members, I think
13 I just want to make some general comments as well. We're not at
14 a point as where we have spent the past, you know, six months or
15 more working on developing this tentative program and have taken
16 it through our planning process, our programming process, the
17 public hearing process. This, again, is staff's recommendation.
18 This is the pot of money that we have available. This is now
19 the time that we've been through this, is for the board members
20 to talk about what you would like to see this money go for given
21 how we have explained our emphasis on preservation,
22 modernization, what limited availability there is for expansion
23 and things like that.

24 But I don't -- Mr. Stratton, you said give us
25 options. I'm not sure how to address options. Do you have

1 thoughts on what you'd like to see done in the program? Because
2 with this finite amount of money and fiscal constraint, what do
3 you want us to move out? What do you want us to put in? What
4 do you want us to consider? Because it's going to be -- here's
5 the thing that we're going to struggle with, and I'm going to be
6 very frank. We gave you our best option is what we're
7 proposing, because we have gone through whatever our planning
8 process is, our evaluation process, looked at what we wanted.

9 What now is in your mind as far as options to go
10 forward, realizing that because of fiscal constraint, we move
11 something out, we move something in, we refocus from one area to
12 another area, it means that we need to have a specific purpose
13 and reason to do that, but that's what this board is going to
14 lead us through, guide us through. And if the majority of the
15 Board agrees with that at the end of the day, then that becomes
16 the program.

17 So when you say, well, get us options or
18 Mr. Thompson said put more money into rural, we'd love to do
19 that if we had more money, but we only have this money. How
20 would you like to guide us and help us choose those options and
21 where then this money goes, to what list of projects or what
22 type of improvements? That -- that's where we're at now, is
23 this is our recommendation. What does the Board want us to
24 consider?

25 CHAIRMAN SELLERS: Well, and I think I should

1 comment as well, that, you know, I share the concern about the
2 need for making improvements in our rural areas, but MAG and PAG
3 do bring local money to the table that pays for a lot of the
4 projects that I mentioned earlier in MAG region. So it doesn't
5 diminish the need for what we'd like to see accomplished in the
6 rural area, that is -- that is a factor.

7 MR. HALIKOWSKI: So Mr. Chairman, I guess I'd ask
8 Mr. Stratton for some thoughts. I mean, there are a lot of
9 different things we fund in the five-year program (inaudible)
10 specifically you would want us to look at and consider to offer
11 back as options.

12 MR. STRATTON: It would be hard for me to say
13 specifically where -- not knowing all of the places that you
14 have, and that's why I'm asking for options, but those options
15 might be (inaudible).

16 As far as telling what the majority of this board
17 may want to do, I don't believe the agenda is set up that we can
18 give you a nod or say what the majority of the Board wants until
19 it's correctly agendized.

20 MR. HALIKOWSKI: I understand that. I guess I'm
21 trying to figure out in your mind are there things we're funding
22 that maybe we should be considering not to fund in the future?

23 MR. STRATTON: Again, I'm going -- not knowing
24 all of the things you funded, it would be difficult to say one
25 particular item.

1 MR. ROEHRICH: Everything in the -- in the
2 program has been funded. It's identified there.

3 MR. HALIKOWSKI: So the other thing, I guess,
4 too, Mr. Chairman, that I want to bring back emphasis is the
5 question on, you know, the Gila River bridge. Is that something
6 you want us to look as an option of funding or not funding that
7 \$10 million? I mean, that's our recommendation, that that's the
8 highest and best use of the money, but again, the Board brought
9 it up, and I'm not sure where you want us to go with that, or
10 should that be considered as an option for Lion Springs?

11 MR. ELTERS: Mr. Chairman, Director, staff, I'm
12 -- I'm going to try to offer some thoughts, and I have a lot of
13 them on my mind. And I would start with the higher level that
14 -- this is really an interesting dilemma. What Mr. Roehrich
15 said is very true and very real, and that is the pot is what it
16 is. Staff has taken the best shot at it based on data
17 collected, program in place, the long range plan that the Board
18 voted on just a year ago and so on.

19 I think it boils down to is there a point where
20 we can reach a balance, and to do so, you'd have to look at the
21 big picture from what -- what we do with the three categories,
22 the expansion, modernization and preservation. We have
23 established a goal of 2025 of reaching \$350 million a year for
24 system preservation. Now, that is a substantial number, and it
25 will be great to see that in contrast with where have we been in

1 the last, say, five years, '19 through '24? How have we
2 increased those dollars annually, and where do we project it to
3 be in 2024, and where -- and then we jump to 350, and we stay at
4 350.

5 I think it would be helpful to the Board and
6 certainly to myself to understand that 350 mark. How did it
7 come to be and what the -- perhaps the impacts are. We all want
8 to preserve this wonderful asset that we have. But at what
9 extent -- you know, to what extent do we have to get there? And
10 is 350 really the mark? Is it -- is there any flexibility
11 there, and what would the impact of that be? Because obviously,
12 as long as the pie is what it is, we -- I don't think we really
13 want to rob Peter to pay Paul, and there are a lot of formulas
14 and constraints into the (inaudible).

15 MR. HALIKOWSKI: 350 is our best recommendation,
16 and I guess what we're trying to clarify is we put the
17 recommendation before you, but now you're talking about
18 impacting subprograms, and it would be helpful if the Board were
19 to give us some idea that you're leading into what subprogram
20 you want us to impact if we give you options.

21 We've talked about how we got to the 350 number.
22 We can explain that again. But my point being is that whether
23 it's SR-77 or other facilities, each of you have brought up to
24 us we believe that 350 is the necessary number for pavement
25 preservation. If the Board decides that it wants to reduce that

1 number, I wouldn't call it flexibility. I mean, it's just a
2 choice you're making to reduce that program and put the money
3 into someplace else. But that's up to the Board. We can
4 present to you our best recommendation. So I don't know what
5 subprograms you want us to go after.

6 MR. HAMMOND: Mr. Chairman.

7 CHAIRMAN SELLERS: Board Member Hammond.

8 MR. HAMMOND: I think the way I'm kind of --
9 these questions of allocation have been coming up throughout the
10 full six months that we've been discussing this next five-year
11 plan. I think the question that I'm hearing is, is it
12 appropriate to modify that at the June meeting, and as a board,
13 I guess we have a right to do whatever we -- we have rights as
14 board members.

15 I want to back up and say that I did --
16 especially when the Lion Springs project came out of the budget,
17 when I came up and met with Greg and staff over the tentative
18 five-year plan, I asked Greg specific questions about the P2P
19 process and the prioritization and how they go about objectively
20 making choices. And a lot of objectivity goes into those
21 choices, and frankly, there is some subjectivity, which is
22 probably where we're at as board members, because the objective
23 analysis is what it is. But at the end of the day, you're
24 taking a lot of input and weighting it, and you can change
25 weightings, and you can, frankly, affect results by how you

1 weight and that sort of thing.

2 But I was impressed with ADOT's attempt to be
3 objective on what are the priorities of the State. So as a
4 board member, and over the years before some of the board
5 members were even on this board, I've been very reluctant to
6 override staff for that reason.

7 I want to make a comment, though, because it's
8 been -- come up in a couple of the last sessions on, you know,
9 hey, it was in the five-year plan. It should stay in the five-
10 year plan. I remember when Steve Christy -- in fact, it may
11 have even been when (inaudible) was a board member, when I-10
12 was totally planned to be widened to three lanes all the way to
13 Phoenix. It was in the plan. It was funded. And then the
14 Great Recession hit, and that plan was drastically modified in
15 order to make available funding for some of the non- -- for
16 rural projects. There would have been no money for anything
17 other than I-10 after that recession hit. So we -- so they took
18 -- we took out the section at Picacho, we took out the section
19 at Coolidge, I guess, and we didn't do the modifications for the
20 Indian reservation so that the rest of the state could receive
21 funding.

22 You know, we have always had to flex the
23 priorities and the money available, and the real issue, frankly,
24 is every year we get less money, and until that's addressed,
25 there's going to be winners and losers on the projects that

1 should be construction -- constructed for safety reasons.

2 So I don't know from -- as a board member how I
3 would look at, you know, trying to change that funding
4 recommendation at the next meeting, but I just want to point out
5 that it -- I think staff, as Director Halikowski has said, has
6 done a very objective -- none of the staff members have any skin
7 in the game as we do as community board members, other than the
8 best interest of the State, and they've put forth a plan that in
9 their opinion reflects that interest. So that's all I want to
10 say.

11 MR. HALIKOWSKI: Mr. Chairman, if I could, I
12 would disagree that we don't have skin in the game. Our
13 families drive the same roads as everyone else's, and everyone
14 at ADOT here is committed to getting everybody's loved ones home
15 safely at night. And so when we're looking at the program and
16 trying to balance need, safety is our number one priority.

17 So from my perspective, unless you have specific
18 requests, Mr. Stratton, I really don't know what to come back to
19 you with as options. And if board members between now and the
20 meeting want to give us ideas for amendments to the recommended
21 five-year program, we'll be glad to help you draft those up.
22 But at this point I don't know how to answer your question when
23 you say bring me back options, because, no disrespect, but it's
24 like sending somebody down to the river to bring you a rock.
25 What size? What color? You know, what shape? It's very

1 difficult. As you say, you don't know all the things we're
2 funding for me to come back and try to read your mind about what
3 would be acceptable or not. So i would need some specifics from
4 the Board (inaudible).

5 MR. STRATTON: Point well taken. I do want to
6 make a comment prior to answering that, though.

7 As Board Member Hammond said, the staff, you all
8 have done a really good job on this, and it's a very tough job,
9 and I do respect you and your opinions for this (inaudible).

10 Director, I intentionally left it broad in order
11 to give staff a little latitude in finding options that may or
12 may not impact other projects. Personally, I think it would
13 be -- one of the options would be construction of Lion Springs
14 would be to take money out of pavement pres. over the years to
15 accomplish that. Obviously the money that came, the 15 million
16 that came down (inaudible), that's obviously an option
17 (inaudible) design and partial construction, or maybe just
18 design and then put the rest in I-10 or something. And that's
19 why I'm hesitant to be real specific about that. It may be
20 other things we find that were funded in the past it may not
21 need to be funded now and -- I don't know exactly, so...

22 MR. ROEHRICH: So Mr. Chair, Mr. Stratton, here's
23 what -- why it's a little difficult for staff. Because we don't
24 feel that our recommendations in there are things that we're not
25 -- that we're funding that are not a priority. It is a

1 priority. And now it feels like that we're being asked to go
2 back and say, here is our number one priority to the Board, but
3 you, staff, now you go back and (inaudible) options, change your
4 priority. And for us, it's, well, how do we change our thinking
5 on how we put this together? Because we feel it is our number
6 one priority, what we had given you in this tentative program.
7 And that's where we would really like from you, Board, to give
8 us options on where you'd like us to change what you think is an
9 appropriate shift in priority and adjustments, whether it's
10 broadly based or specifically based.

11 Because here's what it's going to come down to:
12 If you want to put a project in, you move something out. And
13 now we're at a point of saying, we've already told you this
14 project is our number one priority. Well, give me options to
15 move it out, put something else in. All our options are going
16 to be leave this, because that's our number one priority. But
17 you're balancing what you think is necessary, how you feel from
18 your constituency, from people you talk to. So I'm finding it
19 difficult to say, well, I've given you our best shot. We'll go
20 back and a different shot.

21 Well, what is it that you want me to do
22 differently now in my thinking around this? Yes, you want a
23 specific project or improvement, in which in our mind has not,
24 at this point in time, risen to the top where we're funding it.
25 What do you want us to take out as a priority? And that's where

1 I think the director's saying how -- broadly telling us to go
2 back and do something, I think at this point, isn't helping us,
3 because we need to get down to the very specifics. The
4 specifics are what do you want out in order to put what you want
5 in? So...

6 MR. STRATTON: And I think one of the options I
7 just gave you to look at, I don't thinking it would be
8 appropriate for me to say this is the only way to do that,
9 because there's multiple ways to accomplish the ultimate.
10 (Inaudible.)

11 MR. THOMPSON: Mr. Chairman.

12 CHAIRMAN SELLERS: Board Member Thompson.

13 MS. PRIANO: Can you talk into the mic?

14 MR. HALIKOWSKI: You need to turn your mic on and
15 speak into it, please.

16 MR. THOMPSON: This has all been healthy
17 discussion. I think we're all having respect for how we say and
18 (inaudible) administration. I think outside the budget that's
19 presented to us, are there any ways outside it? HELP grant?
20 What is that? Maybe through some legislative process? How is
21 it that we can begin to fund these other projects that we're
22 talking about?

23 MR. HALIKOWSKI: Mr. Chairman, Mr. Thompson, the
24 program we have to present to you has to be fiscally
25 constrained. So I can't really work in possibilities of future

1 legislation and possibilities of federal grants. I had to give
2 you the money that I know that I had coming. So it's not based
3 on speculation.

4 The other thing is that when we talk about
5 options, do I take 25 million out of pavement pres.? Do I take
6 45 million? Do I take 75? I mean, we could come up with
7 various permutations, but we need some more specific direction.
8 I mean, if you want us to go after pavement preservation and
9 explain to folks why their roadways in rural Arizona are
10 deteriorating, we can do that, but I need a little more
11 specifics than, you know, come at me with giving me some money.
12 Is there something you want to accomplish? Do you want Lion
13 Springs fully funded in the program for construction? And I
14 think the answer to that is yes, but from our perspective, we
15 look at it, this is number 38 on the priority list. How do I
16 move something out ahead of that that I think is a better
17 project to begin?

18 So again, going back to it, if there are
19 amendments you want us to make between now and the next board
20 meeting, we'll be glad to help you draft up those specifics.
21 But other than that, what Floyd has said, we've given you our
22 best recommendation, and I'm not going to change that
23 recommendation. The Board will have to do that through
24 amendments (inaudible).

25 CHAIRMAN SELLERS: Member Elters.

1 MR. ELTERS: Mr. Chairman, I would say these are
2 similar debates that have been going on for a long, long time,
3 because we've been in this same position for a long, long time.

4 Looking at this, so we started in February with a
5 study session. Staff took their best shot at putting a program
6 together. Let me take this opportunity to echo what I heard
7 from Board Member Hammond and both John and Floyd, and that is
8 staff did -- put their best effort forward, and they're to be
9 commended and applaud for. This is not a critiquing of the
10 effort itself. But we've been at it since February, and we had
11 three public meetings. The public came out, expressed their
12 concerns and needs and perspective, and that produced a list of
13 projects. That is about seven or eight of them, including I-10
14 and I-17 and others.

15 I-17, we can all be proud of the fact that it is
16 now covered with help from the executive recommendation. I-10
17 is starting to get covered. Some projects on this list, we
18 received an appropriation one way or the other, including US-95.
19 You know, it looks like SR-91 is getting some funding for
20 shoulder widening, which will help with safety, and there's a
21 grant allocation to bring other safety improvements.

22 So it looks like there is a -- there is a broad
23 collaborative effort to respond to the public as a result of
24 these public meetings and fund these projects. When you look at
25 this list, SR-87 getting some pavement pres. job, and looks like

1 SR-64 is getting some -- it leaves that SR-260 Lion Springs.
2 Given the amount of testimony that we heard related to that,
3 from emergency responders and others, it presents at least in my
4 mind as a need that has not been addressed, that it's not --
5 it's not anybody's fault.

6 So when I asked the question earlier related to
7 where have we been at in the last five years with pavement
8 preservation, and how does that compare to the 350, in my mind,
9 I am not looking at just that one source or one year. But if
10 indeed we spread the pain to try to address this need, is it
11 possible that we've been sitting at 310 or 320 or 330 at
12 pavement preservation a year, and we can go up to 335, 340 or
13 345, and out of the 350 set, for example, 5 or 10 million a year
14 over so many years to try to meet that need. Those are the
15 types at least of thoughts that I am contemplating or wondering
16 if they would even work and what would the impact be.

17 I mean, I'm being as specific as I can to give
18 you a direct insight into my way of thinking without directing
19 or taking anything. But to figure out if there is a way that we
20 can, you know, meet this need and deliver this project, not
21 necessarily in one year or two years, but maybe longer. You
22 know, how -- if -- again, this point has -- it is what it is,
23 and we're just trying to make the best of it.

24 MR. ROEHRICH: So Mr. Chair, Mr. Elters, I guess
25 I got a couple thoughts as well. As far as the pavement

1 preservation goes, if you look at the last five years, we've
2 probably been spending somewhere around about maybe average 260
3 million a year on pavement preservation. We've never gotten
4 over 300 million. Maybe the highest we've gotten was around
5 280, I might be thinking, one year.

6 But if you remember from the presentation -- I
7 wish we had the slide here -- but if you remember the pavement
8 and bridge conditioning, how that yellow band keeps growing,
9 it's been growing for more than ten years, even as we've put
10 more money into it, because our buying power has been reduced so
11 much, and we're actually get less projects done, our pavement in
12 the fair condition keeps growing. So we are not catching up,
13 and we've never hit, I think, more than \$280 million at this
14 point. 300 to 320 was our goal to try to build up over the next
15 so many number of years.

16 So we're fighting bridge and pavement
17 preservation that continues to deteriorate, even when we
18 incrementally make steps forward with it. But we have not hit
19 the highest levels that we can yet, that 320-plus million. Our
20 goal was to get to that, and that was really to stop the
21 sliding. It was not going to regenerate back and grow back our
22 good condition successfully.

23 MR. HALIKOWSKI: And the sliding, which I have to
24 defend when I go to talk to the Executive Budget Office, is that
25 the Governor's and the Legislature's budget has now \$52 million

1 in it to keep good pavement in good condition, which they funded
2 over the last two sessions. So clearly, pavement preservation
3 is a priority, and it becomes a priority when I get a million
4 dollars worth of windshield claims because our pavement's
5 unraveling in certain areas.

6 So to say that expansion is a priority over
7 pavement preservation is very difficult for us to do, because
8 pavement preservation to me is directly related to safety. And
9 when you start having pavement deterioration, you begin having
10 unsafe conditions. Whereas from an expansion perspective, we
11 are building exactly the system that the taxpayers (inaudible).

12 So you're asking me to make a choice and give you
13 various levels, the way I see it, of haircuts on pavement
14 preservation, which is difficult to do when our policymakers and
15 elected officials are giving us money to keep good pavement in
16 good condition.

17 So we're really, again, robbing Peter to pay Paul
18 and chasing our tail in a way. And for someone to come in and
19 say, well, we don't have, you know, the courage to expand a
20 project or whatever, that's very shortsighted in what we have to
21 deal with as a department to answer needs all over the state, up
22 to and including why is there trash on the highway?

23 And again, we can't fund everything to the level
24 that everybody wants. We can only fund it to the level the
25 taxpayers are willing to provide us.

1 So I go back to the same question is if you want
2 to begin to remove money from pavement preservation, then let's
3 work up an amendment for you to bring to the next board meeting
4 to suggest that, and then we can figure out where you want to
5 draw that from, because right now, I don't know.

6 MR. ELTERS: Mr. Chairman.

7 CHAIRMAN SELLERS: Go ahead.

8 MR. HAMMIT: Mr. Chairman, Director, Mr. Elters,
9 anything we do for a project, we need to take it out of one
10 year. We have fiscal constraint. So I can't carry over money
11 on multiple years. So if we did, say, Lion Springs and the
12 construction element's 45 million, we need to bring that out of
13 whatever pot in the one year, because we can't save money over
14 the future, because our whole program or most of it is federal,
15 and there's spending deadlines. So that's just something for
16 consideration I wanted to make sure everyone knew.

17 MR. STRATTON: Mr. Chairman, Dallas, as you're
18 saying that, if you have a project -- this is a point of
19 clarification for me -- say a design was going to take two
20 years. Would it be funded out of two years or funded out of the
21 first year?

22 MR. HAMMIT: Mr. Chairman, Mr. Stratton, what we
23 do is when we obligate those funds, we have all those funds in
24 the current year. Even though it could take me two years to
25 spend it, we have it in the current year that -- we have all the

1 funds when we start the project. Does that make sense?

2 Kristine can say it better than I can.

3 MR. STRATTON: I guess what I'm asking is, for
4 instance, in the Lion Springs, again, the design is 4.5,
5 \$5 million, estimate. Is it possible to take 2 million out of
6 -- is it legal, is the question, to take a portion of that money
7 in one year and a portion in the next year?

8 MS. WARD: Mr. Chairman, Mr. Stratton, I think
9 that I need to illuminate you on something. It is this board's
10 policy -- it's in the policy that we cash flow the program. We
11 have done that. What you're talking about is cash flow.

12 In -- on design, you know, design, you typically
13 get through designing a project. You can burn through that in a
14 year. You can spend those dollars in a year. So you don't cash
15 flow those dollars, because they'll all be spent in that year.
16 On multi-year projects, we are cash flowing those behind the
17 scenes. You don't necessarily see it, but we're cash flowing it
18 to make sure that you have the maximum dollars available in any
19 given year.

20 So take, for instance, you got a \$40 million
21 project. What's happening behind the scenes is I'm taking that
22 \$40 million project, and I'm spreading that cash flow over a
23 number of years, even though you see it in that one year, and
24 it's that flowing that allows those multiple projects to be in
25 those years. So to your point, that's happening already. We're

1 already spreading those costs over multiple years, and it is the
2 policy that this board, and that's how I construct it.

3 MR. ELTERS: Mr. Chairman.

4 CHAIRMAN SELLERS: Board Member Elters.

5 MR. ELTERS: Thank you. Thank you, Kristine.

6 I guess two points, really. One is related to
7 the pavement preservation and not suggesting (inaudible). I'm
8 just talking about the level of increase -- we're increasing,
9 and we want to increase, and we want to preserve the system.
10 I'm just talking about a contrast between where we've been in
11 the last five years, including this year, and how we continue to
12 fund system preservation in general and build it up. It's the
13 level of buildup that I'm just zeroing in on.

14 Again, it's -- if we go from whatever number it
15 is, if it's 290 or 300 and we go to 330, that's an increase of
16 \$30 million. That's 10 percent that we can all debate what that
17 means of how much it would get us as far as the fair conditions
18 versus the poor conditions and so on. So that's one point.

19 The other is we are doing now for I-17 and I-10
20 what we're -- what we've done all along for years and what we
21 will likely continue to do in the future, and that is you fund a
22 project over multiple years, and when you go to construction you
23 have to have those dollars in place, whether you use -- whatever
24 mechanism you use, including bonding.

25 So I -- I guess my -- I'm really just trying to

1 -- I don't have a specific preference. I'm speaking in general
2 because I feel passionate about it and feel compelled to share
3 those thoughts. And it's -- you know, it -- I don't know that
4 it has to be done in year X or year Y or year Z. Just it's --
5 just as we're doing with I-17, we've been looking at I-17 for a
6 while, and now that this funding has come about, and it's going
7 to get delivered in the future. It's not starting next year, at
8 least not construction. So -- and I-10 is no different. I-10,
9 we're doing the study. We're going to design it in some year,
10 and then hopefully find the money in the future. It's that
11 approach that I'm just zeroing in on and considering.

12 And thank you, Mr. Chairman, and (inaudible).

13 MR. HAMMIT: One thing I want to make sure
14 everyone -- Mr. Chairman, understands. That 360, that it is
15 bridge and pavement, I want to make sure we're -- the biggest
16 part is pavement preservation, but it also includes our bridge.

17 The thing that we can do, we can get that number,
18 but I think it would be also very important to see how many
19 miles we touch. As I stand in front of you on a monthly basis
20 and explain the cost increase, we've seen over the last two
21 years a 25 percent cost increase. So that means our -- Floyd
22 alluded to that in his comments earlier. Even when we go up to
23 360, we have a two-year buying power, the 280. So we're not
24 increasing the miles we're preserving. It just costs us quite a
25 bit more if we continue that.

1 Thank you, Mr. Chair.

2 CHAIRMAN SELLERS: Board Member Stratton.

3 MR. STRATTON: To address your point of being
4 more specific, we received a lot of new information today. I
5 would like to have a chance to digest, and then I'll either meet
6 with you or have a conference call with you later this week or
7 the first of next week in order to give you more thoughts and
8 maybe more specific (inaudible), if that works for you.

9 MR. HALIKOWSKI: Okay. Thank you.

10 CHAIRMAN SELLERS: Okay. And then I'll just make
11 one personal comment about something that the Director said
12 earlier about we are giving the taxpayers what they're willing
13 to pay for. I wish that were true. I'm not sure that we give
14 the taxpayers the opportunity to decide what they're willing to
15 pay for right now.

16 Okay. I think that closes out Item Number 1.

17 Moving to Item Number 2, discussion on the call
18 to the audience procedure. This is for information and
19 discussion only.

20 MR. ROEHRICH: Yes, sir. Thank you, Mr. Chair
21 and board members.

22 So as has been presented before, we've been asked
23 as staff to look at different options regarding call to the
24 audience and how we conduct call to the audience. I know one
25 comment that has been made, we have the call to the audience at

1 the beginning. People will come in and say and then leave, and
2 then they don't see the rest of the discussion that goes on with
3 the funding issues we have, all the other additional issues that
4 we have that need to be addressed. And what could be some
5 options of how we conduct call to the audience, where we conduct
6 call to the audience.

7 And let me just selfishly say when I met with the
8 Board's attorney, I found out that the Board does not have to
9 even roll call to the audience. So piss on them. Let's just
10 say no call on the audience. Oh, wait a minute. Let's not do
11 that. Let's not do that.

12 MR. HALIKOWSKI: Floyd, your counseling
13 appointment with me is at one o'clock.

14 MR. ROEHRICH: Okay. So this board is much more
15 (inaudible) --

16 MS. KUNZMAN: Just for the record, that wasn't my
17 idea.

18 MR. ROEHRICH: But what it doesn't say, actually,
19 we have some -- kind of (inaudible) how they want to conduct
20 call to the audience and how they want to gather information
21 from the public in consideration of the transportation issues
22 that are out there.

23 So Linda has actually went out and did a lot of
24 research in how other public agencies were doing it, state
25 agencies, other Arizona state agencies, local government

1 agencies, cities and other people on how they've done it, and
2 there's actually a pretty large approach to call to the
3 audience. And so Linda prepared kind of as a starting point,
4 here are some options that we've seen from other locations and
5 other areas on call to the audience. I think you may want to
6 just run through those real quickly.

7 And then I (inaudible) to the Board, once we kind
8 of set in on something, if we want to make an adjustment, I
9 think it's important that we do kind of document that through
10 maybe a policy or process that's a little bit better defined.
11 Right now we've got the paragraph basically defining it in the
12 Board agenda, but I think we can probably formalize this a
13 little bit more.

14 So did you want to run through some of the
15 options that you found?

16 MS. PRIANO: Sure.

17 MR. ROEHRICH: And then from there we can talk to
18 the Board and see if there's a pleasure on how you want to
19 adjust it.

20 MS. PRIANO: All right. So right -- we already
21 know our process for Arizona to go through it all. When I was
22 doing my research, I noticed that some of them do the call to
23 the audience at the end of the meeting only. Others did call to
24 the audience at the beginning of the meeting such as the way we
25 do ours currently. And then some do call to the audience at the

1 beginning of the meeting and at the end of the meeting, setting
2 a time limit for 15 minutes. Once that 15 minutes is up, they
3 do keep the public comment documentation for every -- for all
4 the board members to see, but once that time limit is up, they
5 do not allow the other people to speak. So that's something to
6 think about.

7 And then the other thing that they do is they'll
8 speak -- if they have -- if they want to speak on a specific
9 agenda item, they'll call -- be called up during that -- before
10 that agenda item is heard.

11 If the public intend to submit written materials
12 or resolutions or whatnot, they provide the copies for the board
13 members. They bring them to the meeting. So it's difficult for
14 us a lot of times, because we do travel to different areas.
15 People do come up to me and ask can you make copies for me.
16 It's not my -- you know, it's not my public building for me to
17 -- you know, I have to go and find somebody to make copies.

18 One that I thought was interesting is if you --
19 when you do the call to the audience, a couple of the meetings
20 they do a final call for submission. So once the meeting
21 starts, people cannot start filling out the forms and walking
22 them up to me for me to then walk them up to the Chair.

23 So there's a few different options that you guys
24 can discuss and see what works best for you. But yeah, that was
25 interesting. The public comment forms were not accepted after

1 the meeting was called to order. And that's it.

2 CHAIRMAN SELLERS: Board Member Hammond.

3 MR. HAMMOND: I'll speak first and then I'll get
4 overridden by board members as we go through here. It's better
5 to speak last probably.

6 But I find our call to the audience system okay.
7 I don't have a big problem with it. I like it at the beginning,
8 because if you're going to, you know, get through kind of the
9 unknown randomness of speakers, why not do it up front rather
10 put it towards the end.

11 I think the model that the RTA, PAG uses is --
12 works well, where they limit it to 30 minutes or 45 minutes, and
13 where I see the problem with the public process is repetition.
14 If they knew there was a time constraint, maybe they come up and
15 in a group and say we all share this opinion or something like
16 that. If they had a time limit, they might be a little more
17 efficient in their comments, but I tend to like it at the
18 beginning, so...

19 MR. ROEHRICH: And Mr. Chair, Mr. Hammond, I
20 think that's what we saw kind of looking at the agencies that
21 put, like, a 15-minute time limit on it. They would give each
22 speaker somewhere between two and three minutes, and then cap it
23 at 15. I think it was for that reason as well, to take those --
24 you know, you've got six, eight, ten people who want to come and
25 comment about the same thing. Lump those together in one area

1 so that you can continue to get these other topics as well
2 brought forward. Whether, again, that's something the Board
3 would want us to do, we'd have to set then a process about how
4 we would deal with that.

5 CHAIRMAN SELLERS: Board Member Thompson.

6 MR. THOMPSON: The way the process is, I don't
7 have any problem with it. The way I see others do is that to
8 have a call to the public with a limited time, and also for
9 people that come in late, they can be called -- called back at
10 the end of the meeting.

11 CHAIRMAN SELLERS: I guess my only comment about
12 the time limit is if you put a 15-minute time limit on the call
13 to the audience, would you need to have that so that you put
14 time limits on specific items on the agenda so that you don't
15 end up with one agenda item monopolizing the whole 15 minutes,
16 or how would you handle that?

17 MR. ROEHRICH: Mr. Chair, I think that's -- I
18 mean, I think that's a good question that we'd have to figure
19 out, what would then be the process that the Board would want to
20 do, or basically say, again, we'll take them in order that you
21 give us them to us. When the 15 minutes are done, the 15
22 minutes are done, and like Linda said, anybody else who's filled
23 out a request, we keep it as part of the public record, but they
24 don't have the opportunity to speak on it publicly.

25 CHAIRMAN SELLERS: I know I've been involved in

1 meetings where people have been told you had 10 minutes for a
2 particular agenda item, so decide who you want to speak on it.

3 MR. ROEHRICH: And again, that could be something
4 if the Board would choose that as a process.

5 MR. HAMMOND: Mr. Chairman, just a quick follow-
6 up. I'm sorry. I don't know that -- you might be trying to fix
7 a problem that doesn't exist. In four and a half years, I think
8 we've been to two or three occasions where I thought that call
9 to the audience really went over the top. So just for the
10 record.

11 MR. ELTERS: Mr. Chairman.

12 CHAIRMAN SELLERS: Board Member Elters.

13 MR. ELTERS: Thank you.

14 I thought the reason for this discussion was not
15 so much what we do now, because I like what we do now. In fact,
16 the fact that the Board travels around the state to be
17 accessible makes it even more plausible to not limit it -- I
18 don't think we've -- we've hardly had any time other than the
19 three public hearings on the five-year program where we've had
20 perhaps a higher than usual number of speakers, and so other
21 than that, it's usually really not many.

22 So my recollection or my understanding, the
23 reason this item was agendized was to discuss when we have the
24 call to the audience. And specifically, we've had a number of
25 meetings where -- just as we did today, we take this to heart.

1 We discuss our thoughts and based on our perspective and
2 background, and we try to do the right thing, and there's no one
3 in the audience, or those that have spoken have said, oh, by the
4 way, we need this project and that project, or this is safety
5 and that's needed and have left.

6 So to your point, when you say it would be great
7 if the taxpayer had an option to vote on what they want, it's
8 part of the education process. I really thought going back, the
9 reason this item is on the agenda is all about education and the
10 audience that comes, that takes the time -- these are the people
11 that care. They travel to wherever the Board is meeting. In
12 some places they travel from city to city and across the state.
13 They need to understand what we're deliberating about and what
14 we're faced with. And I thought to that end, most of them
15 speak, leave and are unaware of many of the issues.

16 So if there is a way to move it to the middle or
17 toward the end. And I don't know what the impact would be.
18 Maybe they will get bored and leave anyway, but at least it's an
19 opportunity for them to wait to still speak and to hear -- to
20 see what we do and how we do it and the fun that we have doing
21 it.

22 CHAIRMAN SELLERS: Well, and I think the most
23 important thing is that everyone feels that we want to hear from
24 them.

25 Board Member Stratton.

1 MR. STRATTON: Thank you, Mr. Chairman.

2 I brought this up several months ago, and it came
3 up because after our meeting in Show Low, if you remember all
4 the people talked about the Heber highway and this and that, and
5 then they got up and left. And they had no idea the problems we
6 had with money, as we have been through today back and forth on
7 things and projects. And it was my thought that if we had that
8 at the end, at least they would hear the financial report. They
9 would hear the debate that we go through and the problems we
10 have on trying to fund all these projects. At least have an
11 understanding of what we wrestle with.

12 I think above all, it's most important that we
13 allow the public to speak. They are the taxpayer. They are the
14 ones funding this, and it's very important that they have their
15 day and their time to speak, no matter where it's at in the
16 meeting. To me, that's the most important thing.

17 I do agree with the Chairman (inaudible)
18 repetition, and no matter where we have it, it might be a good
19 thing to somehow, when we speak to that, and if there's multiple
20 people delivering the same message, maybe they can pick a
21 speaker. They can all come to the podium so we can see their
22 numbers, but at (inaudible) or something. I don't know what the
23 answer to that is, but thank you.

24 CHAIRMAN SELLERS: You bring up an interesting
25 thought. My thought was, well, they could always show up an

1 hour late. Fine. We would require them to sign in at the
2 beginning and close the sign-in at the start of the meeting.
3 They'd have to stay to the end. I don't know whether that's
4 punishment, having to listen to us for an hour. But -- and that
5 puts -- my issue is they get up and leave and don't appreciate
6 the issues we're dealing with, but you know...

7 MR. HAMMOND: But regardless of that, I still
8 don't want to do anything that discourages people from
9 addressing us.

10 MR. STRATTON: I don't think you should --

11 CHAIRMAN SELLERS: Board Member Knight.

12 MR. KNIGHT: A different perspective. We always
13 have our board meetings at 9:00 a.m., and they're on a weekday.
14 So by having them at the beginning, if they're able to come --
15 you've got to keep in mind that at lot of these people have
16 jobs, and so they're -- they're taking time out from work to
17 come here to speak to us. And if they have to wait an hour or
18 two, it takes that much more time away from their work.

19 I don't think most of them get up and leave
20 because they get bored. It's because they have other things
21 that they have to do that day, whether it be work or whatever.
22 But they want to be heard by us. So they come in. They know if
23 they get here first thing, they're going to speak to us, and
24 then if they have the time, they can sit through the whole
25 meeting. That's their choice. They can sit through the whole

1 meeting and be educated, or if they have other things that they
2 need to do that day, they've done what they intended to do, is
3 come and speak their mind before us and tell us how they feel.

4 And whether they stay for the whole meeting
5 becomes their choice, and I think that's where it belongs,
6 because they don't -- they're not all retired. They don't all
7 have a whole day to spend or a half a day to spend sitting in
8 the audience listening to what we do. Even though it might be
9 educating for them, it's their choice.

10 So I don't think -- I do have a problem with
11 multiple people speaking on exactly the same thing, the
12 repetition. If there's some way to have the speaker for a group
13 so that there isn't so much repetition. That's the only --
14 that's the only real thing I can see wrong with what we're doing
15 now. So my point is if it's not broken, we don't need to fix
16 it.

17 CHAIRMAN SELLERS: Board Member Thompson.

18 MR. THOMPSON: Chairman, members, as you can see
19 that over the past several meetings, we have people that come in
20 from the Indian reservations, and when they do come down, which
21 is (inaudible) what we said, there have two, three other matters
22 that they need to (inaudible).

23 CHAIRMAN SELLERS: Okay.

24 MR. ROEHRICH: So Mr. Chair, we're very happy to
25 implement however you'd like to do it. I'm very encouraged by

1 the conversation, and yes, we support, obviously, call to the
2 audience and public participation. This is your meeting, and we
3 want to make it work, whatever works best for you, and Linda and
4 I will put together a process however you choose to do it. We
5 just gave you some options and some thoughts that we researched
6 from other people. You could handle it a lot of different ways.

7 CHAIRMAN SELLERS: Board Member Hammond.

8 MR. HAMMOND: Try to wrap it up.

9 You know what I heard is our process isn't
10 broken. If we can resolve some of the issues of redundancy,
11 that's fine. I couldn't agree with you more than just having --
12 going into communities and giving them the right to get up and
13 talk is one of the reasons why ADOT has a good reputation for
14 listening. Just that feature alone, I hear that in the
15 community. So I think we need to figure out a way to get the
16 redundancy out of there and let them go home or to their jobs
17 (inaudible).

18 CHAIRMAN SELLERS: Okay. Anyone else have any
19 comments that are not redundant?

20 MR. HALIKOWSKI: It's the department of
21 redundancy department.

22 CHAIRMAN SELLERS: Okay. So it sounds like what
23 I've heard is that we will look at mechanisms for reducing
24 redundancy on specific agenda items, but otherwise, the -- what
25 we doing now works.

1 MR. ROEHRICH: Mr. Chair, that's what it sounded
2 like. We'll look to refine within what we have and continue to
3 monitor see if it can be improved upon as time goes on.

4 CHAIRMAN SELLERS: Okay. Any other business for
5 the study session?

6 We stand adjourned.

7 MR. ROEHRICH: Mr. Chair, you need a motion,
8 please.

9 UNIDENTIFIED SPEAKER: So moved.

10 UNIDENTIFIED SPEAKER: Second.

11 MR. ROEHRICH: All right? No? Oh, okay. The
12 board attorney says you control it, Mr. Chairman. We're done.

13 (Study session adjourned.)

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Adjournment

A motion to adjourn the June 4, 2019 State Transportation Board Study Session was made by Board Member Thompson and seconded by Board Member Hammond. In a voice vote, the motion carried.

Meeting adjourned at 11:03 a.m. MST.

Jack Sellers, Chairman
State Transportation Board

John S. Halikowski, ADOT Director
Arizona Department of Transportation

STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, June 21, 2019
Town of Pinetop-Lakeside
Council Chambers
325 W White Mountain Blvd.
Lakeside, AZ 85929

Call to Order

Chairman Sellers called the State Transportation Board Meeting to order at 9:00 a.m.

Pledge

The Pledge of Allegiance was led by Board Member Thompson

Roll Call by Board Secretary

A quorum of the State Transportation Board was present. **In attendance:** Chairman Sellers, Vice Chairman Hammond, Board Member Stratton, Board Member Thompson, Board Member Elters and Board Member Knight. There were approximately 55 members of the public in the audience.

Title VI of the Civil Rights Act

ADOT Executive Officer, Floyd Roehrich, Jr. reminded all attendees to please fill out the optional survey cards to assist our Civil Rights Department.

Call to the Audience for the Board Meeting

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments.

1. Stephanie Irwin, Mayor-Pinetop-Lakeside
2. Janell Sterner, Vice Mayor, Payson
3. Chris Higgins, Council Member, Payson
4. Jim Ferris, Payson Town Council
5. Ana Olivares, Pima Transportation Director
6. Steve Sanders, Public Works Director, Gila County
7. Eric Duthie, Tusayan Town Manager
8. Darryl Ahasteen, Commissioner, Nahata Dziil Commission Governance
9. Darrell Tso, Nahata Dziil Commission President
10. Magaret Bedunie, Nahata Dziil Commissioner
11. Taft Blackhorse, Jr., Navajo DOT, Department Manager
12. Kee Allen Begay, Jr., Navajo Council
13. Jemel Horseson, NDCG Commissioner
14. Raymond Smith, Navajo Nation Council
15. Wayne Lynch, NDCG Commissioner
16. Patti King, Pinal Alliance for Economic Growth, Executive Manager (did not speak)

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Town of Pinetop-Lakeside
Council Chambers
325 West White Mountain Road
Lakeside, Arizona 85929

June 21, 2019
9:00 a.m.

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

CALL TO THE AUDIENCE

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SPEAKER:	PAGE:
Mayor Stephanie Irwin.....	5
Vice Mayor Janell Sterner.....	6
Chris Higgins.....	8
Jim Ferris.....	10
Ana Olivares.....	11
Steve Sanders.....	13
Eric Duthie.....	14
Darryl Ahasteen.....	17
Darrell Tso.....	19
Margaret Bedunie.....	20
Taft Blackhorse, Junior.....	21
Kee Allen Begay, Junior.....	22
Jemel Horseson.....	24
Raymond Smith.....	26
Wayne Lynch.....	28
Patti King (did not speak).....	29

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AGENDA ITEMS

Item 1 - Director's Report, John Halikowski,
ADOT Director.....29

Item 2 - District Engineer's Report, Matt Moul, District
Engineer, Northeast District.....33

Item 3 - Consent Agenda.....36

Item 4 - Financial Report, Kristine Ward, Chief Financial
Officer.....37

Item 5 - Final Approval of the FY 2020-2024 Five-Year
Transportation Facilities Construction Program,
Greg Byres, Division Director, Multimodal Planning
Division.....39

Item 6 - Multimodal Planning Division Report, Greg Byres,
Division Director, Multimodal Planning Division.....113

Item 7 - Priority Planning Advisory Committee (PPAC),
Greg Byres, Division Director, Multimodal Planning
Division.....113

Item 8 - State Engineer's Report, Dallas Hammit, Deputy
Director of Transportation/State Engineer.....116

Item 9 - Construction Projects, Dallas Hammit, Deputy
Director of Transportation/State Engineer.....117

Item 10 - Suggestions.....122

1 (Beginning of excerpt.)

2 CHAIRMAN SELLERS: Now moving on to call to the
3 audience. This is an opportunity for members of the public to
4 discuss items of interest to the Board. Please fill out a
5 Request For Public Input Form and giving give it to the Board
6 secretary if you wish to address the Board.

7 In the interest of time, a three minute time
8 limit will be imposed, and this is probably the most challenging
9 part of being chair is trying to ensure that you do as good a
10 job as possible at pronouncing the names on the cards.

11 So first up, we have Mayor Stephanie Irwin.

12 MR. ROEHRICH: Mr. Chair, if I could, also, as
13 the Mayor's coming up, we do a timer here that does give the
14 three minute time limit with a little beep at the end. Please
15 (inaudible).

16 CHAIRMAN SELLERS: Thank you.

17 MAYOR IRWIN: Good morning. Thank you,
18 Mr. Chairman, members of the Board and your staff.

19 On behalf of the town of Pinetop-Lakeside, I
20 would just like to once again welcome you to our community and
21 to our facility. As some of you have alluded, this is a new
22 building, and we are very proud of it. We would invite you to
23 make use of it at any future meetings that we would like to
24 have. And as Mr. Thompson alluded to, we did have a historic
25 meeting a couple weeks ago, and I look forward to those

1 relationships continuing with the tribe and with our neighboring
2 communities. We all need to work together for the betterment of
3 our region.

4 Thank you again. I hope you enjoy your stay, and
5 if there's anything we can do, if our staff can do anything to
6 help you, please let us know. Okay? You.

7 CHAIRMAN SELLERS: Thank you.

8 MAYOR IRWIN: Thank you.

9 CHAIRMAN SELLERS: Next I have Janell Sterner.

10 VICE MAYOR STERNER: (Inaudible.)

11 CHAIRMAN SELLERS: Pardon?

12 VICE MAYOR STERNER: Good morning, Chair, Chair
13 and board members. I'm very excited to be here. My name is
14 Janell Sterner. I'm the vice mayor for Payson, Arizona. It's
15 weird being on this side, so bear with me.

16 I am going to just talk for the three minutes or
17 less regarding the five-year contract regarding Lion Springs.
18 In Payson, we created Resolution No. 3150 regarding that we
19 would love to see that the Arizona Department of Transportation
20 would continue to put the Lion Springs section into the
21 five-year construction plan.

22 A couple of the items that we talked about would
23 be improve safety of motorists. This last remaining section is
24 a source of significant of accidents, both in numbers and
25 severity because of the speeds involved and the narrowness of

1 the roadway make many collision in the area result in serious
2 injuries and times and death.

3 And again, we came up that way, and as one of the
4 other board members and I were talking, we could see the
5 difference that that would make to so many people that come up
6 here. And having that section still in that five-year plan, we
7 are definitely asking that you guys would support that.

8 Also, improved visitor access to you guys up
9 here, too. This wonderful Pinetop-Lakeside. It's been decades
10 since I've been here, so I apologize. But it's very beautiful.

11 Also, improved environmental benefits. Again,
12 during the summertime, if you guys have been in that area, you
13 know it's a standstill. Miles and miles of standstill, the
14 exhaust, everything, and then that does impact the pristine
15 mountain air that we have.

16 Improved quality of life. Traffic backlogs
17 create that bottleneck, that main area through the Payson Star
18 Valley, and it is sometimes a nightmare.

19 Also, for our emergency services, you know,
20 again, there's no areas for people if their cars are having
21 issues to pull over or for -- you're talking your commercial
22 vehicles or even also your -- just motorists that need to pull
23 over. There's no area for that time, and then if emergencies
24 need to get in there, first responders, it's making it hard. So
25 I just ask that you really consider it and add that back into

1 that five-year construction plan.

2 Thank you so much, and appreciate your time.

3 Thank you.

4 CHAIRMAN SELLERS: Thank you.

5 Next we have Chris Higgins, and on deck we'll
6 have Jim Ferris.

7 MR. HIGGINS: Thank you, Mr. Chairman, and board
8 members. My name is Chris Higgins, and I'm a Payson Town
9 Council member, and I'm here speaking on the same issue as our
10 vice mayor, Janell Sterner.

11 Put that up a little bit.

12 But I have come before you today just to ask that
13 you consider putting the Lion Springs project back into the
14 five-year plan. Our town, as our vice mayor stated, submitted
15 Resolution 3150. That did go over just all of the positive
16 impacts the project would have on the area, motorist safety,
17 access to the Rim Country and to the White Mountains;
18 environmental impact, quality of life, wildlife, suppression of
19 wildfires and emergency services.

20 Also, in Resolution 3150, I really noticed how it
21 stated that over 300 million has been put into improvements of
22 State Route 87 between Phoenix and Payson, and an additional 300
23 million from just outside Star Valley, just past the Lion
24 Springs section up onto the rim. And really, this is the only,
25 like, bottleneck left in that section of highway from Phoenix up

1 here to the White Mountains.

2 It reminded me a lot today driving up -- I don't
3 know how many of you traveled Highway 87 when it went through
4 Sunflower, but I used to do that when we first moved up to the
5 Rim Country. I was still working in the valley, and I would
6 travel that every day during the week, and especially on holiday
7 weekends, how there was a real bottleneck there in Sunflower,
8 and that Lion Springs section is very similar where it just can
9 create a real bottleneck. And in fact, just yesterday there was
10 some work being done, I believe sealing, just before that Lion
11 Springs section. And in a matter of hours, traffic had backed
12 up all the way into Payson from that section of road, and that
13 was on a Thursday.

14 So the weekend traffic that we have, it just
15 keeps increasing, which is great. It's wonderful. But this
16 section of highway, I think, will really be a problem going
17 forward, and if isn't kept in the five-year plan, then it's even
18 pushed out further.

19 So again, I ask that you at least consider
20 keeping this in this five-year plan. Thank you for all that
21 you're doing, and also, understanding budgets and there's more
22 projects than money, so completely understand that. But thank
23 you for considering this, and thank you for letting us speak
24 today.

25 CHAIRMAN SELLERS: Thank you.

1 Okay. Jim Ferris. On deck we have Ana Olivares.

2 MR. FERRIS: Yes. My name is Jim Ferris. I'm a
3 Payson Town Council member, also. We're here in force today.
4 But I do think the Lion Springs project, making that four lanes
5 would address, you know, these adverse conditions, and one is
6 just the high incidence of accidents on that stretch of road.

7 The second, it would be just to relieve the
8 traffic congestion, especially during weekends and holidays,
9 which Councilman Higgins had mentioned is a problem.

10 Another reason I think it's -- would open up and
11 make a better evacuation route for wildfires. I'm sure you're
12 all aware what's happening around Roosevelt right now. And the
13 other thing besides being a fire break, that four-lane would
14 also create a much better buffer for fires moving through there.
15 They got a better chance of suppressing it.

16 The other thing that, if you go by -- there's no
17 shoulder there. It's a two-lane. If you have any car problems,
18 flat tire or anything, you're obstructing it. If you're going
19 to try to pull off, your car's going to hang out on the highway
20 and you're going to, you know, risk getting hit there.

21 The other thing that -- I believe it stifles
22 economic development in our Rim Country up there. People can't
23 come up while they have that irritant of dealing with the
24 traffic. It's going to discourage our tourist, you know,
25 efforts that we have for trying to create tourism in Payson.

1 The other thing, you know, there's that elk
2 crossing there, and there's a lot of elk there, and I think
3 that's -- you know, you get animals come out where they've got
4 two-way traffic, you know, right next to each other. That could
5 create a huge problem.

6 And then just the slow traffic. You get in
7 there, as we did today, get behind one, and it's just -- it's
8 kind of a bottleneck there. And again, without any turn lanes,
9 you know, it's -- I think there's -- it's a dangerous situation
10 for ingress and egress for anybody that lives along there, has
11 any business along that stretch.

12 So I appreciate your listening to us, giving us
13 an opportunity to express, you know, our concerns. Thank you.

14 CHAIRMAN SELLERS: Thank you.

15 Ana Olivares. On deck we have Steve Sanders.

16 MS. OLIVARES: Good morning, Mr. Chair, and
17 members of the Board. My name is Ana Olivares, and I'm the
18 transportation director for Pima County. I thank you for the
19 opportunity to speak today.

20 As I have done at the previous meetings, I am
21 here to speak on the 2024 Tentative Five-Year Plan. And I
22 appreciate the challenge you all face in trying to fund the
23 needs of the State. We were happy to participate in this public
24 process, and have attended every board meeting this calendar
25 year to reiterate how important expanding transportation

1 infrastructure is to our policy initiative to grow our local and
2 regional economy.

3 At every meeting we have requested your support
4 in accelerating summer projects that are critical to Pima
5 County's economic growth, and to date there have been no changes
6 to the tentative five-year plan.

7 At the study session a couple of weeks ago, staff
8 made the suggestion that any accelerations or additions to the
9 tentative plan would require delays or deletions of projects
10 already the program. Unfortunately, that is not an option for
11 Pima County, as all projects are critically important to the
12 region and what is needed to increase this funding investment to
13 achieve our economic growth goals.

14 We make our request again to make the following
15 amendments to the tentative plan prior to approval today:

16 Program the funding for both the design and
17 construction of the interchange at Kino Parkway and the
18 interstate underpass at Forgeus Road. These improvements are
19 necessary to support a major regional sports park currently
20 under construction.

21 Program additional funding to continue the tier
22 two study of the Sonoran Corridor in fiscal year '21 of this
23 five-year plan. Completion of the tier one EIS is scheduled for
24 spring 2020, and identifying funding for an immediate
25 continuation of the tier two study is critical to continue the

1 momentum we have built as we develop the tier one.

2 Program adequate funding for the I-10 Sunset
3 interchange improvements with the I-10 Ina to Ruthrauff widening
4 project. Pima County is continuing the design of the Sunset
5 Innovation Campus in the southwest quadrant of the interchange,
6 and the connection from I-10 to River, including a railroad
7 grade separation, is necessary for this campus to be successful.
8 We are working with the Southcentral District and PAG to make
9 sure that permanent Sunset interchange improvements are
10 completed with this ADOT widening project.

11 Thank you for your time today.

12 CHAIRMAN SELLERS: Thank you.

13 So next up, Steve Sanders, and on deck we have
14 Eric Duthie.

15 MR. SANDERS: Good morning. Thank you, Board
16 Chairman Sellers, members. I'm just here to speak about Lion
17 Springs, as I have since the Flagstaff meetings, but I have
18 nothing to add that everyone hasn't said ahead of time.

19 One thing to think about, in Gila County right
20 now, the Woodbury Fire has moved into the county. The sheriff
21 evacuated about 800 residents out of the Roosevelt Lake area
22 yesterday afternoon. Very orderly, good evacuation. No
23 problems. Hate to think what may happen if that would have
24 happened in -- east of Payson in the Lion Springs section. One
25 accident and who knows what may have happened. Just something

1 to think about. You know, Gila County certainly supports the
2 Lion Springs project and hopes it gets back to into the
3 five-year plan some way.

4 I want to thank ADOT. They were very proactive
5 yesterday on the Woodbury Fire. They brought mowers in
6 yesterday prior to the evacuation, mowed both sides of the
7 highway down around Roosevelt, doing whatever they could to slow
8 the fire.

9 Appreciate the Pinto Valley Bridge west of
10 Miami -- between Globe and that's about to begin construction.
11 A lot of money's been spent on Highway 60. That will just add
12 to the benefit to getting out of the East Valley, back and
13 forth, Globe to Phoenix, you know.

14 Thanks for your time. Appreciate anything on
15 Lion Springs.

16 CHAIRMAN SELLERS: Thank you.

17 Okay. Next up is Eric Duthie. On deck we have
18 Darryl Ahasteen.

19 MR. THOMPSON: Ahasteen.

20 CHAIRMAN SELLERS: I told you it's a challenge.

21 MR. DUTHIE: Thank you, Mr. Chair, board members,
22 Mr. Thompson. It's good to see you again. Thank you.

23 We appreciate the work that's been done by
24 Director Halikowski and his staff. They have come to Tusayan.
25 As you recall, we've come to see you just about every month.

1 Tusayan is at the South Rim of the Grand Canyon. That is where
2 traditionally people would call the Grand Canyon. That's where
3 most of the pictures are taken.

4 We have millions of people travel a two-lane
5 highway for 70 miles to get to the Grand Canyon from Williams.
6 Keep that in mind. Millions of people on a two-lane highway
7 that has not been expanded in decades. We appreciate the fact
8 that there is refurbishing funds set available for Highway 64 in
9 the plan. That's been a long time coming, and we really do
10 sincerely appreciate that and the process that you went through
11 to create priority projects and to recognize the fact that we
12 have a need for traveling safely to and from the Grand Canyon.

13 I'm also -- been authorized to represent the
14 views and the appreciation of representatives of the national --
15 Grand Canyon National Park, Department of Interior, U.S. Forest
16 Service, Department of Agriculture, as well as many state
17 agencies, to include the Governor's office, representatives, to
18 include a -- the Arizona Office of Tourism, and the appreciation
19 that they have for having this refurbished project for Highway
20 64 on the priority list.

21 We really appreciate how you stick to the
22 priorities that you set. It took us a while to get on that
23 priority. We followed the process to get there. We do
24 appreciate you standing by, making those priorities and sticking
25 to them.

1 As I understand, and I may be incorrect with
2 this, and if I am, I do apologize, but in reading the amendment
3 for Item 5 regarding Lion Springs, I see that there's a
4 statement here that says it may include -- may require program
5 adjustments to specific projects and the pavement preservation
6 subprogram to be able to move funds. If that is the case and
7 that is discussed, then that becomes reality. I would encourage
8 you greatly not to include Highway 64 as a removal of funds from
9 that project, because we have been working on this as a
10 step-by-step in additional safety issues.

11 Again, thanks to the Director and his staff for
12 looking at some outside-the-box opportunities. We deal with a
13 lot of international drivers who don't necessarily read English
14 and understand some of the signage we have. So they've been
15 working on ways to help safety there. But we also have a pretty
16 poor road that gets -- and I shouldn't say poor. I don't mean
17 that as an insult towards ADOT. It's just the fact that it's
18 used. When you're talking about millions of people a year on a
19 two-lane highway, it is used.

20 I can understand the concerns I've just heard
21 expressed about the Lion Springs with the bottlenecks and that.
22 I used to live in this area, and I understand that. We have the
23 two-lane road. We really need to keep that on the program.

24 Thank you, Mr. Chair.

25 CHAIRMAN SELLERS: Thank you.

1 Okay. Next up we have Darryl Ahasteen, and on
2 deck we have Darnell Tso.

3 MR. AHASTEEN: Darnell Tso?

4 CHAIRMAN SELLERS: Darrell.

5 MR. AHASTEEN: Darrell Tso. The other Darryl.

6 Thank you very much, board members, for letting
7 me present my interest in getting a new port of entry out of
8 Pinta exit. My name is Darryl Ahasteen. I'd introduce myself
9 in Navajo, but that takes about four minutes.

10 The current port of entry was constructed in
11 Sanders in about 1950 and originally used as an agricultural
12 inspection, and they stopped all motorized vehicles coming into
13 the state of Arizona. The daily count from 1950 to 1919 [sic]
14 has tremendously increased, also.

15 The use of the thoroughfare for hazardous
16 material has increased from petroleum, and now heavy dangerous
17 material, as uranium, plutonium, and many other type of material
18 are being driven through and inspected in close proximity of a
19 public school and a community is disturbing and alarming.

20 The nearest highly trained fire department to
21 deal with any type of HAZMAT spill is in Flagstaff, 150 miles to
22 the west, and Albuquerque, almost 200 miles to the east. The
23 local fire department are not highly trained, and they just
24 mainly deal with structural and wild land firefighting. Navajo
25 Nation is not highly trained in that area, also.

1 The current POE doesn't have a HAZMAT containment
2 staging area. The two public schools that are in close
3 proximity, the Sanders Middle School is about half a mile away
4 from the POE, the Sanders Elementary and the school
5 administration offices, three-quarter of a mile to the west.
6 The middle school is on top of a hill and is only accessible by
7 two-lane highway. It is a cul-de-sac.

8 Also, drivers going to sleep in this area when
9 they leave their port, let's say Oklahoma City or Los Angeles.
10 This puts them right in the middle. So a lot of them are
11 getting tired. They're getting sleepy. And if you go into New
12 Mexico side, there's a lot of guardrail damage about the vehicle
13 drivers falling asleep, and they're hitting into the guardrail.
14 So this kind of puts them right in the middle. It will be a
15 good area to maybe set up some type of a port of entry or
16 someplace for them to rest, also.

17 Excuse my cold.

18 I have other -- other interests and other people
19 that I'm trying to get interested in this. So next month I'll
20 probably bring you something else, but right now, it's a safety
21 issue of the hazardous material that I'm bringing to you. I do
22 have handouts for you. There is a map on the back. And thank
23 you for your time.

24 CHAIRMAN SELLERS: Thank you.

25 Next up, Darrell Tso. On deck we have Margaret

1 Bedunie.

2 MR. TSO: (Speaking Navajo.) Good morning, Chair
3 and board members. First of all, I'd like to thank the Pinetop
4 and Lakeside community, the leadership for building such a
5 beautiful facility to be able to host such an important meeting
6 here. Then also, each board member, I'd like to thank you for
7 your time and your service and doing a tremendous job in
8 addressing our road needs across our state.

9 And also, I express the same gratitude to your
10 family members for allowing you to come here and to meet with
11 us. So thank you.

12 My name is Darrell Tso. I'm a representative of
13 Nahata Dzill. I'm a Commission president. Today you just heard
14 from a Commission member, Darryl Ahasteen, Margaret Bedunie. I
15 also would like to recognize of our council, Navajo Nation
16 council member here, Raymond Smith and Kee Allen Begay.

17 Today I'd like to continue to propose the port of
18 entry proposal next to the Pinta exit on the I-40 corridor. One
19 of the hardest things about a development like this is to obtain
20 land. It's not often that you're offered 55 acres, and to
21 really consider a place to develop.

22 I believe that some of the issue Darryl just
23 spoke to, but we also want to propose other amenities. We have
24 a master plan, over 155 acres of a restaurant, motel, a cultural
25 center, a travel center, a truck repair center, and other

1 amenities that we are considering, but we'd like to invite each
2 board member to please come visit with us, sit down at the
3 table, take a look at our proposal, our plan, and then also not
4 only our plan, but our vision. Catch our vision for northern
5 Arizona. I think this will greatly benefit northern Arizona.
6 And also, the tourism that travel through that area. So we'd
7 like to just say that this is our project. It's just not our
8 community. It's the northern Arizona community. We'd like to
9 extend this invitation to you.

10 And then I know that it's a short time we've been
11 coming before you, but please consider this also in your five-
12 year plan. I think that it's been addressed before, but the
13 only reason it didn't go anywhere is finding the right land and
14 location, and I think we have a solution to that.

15 And thank you for your time, and also have a
16 wonderful day and a great weekend. Thank you. Yeah.

17 CHAIRMAN SELLERS: Thank you.

18 Next up we have Margaret Bedunie, and on deck we
19 have Taft Blackhorse, Junior.

20 MS. BEDUNIE: Good morning. Good morning, Board,
21 board members. I'm Margaret Bedunie, and I would like just --
22 I'd like to advocate for the port of entry in Sanders, and what
23 I really want is we need a better port of entry, and where the
24 place is at is kind of dangerous for our people and other
25 transportation. So I would like for you to consider it and

1 think about it and give us a good outcome for it -- to -- for
2 our port of entry in Sanders. And like the two gentlemen have
3 mentioned and -- we'd like for you to think about it.

4 That's all I'd like to say. Thank you.

5 CHAIRMAN SELLERS: Thank you.

6 Next up we have Taft Blackhorse, Junior, and on
7 deck we have Kee Allen Begay, Junior.

8 MR. BLACKHORSE: Good morning. Good morning,
9 Chair and members of the Transportation Board. My name is Taft
10 Blackhorse, Junior, and I'm the department manager for the
11 Navajo Division of Transportation's project management. I
12 oversee all the archaeology and environmental.

13 But I'm here to make it known from our division
14 and the Navajo Nation that we are still advocating in the five-
15 year plan for US-191 and 160, and the outcry and the notice that
16 we wanted to present is that it is understood that the community
17 members would like to be heard, and we want to be heard
18 improving the road, not just so much for the community members,
19 but the traveling public.

20 You're looking at freight lines that are
21 producing or bringing in products and produce to different areas
22 to enhance the economy. So widening the road actually benefits
23 the traveling public from any accident that may occur or
24 fatalities that have occurred or near misses. So that is very
25 important to us that the road be widened on 191 and also 160.

1 160 is in Kayenta, and 191 is between Chinle and Many Farms.

2 And we're still advocating that. We want to make
3 sure that we still want the Board to understand that we're here,
4 and we're working hard, and we'll have a partnership with ADOT
5 in several years, and also with the county, in Navajo, Apache
6 and Coconino Counties that we have a working relationship, and
7 we have a working relationship with Ermalinda Gene, who's a
8 tribal liaison and a planner. So in that respect, we have a
9 partnership that we always look out for each other. How do we
10 benefit the public and the general public and the traveling
11 public?

12 So that's why we're here, and I want to
13 reintroduce that, and also, in support to our southern area of
14 Sanders, of moving the port of entry from a different location
15 that is safer to the public.

16 So I just wanted to say that and say thank you
17 and good morning.

18 CHAIRMAN SELLERS: Thank you.

19 Okay. Next is Kee Allen Begay, Junior. On deck
20 we have Jemel Horseson.

21 MR. BEGAY: Good morning, everyone, Chair,
22 committee members, staff, administrators, the community of
23 Pinetop-Lakeside. My name is Kee Allen Begay, Junior. I am the
24 Tribal Council member representing the central part of the
25 Navajo Nation. Just like you, representing all and discussing

1 and advocating for the -- for all of the state of Arizona, I
2 also advocate for all of the roads, state right-of-ways on the
3 Navajo Nation.

4 And I appreciate the administration,
5 Mr. Halikowski, Mr. Hammit, all the ADOT board members, continue
6 to support and providing guidance and assistance to the project
7 of 191. And I think I've been at this particular request for
8 the past three years or so. Today, I'm sincerely urging and
9 requesting and request for your humble support to add this
10 particular project onto the five-year project, five-year plan.
11 So I just needed to -- I just wanted to be here and formally
12 request for that particular area.

13 And then on another note, we had the ADOT
14 personnel just came up, Mr. Black -- Blackhorse, to see how the
15 Nation can work with the Arizona Department of Transportation to
16 continue, cooperate, increase and share certain cost share such
17 as tax, HURF money, counties and so on. What's the appropriate
18 way that we could even ask our legislators to help improve not
19 just only a certain part of the regions, but of corner to corner
20 of the state of Arizona, especially all the rural part of the
21 state of Arizona and some of the tribal land where all these
22 state right-of-way lies into.

23 Also, the previous presenters had also requested
24 for a project for the port of entry in Sanders, Arizona. That's
25 another area that where we will probably pick up to support. As

1 a Tribal Council member, I sit on the Navajo Nation subcommittee
2 on the state task force for the State of Arizona.

3 So these are some areas that I would probably sit
4 back down with the State of Arizona, the Transportation
5 Department, to see how we can prioritize all of these particular
6 projects on the Navajo Nation and also work with our regions out
7 of the city of Holbrook.

8 So all in all, I just ask for your support. I
9 continue to request for your support, and I appreciate your
10 service. And again, thank you very much, and again, I
11 appreciate for the -- for me to have this time. Thank you.

12 CHAIRMAN SELLERS: Thank you.

13 Okay. Next is Jemel Horseson, and on deck we
14 have Raymond Smith.

15 MR. HORSESON: Good morning, everybody. Thank
16 you for allowing me to be here and talk. I'm a commissioner.
17 My name's Jemel Horseson from Nahata Dzill, which is next to
18 Sanders.

19 Coming here for the ADOT and the need of a POE
20 that would -- a new port of entry. The one that we have is
21 outdated, and it kind of conflicts with the regular public
22 traffic that comes off the freeway at the next exit at Sanders.
23 So it's, like, less than a quarter of a mile, and if the police
24 needs to pull over a trucker that is in violation, they're right
25 at the next exit.

1 So it creates a conflict with the regular
2 traffic, but also it is (inaudible) that the traffic is
3 increasing from east to westbound it. It goes all the way from
4 California to the east coast, and every day, every night, the
5 traffic is flowing, and the need for that ten-hour time limit
6 that they have, there's nowhere to stay in -- that's what we
7 want to work on. The next available land spot would probably be
8 at Pinta exit. The closer you get to the New Mexico border,
9 there's no land available, and then you also have to get rights
10 from -- permission from the people that live there.

11 So the next spot that would be feasible would
12 just be Pinta Road exit, and then the exit, it would be a mile
13 west from it so it doesn't conflict with regular traffic. And
14 it's also at a downslope. So it creates a better runoff for the
15 truckers that are coming out from the inspection station.

16 And also, we need to create a parking lot for
17 truckers to stay at, and there's no -- everything has to be
18 legal. So when the truckers pull off on the exit, it's not a
19 legal trucking spot. So we need to find a way to facilitate and
20 take care of the truckers, the traffic that goes east/westbound,
21 and also the public and the schools like my co-workers were
22 talking about.

23 So there's a lot of safety issues that we need to
24 address, and I think that we can build -- (inaudible) within
25 reasonable budget and to get this new facility going, and then

1 the land is available for you guys, that way we can get
2 something going for the people and just to take care of what we
3 need to do at Sanders.

4 Thank you.

5 CHAIRMAN SELLERS: Thank you.

6 Next is Raymond Smith.

7 MR. SMITH: Good morning, Chair and board
8 members. My name is Raymond Smith, Junior. I'm the Navajo
9 Nation council delegate for the Sanders and Nahata Dzill area.
10 I represent Lupton, Houck, Sanders and Wide Ruin and Klagetoh
11 right along I-40.

12 I'm here to talk about the relocation of the port
13 of entry. It is needed. We need to consider that to go to the
14 Pinta exit. That's a more -- bigger area, and truckers can get
15 in there and get out.

16 The other one is that the safety factors in that
17 area, I-40, as soon as you're turning off, there's an exit right
18 there at Sanders, and the buses pull in there, and the truckers
19 try to get on the freeway, and it's kind of like a bottleneck.
20 So the idea of this moving out to Pinta where it's a whole lot
21 bigger is a really good idea. So I support that.

22 The other one, too, is we have the Arizona
23 priorities that we have submitted through the Navajo Nation
24 legislation on the transportations. That's regarding the ones
25 that were spoke by Kee Allen Begay and Taft Blackhorse on behalf

1 of the road improvements. We support that as Navajo Nation
2 council, and I thank you for your time on this.

3 It's imperative that we stand together and talk
4 about these issues for our people out there as a whole and be
5 their representative for the Navajo Nation, not only the Navajo
6 Nation, but Apache County. And also, the counties within the
7 surrounding area of the northern part of Arizona.

8 And welcome to the cool weather up here. We're
9 getting choked over there in Lupton. It is hot, and it --
10 Lupton's got that smoke, and it's just choking us, and I'm
11 hoping that the smoke will dissipate now. Last night it was
12 heavy, and I think I got a touch of asthma, and I didn't get
13 quite a good night's rest.

14 But I'm here to represent to Navajo Nation and my
15 communities. My leaders were just up here talking about it.
16 They were inspirational about the facts of the port of entry,
17 and Pinta exit is an excellent place for it. I just drove by
18 there and saw that, and the area is excellent. So if you guys
19 can come up, take a look at it and see what we're talking about,
20 and the egress and -- for the truckers would be perfect for
21 that.

22 So thank you for your time, and have a good day
23 and a wonderful weekend, and happy belated Father's Day, too.
24 Thank you.

25 CHAIRMAN SELLERS: Thank you.

1 Next we have Wayne Lynch.

2 MR. LYNCH: Good morning, board members. My name
3 is Wayne Lynch. I'm from the Nahata Dzill Commission
4 government. I'm the vice president, and I'm a lifetime resident
5 of Sanders.

6 And this port of entry was put in when it was
7 still Route 66, and it's long overdue, this port of entry. A
8 few years ago it was funded, but the State couldn't find the
9 land to expand on, but we want to work with the State to put
10 this project in motion. And we have a lot of trucks, and it's
11 just going to get more -- more trucks on that interstate. A lot
12 of them are unsafe. We've been up and down the interstate all
13 the time, and it's a safety issue. We have had a lot of HAZMAT
14 going through there, and we need to make sure our trucks are --
15 entering our state are safe and secure, and we really appreciate
16 for you to get this on the five-year plan.

17 We need to get this back in motion. It was
18 funded years ago, but the funding, I guess, went somewhere else.
19 So we really need to move forward with this, and we're willing
20 to work with you on withdrawing that land with the Office of
21 Navajo Indian Hopi Indian Relocation out of Flagstaff. They're
22 the landlords there at this moment, for the purpose of
23 development, and it's a lot easier to get -- go through them.
24 And we'd like to start moving on this.

25 And appreciate your time, and thank you for

1 listening. We'll see you when we get that port of entry built.
2 Thank you.

3 CHAIRMAN SELLERS: Thank you.

4 Okay. I have a card from Patti King, who is the
5 executive manager for Pinal Alliance For Economic Growth. She
6 could not attend, but wanted to go on public record supporting
7 the I-10 widening between Casa Grande and Chandler.

8 Okay. Next up we have the Director's report, for
9 information and discussion only.

10 MR. HALIKOWSKI: Thank you, Mr. Chairman.

11 Good morning, board members. Happy to be up here
12 today in the cool weather. I have several items to update the
13 Board on, Mr. Chairman.

14 My first item is a new style of interchange. I
15 wanted to let you know that Arizona's first full divergent
16 diamond interchange will begin (inaudible) girders for one of
17 the new bridges at I-17 and Happy Valley Road. Work is
18 scheduled for the weekend of June 28th to the 30th. The
19 interchange design has proven popular in other states for
20 efficiently managing traffic flow and improving safety. The
21 interchange being constructed over I-17 at Happy Valley Road is
22 replacing the roundabouts and is expected to ease congestion.

23 My second item is crash facts. As you know,
24 Arizona annually publishes crash facts through ADOT and its
25 Traffic Systems Management Operations group. Many of the facts

1 are trending in the right direction, I'm happy to say. Total
2 crashes, serious injuries and alcohol-related fatalities are
3 fewer in 2018 and 2017. Yet overall fatalities have increased
4 to 1,010. This is not moving in the right direction.
5 Pedestrian fatalities especially showed a significant uptick in
6 Arizona.

7 The third item of interest here today, I think,
8 is summertime construction in the northern part of our state.
9 With the warmer temperatures comes a variety of maintenance and
10 construction projects in higher elevations. I-40 to State Route
11 89, State Route 89 and other routes will receive pavement
12 treatments or reconstruction this summer. This work, while
13 necessary, unfortunately is going to create some delay for our
14 road trippers.

15 Number four is dust detection warning system as
16 we're approaching the monsoon season. We've all seen lots of
17 news coverage about that. With the installation nearly
18 complete, ADOT will begin testing the first of its kind dust
19 detection system and warning on I-10 near Picacho Peak. The
20 system uses an array of sensors looking at the road and the sky
21 beyond, and will activate roadway warning signs, institute
22 reduced speed limits or fully close the highway to protect
23 motorists. However, that's not going to halt the ADOT "Pull
24 Aside, Stay Alive" education campaign around the state to
25 emphasize to drivers the true risk of driving in dust storms and

1 how to stay safe.

2 Number five is the South Mountain Freeway. As
3 Arizona's first public-private Partnership highway project, the
4 Loop 202 South Mountain will be moving into the final phases of
5 construction. By the end of 2019, traffic will be using some
6 stretches of the 22-mile freeway. Completion is expected in
7 early 2020.

8 Turning to Interstate 17 improvements, with the
9 funding now available to add a third lane from Anthem to Black
10 Canyon City and funding appropriated by the Legislature to
11 construct two flex lanes from Black Canyon City to Sunset Point,
12 I-17 is in store for some major construction. That construction
13 is slated to begin in 2021 and received a \$130 million boost
14 from the State budget process. Until that begins, ADOT and DPS
15 will continue efforts to enhance safety and support motorists,
16 especially during the hot summer months. Design and public
17 involvement processes are currently underway for the project.

18 The I-10 study through the Gila River Indian
19 Community, in partnership with MAG and the community, ADOT will
20 formally launch the I-10 study south of the valley to examine
21 options for adding capacity. The study will take 18 months and
22 involve outreach with the Gila River Indian Community members,
23 and is supported by a \$10 million General Fund allocation
24 approved by the Legislature this year.

25 On a couple other items not quite closely as

1 related to highway, MVD mobile. As Motor Vehicle Division
2 offices close in the state for rotation of staff training on the
3 all new computer system that we're going to launch this year,
4 ADOT will pull -- put a mobile office on the road. You will see
5 this converted as a recreational vehicle, and it will provide a
6 range of services to our communities. It will be in Yuma,
7 Mr. Knight, on July 22nd, 26th, and in Flagstaff August 5th and
8 the 9th before traveling to the Navajo Nation for the balance of
9 August.

10 And my last item, Mr. Chairman, I just wanted to
11 update the Board on the International Border Inspection
12 Qualification Program. ADOT enforcement officers traveling to
13 Mexico are providing training for truck drivers, will be ramping
14 up efforts in interior Mexico to continue with the border
15 qualification process. These trainings and refresher courses
16 allow officers to focus on the higher risk trucks at the Arizona
17 ports of entry. More than 500 Mexican truck drivers have
18 already completed this unique safety inspection program.

19 That's my report, Mr. Chair.

20 CHAIRMAN SELLERS: Thank you, Director. Any
21 comments or questions for the director?

22 Board Member Stratton.

23 MR. HALIKOWSKI: Mr. Chair, unfortunately as
24 last-minute items, we did not agenda those specific topics, and
25 I believe we cannot have a discussion on those. I guess I'd

1 look to the Board's attorney on that.

2 MR. STRATTON: I had a question concerning the
3 dust, if that would be valid and legal.

4 MS. KUNZMAN: That -- well, it wasn't on the
5 agenda, so technically, there can't be discussion.

6 MR. STRATTON: I can ask after the meeting.
7 That's fine.

8 CHAIRMAN SELLERS: Sorry. My agenda said for
9 information and discussion.

10 MR. ROEHRICH: It's not my fault.

11 CHAIRMAN SELLERS: We will now move on to Item
12 Number 2, the district engineer's report, with Matt Moul, for
13 information and discussion only.

14 MR. MOUL: Good morning, Chairman, members of the
15 Board. I'm Matt Moul, District Engineer for the ADOT Northeast
16 District. Welcome. Thank you for taking the time to come up.

17 I'm going to give you a short presentation today
18 on the projects that we have going on in our district, along
19 with some work we hope to do in the future.

20 Our district has nine maintenance units and two
21 construction offices located strategically throughout the
22 district. I have a very competent staff that helps me operate
23 and maintain a little over 3,000 miles of roadway.

24 The first project I'm going to talk about is the
25 I-40 Painted Cliffs and Meteor Crater Rest Area project. It's a

1 \$4.5 million rehabilitation project for two aged and
2 deteriorated rest areas. One is located near Meteor Crater.
3 The other is located near Painted Cliffs. It's on I-40 near the
4 New Mexico state line.

5 The next project is a bridge preservation
6 project. It's to install scour protections on the bridge
7 foundations. It's about \$170,000. They're excavating around
8 the foundations, installing scour protection. This project is
9 on Mortensen Wash. It's on Highway 260, located just west of
10 Show Low.

11 The other two preservation projects, I don't have
12 any pictures for you. Jackrabbit Road to Joseph City. This is
13 a 10-mile long, \$10 million preservation project. It's mainly
14 focused on the pavement from just west of Holbrook to Joseph
15 City on Interstate 40. It also is addressing two bridges. It's
16 minor rehabilitation work, barriers and decks. Manila Wash
17 Bridge, and Joseph City Wash Bridge.

18 The next project is the SR-260 Mainline Road to
19 Overgaard. This project is located in Heber and Overgaard,
20 Arizona. It's seven miles along. It's a limited pavement
21 preservation project. We're going to do some spot milling and
22 then install a full wet seal called a cape seal. That project
23 is \$3.2 million.

24 This project is almost wrapped up. It's the
25 US-60 -- US-160 Chinle Wash Bridge. It's just west of Kayenta,

1 Arizona. All they have left to do on this project is install
2 the final striping. It cost us just a little over \$6 million to
3 complete.

4 The next project is just north of Kayenta. It's
5 on US-163 at Laguna Creek. It's a \$9.5 million bridge
6 replacement project, and they just finished all of the drilled
7 shaft foundations early this week.

8 We have the SR-377 curve realignment project. It
9 extends from Highway 77 just north of Holbrook, over to highway
10 77 just -- sorry -- 77 just north of Heber over to 77 south of
11 Holbrook. It's located on Highway 377. It's a \$4.5 million
12 project. They're realigning and reconstructing ten horizontal
13 curves for safety purposes to improve the geometry of the
14 roadway and reduce accidents.

15 Upcoming projects, these are projects we hope to
16 do in the future. We have an HSIP project that's programmed.
17 It's a two-and-a-half-mile-long shoulder widening project from
18 Milepost 450.5 to 453. It's located between the communities of
19 Chinle and Many Farms.

20 We have a couple of pavement preservation
21 projects. One in US-60 from Show Low to the junction of SR-61,
22 which locals refer to as "the Y." We're hoping do that project
23 soon.

24 Then the next -- in the next year, we have SR-73
25 Rim Tank. Rim Tank located roughly halfway between Cedar Creek

1 and Canyon Day. It will go from Rim Tank all the way into
2 Canyon Day, and that's a mill and fill asphalt project.

3 We have a scour protection project on the Little
4 Colorado River Bridge. The Little Colorado River Bridge on
5 SR-260 is located just west of Eagar, and this project is very
6 similar to the Mortensen Wash Bridge project. We're going to go
7 in, excavate and install scour protection for the foundations.

8 Then we have some deck rehabilitation projects.
9 All four of the last projects on my presentation are deck
10 rehabilitations. One is SR-264 at Dennebito Wash. That's just
11 west of Keams Canyon. I-40 near the New Mexico state line, we
12 have the Black Creek and Houck TI bridges. Those are both deck
13 replacements. US-180, east of Holbrook, at Jim Camp and
14 Cottonwood Wash. And then the post office, Canyon Bridge on
15 SR-73 is located just south of the Hon-Dah area.

16 Anybody have any questions?

17 CHAIRMAN SELLERS: Any questions or comments from
18 the Board?

19 MR. MOUL: Okay. Thank you for your time today.

20 CHAIRMAN SELLERS: Thank you.

21 We'll now move on to the consent agenda. Does
22 any member want any item removed from the consent?

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

25 MR. STRATTON: So moved.

1 MR. THOMPSON: Second.

2 CHAIRMAN SELLERS: Motion by Board Member
3 Stratton, seconded by Board Member Thompson. Any discussion?

4 All in favor.

5 BOARD MEMBERS: Aye.

6 CHAIRMAN SELLERS: Any opposed? The motion
7 passes.

8 We'll now move on to the financial report, with
9 Kristine Ward. This is for information and discussion only.

10 MS. WARD: Well, good morning. This is a
11 beautiful area, isn't it? It was just a pleasure coming up
12 here.

13 So let's see. Chris, what am I doing here? I'm
14 pressing which button? There's lots of button choices. It's
15 like multiple choice gone crazy. The center? Now, don't be a
16 showoff.

17 All right. I have a very brief report for you
18 this morning, and I am happy to say starting off with -- and
19 that was the wrong button.

20 CHAIRMAN SELLERS: More instruction.

21 MS. WARD: There we go. There we go.

22 All right. Starting off with the Highway User
23 Revenue Fund. I'm happy to report we are back within target
24 range. We are -- unfortunately, May came in 2.2 percent below
25 forecast. We've got -- with \$120 million in revenues from May.

1 Year to date, we are 1.7 percent above forecast. Just under
2 \$1.4 billion collected. The kind of unfortunate part of this is
3 our gas tax revenue is only -- we've only got .6 percent
4 year-to-date growth in that. So that's kind of disappointing
5 given the fact that gas tax revenues represent 50 percent of the
6 revenues flowing into HURF.

7 You know, it's always pleasant to come up and
8 report when your forecasts are almost spot on, and that is where
9 we sit right now with the Regional Area Road Fund. We -- let's
10 see. I pressed a button accidentally. We got 43.5 million in
11 revenues. We're about 1. -- this last month, and this report is
12 for the month of April's numbers. Those are the most current we
13 have available. Year-to-date actuals, we've collected about
14 \$388 million, with 6.7 percent growth year to date.

15 And with that, I really don't have anything
16 further for a federal update or the debt program. We are -- we
17 are in a quiet period, I am happy to report.

18 With that, I would be happy to take any
19 questions.

20 CHAIRMAN SELLERS: Any questions for Kristine?

21 MR. ROEHRICH: Mr. Chair, Kristine, if I could,
22 could you maybe make sure that there's -- any issues that you
23 see as we close out not just the state fiscal year, but the
24 federal fiscal year, and any concerns with any of the federal
25 programs given that we're still on continuing resolutions and

1 things like that? I mean, is there anything, just maybe
2 comments that the Board may be interested in just to keep them
3 aware of?

4 MS. WARD: Not at this time, Floyd. No.

5 MR. ROEHRICH: I'm trying to (inaudible) the
6 Director is --

7 MS. WARD: Oh, okay.

8 MR. ROEHRICH: -- (inaudible.)

9 MS. WARD: Let's see here.

10 MR. ROEHRICH: You might be back for Item 5.

11 MS. WARD: Okay. Well, I think I'm -- okay.

12 This is a new one, Floyd.

13 MR. ROEHRICH: I was going to make up a wild-ass
14 story (inaudible).

15 UNIDENTIFIED SPEAKER: (Inaudible) just dance.

16 MS. WARD: I don't dance in public.

17 MR. ROEHRICH: So there are no issues closing out
18 the fiscal year. We're on track.

19 CHAIRMAN SELLERS: Thank you, Kristine.

20 MS. WARD: Thank you, Mr. Sellers.

21 MR. HALIKOWSKI: (Inaudible.)

22 MS. WARD: Wow.

23 CHAIRMAN SELLERS: Okay. We're now moving on to
24 Agenda Item 5, Greg Byres, for discussion and possible action.

25 This will be for final approval of the 2020 -- 2020-2024

1 Five-Year Transportation Facilities Construction Program.

2 MR. HALIKOWSKI: Mr. Chairman, before Greg
3 starts, could I make some comments?

4 CHAIRMAN SELLERS: Absolutely.

5 MR. HALIKOWSKI: Thank you, Mr. Chairman.

6 I appreciate the opportunity to provide the Board
7 and discuss this proposal to add Lion Springs into the five-year
8 plan. You know, the comments from the public are very
9 appreciated, but as you and I and the board members all know,
10 we've been around the state for many years, and we see as it's
11 been said, there often is a lot of need that is outweighing the
12 available funding. And while I sympathize with all of these
13 requests for projects, the reality is that ADOT and the Board
14 are statutorily compelled to follow a data-driven process.

15 And I think in the discussions we often forget
16 that there are data-driven processes put into places, not just
17 by ADOT, but also by the Board, and these processes are
18 extremely important as we move around the state and hear these
19 various requests.

20 Mr. Stratton has given me a letter regarding the
21 proposed change, and in that letter he said he was surprised to
22 hear the statute required a report justifying the proposed
23 change. So it got me to thinking that there may be some other
24 statutes that we might want to mention as you're considering
25 this particular issue.

1 For instance, 28-502 requires us to develop and
2 present to the Board uniform transportation planning practices
3 to be used by the Department. These practices shall be used in
4 the conduct of all studies and analysis relating to any
5 transportation system improvement to be included in the plan and
6 developed pursuant to 28-506.

7 In 28-503, the performance-based planning and
8 program processes shall provide a means of evaluating the
9 current performance of the plan developed pursuant to 506 and
10 the five-year facilities construction plan developed pursuant to
11 6951, and for evaluating and prioritizing the proposed changes
12 to the plan and program.

13 So as we move on, the powers and duties of the
14 Board are to determine this process with respect to
15 transportation facilities using these performance-based methods
16 developed pursuant to Article 7.

17 So in compliance with these policies established
18 pursuant to 304 under your powers and duties, the Department and
19 the Board shall use the performance-based planning and
20 programming processes in determining the future allocations of
21 the state, federal and financial resources among the
22 Department's major program categories.

23 I want to just assure the public that the way
24 this looks in real life is it's not that we're trying to put one
25 project over another just on a whimsical issue. We actually

1 have to use data because of the requests that we see, but also
2 because we're statutorily compelled to do so.

3 So every year ADOT and the members of the Board,
4 we're working together to prepare a construction program that
5 addresses priority needs based on performance-based planning and
6 programming principles. Now, using these principles, the staff
7 has followed a comprehensive process to rank the individual
8 construction process -- projects using a detailed performance
9 factors evaluation. We've identified the priority projects that
10 match the funding available that we have. Now, after public
11 hearing to gathering comments and inputs from the public, staff
12 and the Board, we finalize these five-year programs and submit
13 to the Governor, and then we as the staff implement them.

14 During the project evaluation process, and again,
15 during the public hearing process, as you know, many good
16 projects are discussed. We heard some of them today, whether
17 it's US-191, a report for State Route 64 to the Grand Canyon,
18 but under the current funding levels, ADOT cannot at this point
19 consider new system expansion investments outside the MAG and
20 PAG region without underinvesting in preservation and
21 maintenance, and that's the crux of this issue, because
22 underinvestment now is going to lead to worsening pavement and
23 bridge conditions and greatly increase preservation costs in the
24 future, and it's going to sacrifice the long-term health of the
25 existing state highway system.

1 For years myself, ADOT staff and a number of
2 board members, we've all been talking with state and local
3 leaders about the shortfall of the transportation revenues, and
4 we've made clear the consequences of a preservation-only
5 program.

6 Now, I feel the message is finally resonating
7 with our elected leaders, as there were a number of
8 transportation revenue bills debated during this past
9 legislative session. Although most of them did not pass, the
10 fact is there's a healthy discussion taking place and positive
11 steps are moving forward.

12 One of the successes we did realize was the
13 Governor and Legislature providing 35 million in funding for
14 pavement treatment projects that preserve good pavements from
15 deteriorating from poor to fair condition. Any actions I feel
16 that divert funding from the preservation programs undermines
17 the priority of the health of the whole system as prioritized by
18 the Transportation Board, by ADOT the Legislature and the
19 Governor.

20 As a result, the program presented today is
21 ADOT's recommendation to focus the limited funding resources we
22 have, balancing the State Transportation system needs on
23 preservation, safety and to the extent possible, other needed
24 modernization improvements to the system.

25 So Mr. Chair, again, we recommend this program

1 based on the data and the rankings of the process that you and
2 the Department have adopted, and we follow that, we feel, very
3 closely to speak with data about what projects should be funded
4 in the five-year program. So my recommendation is to ask you to
5 approve the program as it is presented.

6 Thank you for the time, Mr. Chairman.

7 CHAIRMAN SELLERS: Thank you.

8 MR. BYRES: Thank you, Mr. Chairman, board
9 members. I'm going to go through this. I've got --
10 unfortunately, my slides aren't matching up with what I've got
11 in my program here. If I can get some assistance. Got click
12 happy there.

13 MR. ROEHRICH: Chris, you've (inaudible) the
14 state engineer's report, right?

15 UNIDENTIFIED SPEAKER: I know. There we go.
16 Come back around.

17 MR. BYRES: Thank you very much.

18 MR. ROEHRICH: (Inaudible) the next slide. Why
19 don't we do that?

20 MR. BYRES: So we'll go ahead and -- well,
21 actually, let's go to the next slide.

22 We're going to go through a series of different
23 topics here. We're going to go through the general changes to
24 the Greater Arizona program, projects, adjustments, summary of
25 comments from the public, requests for approval of the 2020-2024

1 final program and then next steps.

2 Next slide.

3 So as far as the public comments go, we had three
4 news releases that were issued to statewide media. ADOT
5 websites were updated as we went through this entire process. A
6 social media promotion on Facebook and Twitter was performed.
7 We had media interviews. We had a total of 118 SurveyMonkey
8 comments, 64 email comments, as of May 17th, and 61 speakers at
9 public meetings. That's 27 percent increase over last year.

10 Next.

11 So thoughts regarding the project-related public
12 comments, the majority of all of the comments came in, we kind
13 of categorized into the I-10 project between Phoenix and Casa
14 Grande, I-17 from Anthem to Sunset Point, I-40, the Kingman
15 Crossing, and Rancho Santa Fe interchanges, US-95 is Yuma to the
16 Yuma Proving Grounds, SR-191 through the Navajo Nation, SR-77
17 Calle Concordia to Tangerine, the SR-260 Lion Springs section,
18 SR-64 from Williams through Tusayan -- or actually, Tusayan to
19 Grand Canyon. And then we also had some other ones that were
20 considering the Grand Canyon Airport environment, I-10
21 interchanges and PAG region, I-17 sound walls, and 260 from
22 Heber-Overgaard to Show Low.

23 Next.

24 The recommendations that we're putting forth
25 include I-10, and in that I-10 recommendation, we've got -- in

1 2020, we have \$10 million for the study itself. In 2021, we
2 have money for design as well as the MAG region has money in
3 there. And we also have in 2023 50 million for construction.
4 We have a total of 74 million that's being programmed for I-10.

5 Next.

6 In I-17, Anthem to Sunset Point, in 2020, we have
7 funding for design, as well as start of construction and
8 expansion. In 2021 we also have construction and expansion
9 moneys. And in 2022, we have construction for the expansion.
10 Total for all of I-17 through the program, we have
11 323.3 million.

12 Next.

13 Regarding projects and requests, we also had
14 I-40, the Kingman Crossing and Rancho Santa Fe new interchanges.
15 The Legislature appropriated \$20 million for that project with a
16 caveat that Kingman has the money available -- the remaining
17 money available by June 30th of 2024.

18 On US-95, from Yuma to the Yuma Proving Grounds,
19 the Legislature had a \$28 million appropriation that came forth,
20 and one caveat on it is that we encumber some money in the first
21 year, which is in the program to be able to encumber.

22 And SR-191 through Navajo Nation, safety
23 improvements, there is a project in the tentative program for
24 \$2.4 million for the 191 project.

25 Regarding other projects that were requested in

1 SR-77, Oracle Road, from Calle Concordia to Tangerine, there's
2 \$11 million that's in the program in 2022. That's a pavement
3 pres. project. The SR-260 Lion Springs section is currently not
4 in the tentative program. And the SR-64 Williams to Grand
5 Canyon is also not in the current program.

6 MR. STRATTON: Mr. Chairman.

7 CHAIRMAN SELLERS: Board Member Stratton.

8 MR. STRATTON: If you could go back to the last
9 slide, please. Correct me if I'm wrong, but I believe the Lion
10 Springs is four and a half miles, not two miles.

11 MR. BYRES: You may be correct. We'll have to
12 take a look at it.

13 MR. STRATTON: It makes quite a difference when
14 you're looking at 50 million.

15 MR. BYRES: Yes. So thank you.

16 MR. ROEHRICH: (Inaudible.)

17 MR. BYRES: Two miles? We'll take a look at
18 that.

19 Next slide.

20 MR. THOMPSON: Greg. Chairman.

21 CHAIRMAN SELLERS: Board Member Thompson.

22 MR. THOMPSON: On that -- going back one slide, I
23 always thought that SR-64 Williams to Grand Canyon, I thought it
24 was -- what was the amount that was requested for that?.

25 MR. BYRES: There wasn't a requested amount. It

1 was a request for a project through --

2 MR. THOMPSON: Uh-huh. (Inaudible.)

3 MR. BYRES: We did not approve -- or we did not
4 have any recommendations for projects through that stretch.

5 As we go through these, we have some proposed
6 expansion projects. So in 2020, we have 10.2 million that's set
7 aside for the Fourth Street Bridge project up in Flagstaff. On
8 US-93, there's 10 million for right-of-way for the West Kingman
9 TI.

10 For SR-69, we've got 1.3 million for the Prescott
11 Lakes Parkway. That's for right-of-way. And US-93, we have
12 41 million. That's for the US-93, the gap project. On I-17, we
13 have 15 million for design. That's for Anthem to Sunset Point.
14 There's also \$40 million for construction. That's through the
15 legislative appropriation, and there's also 50 million in there
16 that's appropriated through MAG.

17 Next.

18 In FY '21, we have -- on SR-69, we have
19 8.7 million. That's for, again, the Prescott Lakes Parkway. On
20 I-17, we have 62 million. Anthem to Sunset Point, which
21 includes the 45 million, which is part of the legislative
22 appropriation. On I-10, we have \$10 million. That's from
23 SR-202 to the SR-387. That's to finish the DCR, the scoping, as
24 well as the environmental assessment for that project. We also
25 have 25 million for US-95, which is the Yuma to Yuma Proving

1 Grounds.

2 In FY '22, we're down to one project, which is
3 I-17. There's \$65 in that project. That's, again, from Anthem
4 to Sunset Point, with 45 million being the appropriation from
5 the Legislature.

6 In FY '23, we have 50 million. This is for I-10.
7 This would be at the first segment that is developed through the
8 DCR study that we have coming -- that we are currently putting
9 together for FY '20.

10 In FY '24, we have 56.2 million that would be
11 going towards the West Kingman TI on US-93.

12 In our development program, as we go through from
13 2025 to 2029, again, there's no expansion projects. This is in
14 accordance with the Long Range Transportation Plan
15 recommendations. We have bumped preservation up to 350 million.
16 This is to account for the lack of being able to hit that
17 320 million in prior years that we were setting as a target.
18 We're now targeting that 350 to hopefully make up for any losses
19 that we may be experiencing as we go forward with the
20 preservation program.

21 So in the MAG recommendations that we have in the
22 program, again, MAG does its own programming. What we're
23 looking for is the final adjustments coming from MAG in
24 September. That will be after the air quality conformity is
25 complete. The updated MAG program used the absolute latest

1 costs for constructions projects, used the latest project
2 schedules, and cash flow reviewed by FMS to make sure that we're
3 fiscally constrained.

4 I don't have a slide for PAG, but PAG also does
5 its own programing. PAG has projects on I-10. Also has the 210
6 project that we're looking at. Also has projects on SR-77 that
7 are currently programmed.

8 For our Airport Capital Improvement Program,
9 we've got -- in the FSL, or the federal match program, we have
10 \$5 million set up for that. In our SL program, which is our
11 state/local grant program, we have \$10 million. For our APMS,
12 which is the Airport Pavement Management Preservation System, we
13 have 5.5 million. There's \$50 million for Grand Canyon Airport,
14 as well as 1.1 million for development or studies and so forth
15 that we have to produce through FAA requirements as well as the
16 Board's policies.

17 There's also an additional \$10 million that was
18 appropriated to put into the Aviation Fund, and if you look at
19 our state -- our SL program, we have \$10 million in there. We
20 actually had \$25 million worth of need. So we will take and
21 continue down our list of projects to accommodate the additional
22 \$10 million that has -- that was appropriated so that we can
23 keep going as far down the list as we possibly can on our
24 current needs. So that will get addressed. Those projects as
25 they come forward will come to this board for approval every

1 month as we go through those, so...

2 Next steps. We have -- the program will be
3 delivered to the Governor June 30th, and the fiscal year begins
4 on July 1st.

5 With that, we bring forth to the Board
6 recommendation of approval of the five-year program.

7 CHAIRMAN CUTHBERTSON: Okay. I'll open up for
8 comments, questions from the Board.

9 MR. THOMPSON: Chairman, so once we go into July,
10 we begin the whole process again, have a meeting probably for
11 the next (inaudible) the next five years.

12 MR. BYRES: Chairman, Board Member Thompson,
13 exactly. We've already actually started some of that process
14 with our P2P.

15 CHAIRMAN SELLERS: Thank you.

16 MR. THOMPSON: Thank you.

17 CHAIRMAN SELLERS: Board Member Hammond.

18 MR. HAMMOND: A question here. Do we do a motion
19 and a second and then discuss? The agenda says that Board
20 Member Stratton's going to present. Do we listen to Board
21 Member Stratton present first? What's the proper procedure? I
22 think I'd like clarification on that.

23 MR. HALIKOWSKI: Mr. Chair, if I might, you have
24 to have a program presented on the floor in order to propose an
25 amendment. So first step would be to get the program on the

1 floor to discuss the amendment.

2 CHAIRMAN SELLERS: Okay.

3 MR. KNIGHT: Mr. Chair.

4 CHAIRMAN SELLERS: Board Member Knight.

5 MR. KNIGHT: Greg, we deleted a program last
6 time, which -- Bullhead City didn't want a roundabout, and we
7 deleted that. That was 4.7 million, and it had been programmed.
8 I was hoping that perhaps we could repurpose that for a project
9 like -- and it's not anywhere near enough, but apply that money
10 toward a project like Lion Springs or whatever. What's the
11 situation with that?

12 MR. BYRES: Well, Mr. Chairman, Board Member
13 Knight, when that project was deleted, that was in a PPAC action
14 last month. The funds for that went into Contingency for 2019.
15 So that money has to be spent within 2019. So those
16 contingencies, as a matter of fact, not to say that it went into
17 that contingency money, gets spread out. And I can let somebody
18 else that knows more about it explain exactly where it goes.

19 MS. WARD: So whenever a project gets delayed or
20 deferred or releases money, or when a project needs money, that
21 flow goes through the Contingency Fund. So if a project was
22 released, the dollars flow back into Contingency and are then
23 applied to other projects as there is need. And so as has come
24 before the Board multiple times, we have had significant --
25 experienced significant cost increases.

1 Now, Dallas, I think you just said that this is
2 an HSIP project as well?

3 MR. HAMMIT: Yes.

4 MS. WARD: So did that -- I'll let you to speak
5 to that.

6 MR. ROEHRICH: Please speak into the microphone,
7 Kristine.

8 MS. WARD: I'm sorry.

9 MR. HALIKOWSKI: And Dallas, please, for the
10 audience, define what HSIP is.

11 MR. HAMMIT: Mr. Chairman, Mr. Knight, the funds
12 from that project were from our safety program, HSIP, Highway
13 Safety Improvement Program. When -- that's a specific category
14 of federal funds that have to meet qualifications. So when that
15 money left that project to go to meet those qualifications, it
16 would have to go into another highway safety project to get
17 those funds. So that's where the funds will be reprogrammed.
18 They would not qualify to be used if the project did not meet
19 those requirements.

20 MR. ELTERS: Mr. Chairman.

21 CHAIRMAN SELLERS: Thank you.

22 MR. ELTERS: Mr. Chairman.

23 CHAIRMAN SELLERS: Yes. Board Member Elters.

24 MR. ELTERS: Can I ask a question before the
25 motion's made, or would you rather I wait until a motion's on

1 the floor?

2 CHAIRMAN CUTHBERTSON: Well, I'm going to have
3 Board Member Stratton speak about his proposed amendment before
4 we have a motion on the -- on the plan.

5 MR. ELTERS: This is just clarification about
6 what's in the tentative plan.

7 CHAIRMAN SELLERS: Okay. Please go ahead.

8 MR. ELTERS: Thank you.

9 Mr. Byres, looking at the tentative program on
10 page 32, it discusses summary of dollars, and it's looking at
11 statewide subprograms. One of the subprograms is planning to
12 allocate \$21.5 million a year from 2020 through 2024. That adds
13 up to a little over \$100 million over five years. What will the
14 focus of these planning dollars be, understanding the trend that
15 we are moving forward with, which is mostly system preservation
16 where we're not -- we're doing less and less expansions of
17 corridor?

18 And I'm mindful as I ask this question of the
19 environmental process and requirements that we can study tier
20 ones all we want. We can't move into project design and
21 delivery until funding streams are attained and recognized. So
22 could you help me understand what the focus of these dollars
23 will be over the next five years, which is a substantial number
24 of dollars?

25 MR. BYRES: Mr. Chairman, Board Member Elters,

1 actually, planning, because of the condition of our current
2 funding becomes more and more important, because now we have to
3 take our planning down even more significantly than what we used
4 to in the past where we may have had more funds. We could
5 generalize a project and put it out. We no longer do that.

6 We are now taking and identifying projects,
7 taking and fully scoping those projects, as well as estimating
8 those projects out so that when they are put into a program,
9 they're defined correctly so that we don't have extreme cost
10 overruns. We don't have changes in scope or so forth so that we
11 can keep within our fiscal constraint on an annual basis.
12 That's becoming even more and more important.

13 But the second part of this is that with any kind
14 of hope, we may actually have additional funding coming forth,
15 and we need to be prepared to be able to have that accounted
16 for. So yes, we don't have any expansion projects that are
17 coming through the program, but that doesn't mean that we don't
18 take and start -- maintain a plan of action for expansion
19 projects coming through in the future. Traffic doesn't stop
20 growing. It's still growing. We still have to account for it,
21 and we need to know where that money needs to go as best as we
22 possibly can.

23 The same holds true for modernization projects in
24 all of our safety programs. We still have to know what's
25 happening with -- as crash data comes through, what projects

1 need to be appropriated or put forth and so forth. So that
2 planning money actually becomes more and more critical as we go
3 forward with the lesser amount of funds that we have.

4 MR. HALIKOWSKI: Mr. Chair, to that point, if I
5 could. Greg, we gotten have a lot of projects sitting on the
6 shelf right now.

7 MR. BYRES: No.

8 MR. HALIKOWSKI: I don't know that we have any
9 projects sitting on the shelves.

10 MR. BYRES: We have none.

11 MR. HALIKOWSKI: And if the Board will recall,
12 during President Obama's tenure, we got a \$550 stimulus shot to
13 Arizona. Most of that money went into pavement projects,
14 because we didn't have a lot of projects sitting on the shelf.

15 If in the future we're to get some sort of
16 stimulus shot, be it out of Congress or the administration, it
17 does do us well to have some projects ready to go. So part of
18 this money, I'm assuming, also goes towards getting these
19 projects ready should money come in.

20 MR. BYRES: You're absolutely right.

21 One of the other things is is the majority of
22 this money is SBR-related funding, which is State planning and
23 research funding. We're mandated to use -- that's 12 percent of
24 the money that comes through -- is it 12 percent? Yeah. 12
25 percent of the total federal funds that come through have to be

1 utilized for planning and research. So -- and my division is
2 funded through SBR funds. So it doesn't only cover planning.
3 It also covers our traffic monitoring group. It covers our
4 research group. It covers multiple other groups as well.

5 CHAIRMAN SELLERS: Thank you.

6 And certainly it behooves us to have some plans
7 ready if there is ever a federal infrastructure structure plan,
8 although we'll also then have the challenge of matching dollars.

9 Board Member Stratton.

10 MR. STRATTON: Thank you, Mr. Chairman.

11 First I'd like to say I really appreciate the
12 staff and the job they've done on the five-year plan and they do
13 every year, from the Director down to the smallest person that
14 works on this. I truly understand, having been involved in
15 transportation for many years, what a difficult task this is,
16 and by no means do I want my proposed amendment to be a slap in
17 your face or received any other way than just a difference of
18 priorities. I do appreciate what you've done. Thank you.

19 When I was first appointed by the Governor to
20 this board, as all of us, Mr. Biesty took us around to the
21 Senate, to the Transportation Committee. When I met with
22 Senator Worsely, who was the chairman of the committee at the
23 time, he noticed I was District 4, and more specifically, from
24 Globe. His question to me was, first question, "What do you
25 think about Lion Springs?" I told him that I had been lobbying

1 for that for many years as my -- with my position at Gila
2 County, and I would -- as an advocate for that project, and I
3 would do whatever I could to help see it funded. That was
4 pretty much the end of our conversation. He was good.

5 I would also like to reflect to the Board that
6 I've looked at this very hard. I've tried. I met with the
7 Director and Floyd and Kristine last Wednesday, a week ago, to
8 try and look at possible funding options. The first place I
9 went was the 4.7 million that Mr. Knight mentioned a while ago,
10 and was told that it was not programmed.

11 And later my question was if it wasn't
12 programmed, how could it be a net change to the program that we
13 were presented with during the study session? And I was told
14 then it was programmed in '19 and had to be reallocated in '19.
15 I accept that. I understand that.

16 My next question was the money that we received
17 from the federal government that we learned about during the
18 work session, 15 million of that was allocated to rural Arizona.
19 I wanted to use that money on Lion Springs project, 5 million
20 for design and 10 million toward construction. We had been told
21 it was put on the bridge for the purpose it had to be parked
22 somewhere, and I understand that. This week I learned that it
23 was not on the bridge, that it was in pavement preservation and
24 parked there.

25 So I wanted the Board to know and the public to

1 know that I've tried to look at every option in order not to hit
2 pavement pres. with everything. I understand what the Director
3 is saying and what the Governor's feelings are about pavement
4 preservation. I respect those. However, I feel that it's our
5 duty as board members to listen to our constituents and the
6 public comment and try to do the best we can for those
7 constituents, and that is why I'm proposing the amendment.

8 The Director did say that I was, in my report,
9 was very surprised, and I am, that 28-6955 existed. I did
10 consult with our legal counsel on how to try and put this report
11 together. There is no case law. Apparently this is the first
12 report. So in some manner we're setting a precedent, and I hope
13 that the review of this report is satisfactory with our legal
14 counsel. She hasn't seen it prior to this morning. We have
15 discussed what I felt would be appropriate to put in the report.

16 So at this time I would like to read to the
17 public and to the Board. I supplied each one of you with a copy
18 of my report, as well as two copies to the Director, one for
19 himself and one for the Governor if the amendment passes. That
20 is according to this statute. One to our legal counsel, and one
21 for Linda Priano for the record.

22 At this time -- I'll apologize. I've forgot my
23 cheaters, so I had to borrow my wife's.

24 Gentlemen, I learned today, June 18th, that
25 according to Statute 28-6955, I must submit a report to the

1 Director and ultimately to the Governor should the Board approve
2 a change to the five-year plan documenting why I would want to
3 alter the five-year plan that the Director recommended to ADOT
4 Board. I must admit that I was quite surprised by this statute
5 since I nor more any past members whom I contacted were aware
6 that it existed.

7 Accordingly, I'm submitting the following
8 documents as my report in compliance with that statute.

9 We received a great deal of public input during
10 the scheduled hearing, public hearings. Fortunately, the
11 majority of the requests were addressed by the passage of the
12 State budget, with the exceptions of the Lion Springs project.
13 This particular project has been in and out of the program for
14 20-plus years.

15 I feel that ADOT has created the bottleneck by
16 widening the highway on both sides of Lion Springs section. The
17 only solution to alleviate this problem is to complete the
18 widening of the aforementioned section.

19 There have been countless accidents, injuries and
20 even deaths due to not having completed what was started. I
21 can't stand idly by and have continued injuries -- excuse me --
22 and potential loss of life without at least attempting to remedy
23 the problem.

24 The bottleneck has increased response time for
25 the first responders, not only to accidents, residents and

1 commercial fires, but also to the potential devastating --
2 devastation that a catastrophic wildfire can impose.

3 During my tenure with Gila County, I was part of
4 a team, along with Mr. Sanders, that created a defense program
5 to the potential wildfires after the devastation of the
6 potential bankruptcy of Navajo County resulting from the Rodeio-
7 Chediski Fire. We created a system of ladders and tanks for
8 dips sites for helicopters to fight fires.

9 I'm going to deviate here for a second. It's a
10 well-known fact by The Forest Service that if you can put a
11 helicopter on a fire within the first 30 minutes of that fire,
12 it is 70 to 90 percent less chance of becoming catastrophic.

13 The water trucks from Gila County and surrounding
14 jurisdictions supply these bladders with water. During my
15 tenure with the County, it was a major concern that our water
16 trucks would not be able to navigate through the bottleneck to
17 deliver water to the bladders. This is still a concern today,
18 and we have had that problem when I was there.

19 In closing, I would like to assure you that I'm
20 not proposing this project because it's in my district, but for
21 the safety of the motoring public and the greater good of
22 Arizona.

23 As promised, enclosed you will find a copy of the
24 email sent to me by Floyd Roehrich, a letter from the Tonto
25 national supervisor, which I will read, and copies of the public

1 comments which I have highlighted concerning Lion Springs.

2 Thank you for allowing me the opportunity to
3 explain my thought process and reasoning for the proposed
4 amendment.

5 Neil Bosworth, the Tonto National Forest
6 supervisor has signed this letter. He's asked me to read it
7 into the record and as part of my report, because all of their
8 people are allocated to the Woodbury Fire at this time.

9 Dear Committee Members: The Tonto National
10 Forest strongly supports the proposed State Route 260 highway
11 widening project known as the Lion Springs project. The section
12 of highway that would be improved by the Lion Springs project is
13 located on Tonto National Forest lands, and the Forest has
14 expressed continued support of this project and other 260
15 projects that have been implemented to improve traveler safety
16 and address increased traffic volumes.

17 We understand that this project would reach
18 ADOT's goal of completing a four-lane divided highway along the
19 entire SR-260 corridor, and as a result would have a positive --
20 broad positive impact both locally and regionally. At the same
21 time, it would have positive effects on forest lands surrounding
22 the highway the following ways:

23 Protection of watershed and wildlife habitats.
24 Reduced erosion. Reduced wildlife and vehicular collisions.
25 Protections against forest fires. And there are details on each

1 one of those, but in the matter -- interest of time, I will skip
2 the detail.

3 In addition to the improved resource protection,
4 The Forest Service supports this project as SR-260 is a gateway
5 to numerous high-use recreation sites and activities on both the
6 Tonto and Apache-Sitgreaves National Forest. These sites
7 include developed and dispersed camping, important trailheads,
8 fish hatcheries, lakes popular for fishing and boating, prime
9 hunting areas, and creeks popular for swimming and daily use
10 activities.

11 This project would improve the public's
12 experience in visiting or traveling through federal lands by
13 eliminating traffic delays that occur as SR-260 changes from a
14 four-lane divided highway to a two-lane highway within the Lion
15 Springs project area.

16 Additionally, the Lion Springs section of SR-260
17 would connect two sections of highway that are currently
18 suitable for bicycle traffic. The improved access for this
19 portion of central Arizona and reduced congestion would
20 contribute to the region's economic development by further
21 leveraging the federal land resource available to the public.

22 Finally, the final environmental impact statement
23 and record of decision for the project are complete, and timely
24 completion of design and construction would reduce the need for
25 future re-evaluation.

1 In recognition of the numerous benefits of
2 completing the Lion Springs project, the Tonto National Forest
3 will pursue all opportunities for supplemental funding as
4 allowed by our regulation and policy in cooperation with ADOT
5 efforts.

6 And he lists his name and number if there's any
7 questions to contact him.

8 When I received the amendment, it wasn't exactly
9 as what we had spoke about, and it was due to the monetary
10 changes that I mentioned. I did commit in that meeting with
11 staff that I would ask The Forest Service to look for money if
12 we approved this or we didn't to try and help us and alleviate
13 the funding by ADOT. This is the highest ranking person in
14 Tonto National Forest. Neil Bosworth. He's made that
15 commitment in writing.

16 So at this time I would make a motion that we
17 amend the five-year plan to include Lion Springs project, with
18 the design in year '20, and the construction to begin no later
19 than the second quarter of 2022. Whatever is easiest for the
20 staff for cash flowing purposes and amending the five-year plan.

21 I make that. I know the amendment says to begin
22 construction in '21, but I believe that I don't want to tie our
23 staff's hands. I believe it's appropriate to give them what
24 leeway we can, but I also believe that I would like to see that
25 project started before I leave the Board, which will be at the

1 end of '22.

2 I state that as a motion, Mr. Chair.

3 CHAIRMAN SELLERS: Okay. We have a motion for
4 amendment to the five-year plan. Do we have a second?

5 MR. KNIGHT: Second.

6 CHAIRMAN SELLERS: Second from Board Member
7 Knight. Any other discussion from board members?

8 MR. THOMPSON: Chairman, for the purpose of maybe
9 finding some additional resources mentioned here, I've got a
10 couple of questions and regarding how tightly the money that's
11 been set aside for I-10 study? And the second is the
12 Contingency Fund. I would need further explanation and how that
13 could also be one of the options. Those are my questions.

14 MR. HALIKOWSKI: Thank you, Mr. Chair and
15 Mr. Thompson. So there's a couple things wrapped up in here.
16 First of all, I'm a little confused by the motion to amend the
17 five-year plan, because it sounds -- and I may be mistaken
18 here -- nothing specific was put in there as to what we're not
19 going to do in order to fund Lion Springs. It's being left up
20 to the staff.

21 And I will tell you from my perspective, as I've
22 already discussed, the staff and the Board have the duty to
23 follow a data-driven process. So far, we've followed that
24 process, and Lion Springs ranks number 38. Again, while I
25 sympathize with all of the issues, I have to look at this from a

1 statewide perspective.

2 So in answer to your question, Mr. Thompson, when
3 you say how tight is the money, I don't know if that's in
4 relationship to fully funding Lion Springs, because you're
5 talking about \$50 million. As far as the Contingency Fund,
6 Kristine can come back up and reiterate what we talked about
7 with the Contingency Fund.

8 I'm not sure how to answer your first question on
9 the tightness of the funding. But once again, I also think we
10 need to talk about some specificity of what the Board wants to
11 remove from the program in order to fund Lion Springs, and I'm a
12 little confused since I haven't heard what that is.

13 MR. STRATTON: Mr. Chairman, if I may.

14 CHAIRMAN SELLERS: Board Member Stratton.

15 MR. STRATTON: Forgive me for not being more
16 specific. As in talking with the legal counsel about that
17 particular subject, it is not exactly for the Board to pick
18 project by project. Rather I would say the lowest ranking
19 pavement preservation projects in the plan, and I do believe
20 that it should be in the same split in rural Arizona as the
21 freeway to rural roads are.

22 MR. HALIKOWSKI: With respect, Mr. Chairman, it's
23 interesting to me that the legal counsel is saying you're not to
24 pick project by project, but that's, in fact, exactly what we're
25 doing in picking the Lion Springs project to reinsert it, and

1 I'm puzzled as to the Board's reasoning of following the
2 data-driven process on all the other projects we've presented in
3 the five-year plan for your approval, but for some reason, this
4 one's being inserted. But on the other hand, we're being asked
5 to go ahead and pick lower ranking projects. So again, there is
6 some confusion here, at least is my understanding, of how this
7 process is working, and your legal advice of the Board not
8 picking and choosing projects, because, in fact, that's exactly
9 what we're doing here today.

10 CHAIRMAN SELLERS: Board Member Hammond.

11 MR. HAMMOND: I think if Board Member Stratton
12 were to tell me how he thought I'd vote on this issue, he
13 probably knows I would not support the amendment, which is --
14 you know, these are all my friends. We all want to help each
15 other. I don't know how passage of this amendment could not be
16 perceived as a favor to one district over a very detailed, time
17 consuming, hours driven process over six months of coming up
18 with a five-year plan.

19 I'll tell you, if I'm the lone "no" vote, I'm not
20 going to take my marbles and go home. I'll move on, and it's
21 okay. I just -- I just don't think it's the right decision.
22 And I'm not saying that for my district or anybody else's
23 district. I'm saying it for the State, and I actually believe
24 if we were to do something like this, and it -- and it happens,
25 I think it even hurts District 4 in the long term.

1 If we do a perceived favor -- by the way, I
2 absolutely am in favor of this project, but if we override a
3 data-driven process for a subjective decision for one district,
4 what happens next year? What happens the year after that? How
5 do we as non-technicians make that decision to pull one project
6 out to support another?

7 A unintended consequence that I haven't heard but
8 just kind of nagged at me also is if we as non-technicians pull
9 data-driven projects out of the system, and one of those
10 projects, it doesn't happen that year, somebody dies on, what
11 kind of liability increase do we have when we don't -- whether
12 we get asked that question. How did you make that choice? If
13 it's data driven, we've got an argument. If it was perceived to
14 be subjective, I think we have an unintended consequence and
15 increased liability.

16 That's probably secondary, though, to the idea
17 that the data needs to drive the decision making. I want to see
18 this project back in. It doesn't -- I mean, we're sitting here
19 because of lack of funding. You heard just today, every one of
20 the speakers quoted safety. In some respects, we decide who
21 lives and dies on our highways. Every day somebody dies on our
22 highways, and we get a lawsuit. Whether it's I-10, whether it's
23 -- you name it. All these projects throughout the state, all
24 this pavement preservation is a safety issue, and we make those
25 choices, and if that's not data driven, I feel very -- when

1 somebody dies on the system, I would hate to think it was
2 because of a subjective decision. I would want it to be a very
3 objective decision.

4 You know, the time to get this project and all
5 these projects into the plan was during that six months. I
6 didn't hear it today, but I did hear over the months that
7 hundreds, maybe even thousands of changes were made to that
8 five-year plan based upon all of the input. Did everybody get
9 what they want? No. But that is the product of lack of money
10 and lack of the -- lack of ability to do what we need to do as a
11 state. I mean, I want to vote for this. I really do, but I
12 just think it's not the right decision, and so I can't support
13 it.

14 CHAIRMAN SELLERS: Board Member Thompson.

15 MR. THOMPSON: Chairman, I guess the other
16 option, I think, no matter how much I try to understand the
17 whole process, I still have to ask here and there, I do
18 appreciate all the input and administration you have put out. I
19 think this discussion is very respectful.

20 And that the other option I'm looking at is that
21 what's the possibility of trimming the existing projects that we
22 have to begin bringing the resources that would apply to this
23 particular project? And this was already accepted into the
24 program, and I feel that it's still there. During the 2019,
25 2023, and it was mentioned by Board Member Stratton that it's

1 been going over 20 years. And my mindset, that is still there.
2 The recommendation to us is to change that. Am I understanding
3 that right or (inaudible) you know?

4 MR. HALIKOWSKI: Mr. Chairman, Mr. Thompson, I
5 think you fully understand the recommendation is to change it,
6 but I think this -- some people in this audience will remember
7 years ago this plan was not fiscally constrained. There were
8 many projects put into this plan over the years that cost, for
9 example, 50 million, or 5 million might have been parked there
10 just to assuage someone to say it's in the five-year program.
11 When I came on board, in working with the FMS staff, we put a
12 stop to that practice. This plan must be fiscally constrained.

13 The other thing the Board has adopted based on
14 our recommendations are strict policies of procedures as to how
15 we pick and choose programs -- or projects through the priority
16 programming process. In fact, the law requires us to do that.
17 And so once again, we have done to the best of our ability to
18 bring you a plan according to the processes and procedures that
19 we've all agreed on.

20 Unfortunately, rebalancing has been a sad fact of
21 life for the past ten years due to the economy. I don't care
22 whether it's ADOT, whether it's MAG, whether it's PAG. Due to
23 the downturn in the economy that we experienced in '08, '09 and
24 '10, we're still recovering from that, and as MAG will tell you,
25 they had to move probably billions of dollars in projects out of

1 their five-year program.

2 So the point is is that things do move in and out
3 based on changes in what's financially available, and also based
4 on changes that we've adopted and refined over the past ten
5 years of how we pick projects. I'm not saying Lion Springs
6 isn't a worthy project, but I have to say that about every
7 project as I travel around the state and am asked by people when
8 they say, this is the most dangerous stretch of highway or this
9 is the most important project of the state. This will provide
10 great economic benefit. This will be an improvement in safety.

11 I can't respond to each of those. What I have to
12 use is a very data-driven process to decide with limiting
13 funding available what to present to you that in our best
14 professional engineering judgment is what we should be doing for
15 the next five years.

16 Mr. Chair, we go back to Kristine. There was a
17 prior question on the floor about contingency funding.

18 MS. WARD: Mr. Sellers, Mr. Thompson, I believe
19 your question was -- and please, let me repeat it back to you.
20 It's been a little bit. Okay. I would appreciate it if you
21 could -- I'll try and repeat your question, and let me know if
22 it's correct. You asked if there were any available -- extra
23 available dollars in the program. Is that how tight the program
24 is?

25 MR. THOMPSON: Specifically, the Contingency

1 Funds, how -- if there's any, and how that we could reach into
2 that particular can.

3 MS. WARD: Okay. Let's start with part one.
4 When we do the initial programming, the very first step in
5 developing the tentative five-year program is for us to do the
6 revenue forecasts on which that program is based. When I come
7 to you every month and I say we are within target range, if we
8 start going -- the purpose of that is to communicate to you that
9 the revenues are flowing at the estimates that we originally
10 based the program on.

11 So what has happened is I -- at the beginning of
12 this programming cycle, FMS, Financial Management Services,
13 provided MPD the revenue forecasts, and those revenue forecasts
14 provide the constraint, the bounds within which the program can
15 be developed. So -- and we program -- we develop projects or
16 the project plan to expend the entirety of those dollars. We do
17 not -- we do not keep -- we do not have, unfortunately, a
18 mystery bucket of money that I can just magically, like Lucky
19 Charms, pull from.

20 And so when you ask me how tight is the program,
21 is it fully -- is it -- excuse me -- fully programmed? It is.
22 We have planned for every dollar that we have forecasted.

23 Now, let me move on to -- oh, I'm sorry. Do you
24 have a question, sir?

25 CHAIRMAN SELLERS: No. Go ahead.

1 MS. WARD: So let me move on to Contingency.

2 At the beginning of each year, when we develop
3 the program, it's in the tentative program right now, you will
4 find a Contingency Fund. I actually think you'll find two. And
5 you'll see \$5 million programmed for Contingency. That fund,
6 that -- it's not really a fund. That subprogram is like a
7 clearinghouse. As projects -- it's funds that set aside that if
8 projects come in over budget, we draw from that five million.
9 When projects come in under budget, we put the dollars back into
10 that subprogram. So it ends up going around kind of like a
11 washing machine. Does that -- does that make sense? Does that
12 -- am I communicating that well?

13 There are not -- when we come to the end of the
14 year, if there are, say, extra -- a few extra dollars, which we
15 don't encounter terribly frequently, what we do is I pay the
16 bills ahead just a little on the -- I use those dollars up. I
17 soak them up, and I pay for projects that you've -- you, this
18 board, has already programmed, has already approved to pay those
19 projects, pay the bills a little early.

20 What that does is then frees up those dollars for
21 you to reprogram in the subsequent year. But I need -- for
22 fiscal constraint, I need that Contingency Fund for the entirety
23 of the year, because what happens is I can't predict,
24 particularly in the environment that we find ourselves now, with
25 ever-rising costs, I cannot predict when Dallas and company are

1 going to come through the door and say, we've got a project that
2 is running over.

3 I believe that I would open it up for any
4 questions if -- I hope that got -- answered your question.

5 CHAIRMAN SELLERS: Thank you.

6 MR. HALIKOWSKI: Mr. Chairman, Mr. Thompson as
7 another question on how tight the money is on I-10. I don't
8 know if Dallas or Greg wants to address that, but I think
9 there's money set aside for the I-10 project. His question was
10 how tight that is.

11 MR. BYRES: For the I-10 project, we currently
12 had -- there was \$10 million that came in through a legislative
13 appropriation. We already had some funding in there, as well as
14 in this tentative program for the study, as well as \$50 million
15 out for construction in 2023. That -- until the DCR is done, we
16 don't know what that first segment's going to be. So that \$50
17 million is somewhat of a placeholder, but it's nowhere near
18 enough money to be able to do even what needs to be done through
19 the entire project. The entire project of I-10 is somewhere in
20 the neighborhood of about \$320 million, just to widen one lane
21 in each direction from the 202 to 387. So is the money tight on
22 I-10? It's extremely tight, because we don't even have the
23 money yet appropriated to do the entire project.

24 MS. WARD: If I may?

25 MR. BYRES: Yes.

1 MS. WARD: With regards to the tightness on I-10,
2 this is a discussion, you know, when -- there is -- you're going
3 to just love this word again. There is a process for estimating
4 projects. When the planning to programming, P2P, process does
5 that prioritization, I-10 came up, I believe, as number two. We
6 are doing -- we are going to scope the project, I-10 project, to
7 the level of funding we have.

8 So I don't want you to think that we have
9 underestimated a series of projects and built them into the
10 program. That would absolutely violate fiscal constraint.
11 There are circumstances where we will -- if we find that we have
12 less money available, we scope the project to fit the money that
13 we have available. But the key has got to be that we adhere to
14 fiscal constraint through that process.

15 MR. ELTERS: Mr. Chairman (inaudible).

16 CHAIRMAN SELLERS: Board Member Elters.

17 MR. ELTERS: So I've been thinking about this
18 long and hard, and I've been listening here today. Let me just
19 start by acknowledging the effort that has been made to date by
20 the Department and the P2P process. And understanding fully
21 that it's a process that is being improved and evolving and
22 tweaked, as I've thought about it back and forth, especially
23 this week when I saw the follow-up related to the amendment, and
24 how I would approach it, it occurred to me it's no different
25 today than it was before, and in my mind, it's never been to

1 turn off one faucet while the other one is turned on. It's a
2 balancing act. It has always been and will always -- has always
3 been and will always be in my mind.

4 The hierarchy of the system that we have,
5 interstates, U.S. highways, state routes, is all related, and
6 it's all connected, and the interstates connect to the U.S.
7 highways and state routes, and we have regional corridors and so
8 on.

9 I think the intent is to do what we can, not to
10 bias one or favor the other, but to do what we can to address
11 needs where needs are needed. We've done so on other corridors
12 before. When US-93 needed funding, the State funded US-93,
13 because those were the needs, and a substantial amount of funds
14 went to improve that corridor and address the number of
15 fatalities and remove crosses from that.

16 When needs were warranted on SR-191, improvements
17 were made to address that. SR-260 as well, improvements were
18 made over the years. In fact, that's how the Lion Springs
19 became the bottleneck that it is.

20 So saying -- you know, I find myself debating
21 against myself to tell you the truth in a lot of situations,
22 because while I say that --

23 MR. HALIKOWSKI: Welcome to my world.

24 MR. ELTERS: I'm sorry?

25 MR. HALIKOWSKI: Welcome to my world.

1 MR. ELTERS: So the issue is real, and I have no
2 -- I have no doubt that every comment and every assessment that
3 has been made has been an honest and sincere. And the effort
4 that has been made is objective in nature. But again, I keep
5 going back to is there a room? What can we do to balance?
6 Clearly there is a need here, and there's a need to preserve the
7 system around the state, and I don't mean pavement versus
8 bridge. It's system preservation. And I think there's no doubt
9 this Board is sincere and real, committed to preserving the
10 system, because we voted on this long-range plan that trended in
11 the direction of system preservation and less of everything
12 else.

13 But I think even the day we voted on it, we voted
14 with the understanding that something would happen that it would
15 not be a complete drying up period. There would be some
16 balancing, some change. So I don't know if you've counted how
17 many times I've used the word "balancing," but if I'm not up to
18 15 yet, I will get there.

19 My point is whether it's -- I -- personally, I
20 hasten to say it needs to come from A or B or C and how you do
21 it, because this is not about second-guessing or overlooking
22 your effort. This is about recognizing and voting what we know
23 best in our -- our abilities, our conscience, our perspective.

24 And to that end, I truly believe Lion Springs,
25 even all of the testimony we've heard related to emergency

1 response and safety and crashes and so on, needs to find its way
2 back into the program. Whether it's designed one year and built
3 over one year or two years or however that is figured out, I
4 favor a -- an -- and support an approach that would -- that
5 would proceed in that direction.

6 MR. HALIKOWSKI: Mr. --

7 MR. ELTERS: So, you know, I -- it boils down to
8 it's a corridor that's been improved in the past. This would
9 complete the original intent of the environmental document and
10 process. It doesn't have to be done, in my humble opinion -- no
11 disrespect to any of my colleagues -- doesn't have to be done in
12 year '21 or '20 or '22. But we want to ramp up the system
13 preservation to address the system. That number, where it
14 lands, in my opinion, has some flexibility to accommodate what
15 I'm suggesting here.

16 So I'm -- I -- as long as balance is the goal
17 here, I think I'm leaning more to supporting the amendment than
18 not (inaudible).

19 CHAIRMAN SELLERS: Okay. I need to make a
20 comment here, because my understanding of our process is that
21 for us to make an amendment like this to the five-year plan, we
22 would have to specifically identify where the money is coming
23 from in the plan. And since we don't have that today, I don't
24 think we can make that decision today.

25 MS. KUNZMAN: That's correct.

1 MS. WARD: I defer to the attorney on this
2 (inaudible).

3 CHAIRMAN SELLERS: And I want to add to that that
4 I agree with what I'm hearing from the other board members here
5 that this is a critical project. You know, I've heard about
6 this for the entire time I've been on the Board. I think it's a
7 safety issue. I think that we need to address this. We need to
8 find a way to get it into the plan. I don't think we can do
9 that today.

10 MS. KUNZMAN: I see a few -- this is Michelle
11 Kunzman. I see a few puzzled looks. Do you want me to,
12 Mr. Chair, just sort of explain from a statutory perspective
13 where we sit today with respect --

14 CHAIRMAN SELLERS: Please. You don't think I'm
15 an attorney?

16 MS. KUNZMAN: Are you?

17 CHAIRMAN SELLERS: No.

18 MS. KUNZMAN: Oh. Feel free.

19 So I just want to clarify for the Board,
20 obviously we have priorities in terms of time frame, and so
21 there is a statute, as Mr. Stratton mentioned. What I want to
22 clarify is that the motions that you have before you, you have a
23 motion and a second. It isn't sufficient the way it stands to
24 give direction to staff or the Governor on what the actual plan
25 is.

1 So even though, Mr. Stratton, you don't have to
2 have specific details in what you're proposing, the statute does
3 require that the actual plan does. So if you're proposing to
4 put Lion Springs back into the plan, somehow you need to
5 identify what's going to give. So whether that requires more
6 discussion with staff, discussion in this open meeting. I just
7 wanted to clarify the current motion that is before you isn't
8 sufficient to give staff direction on how to put Lion Springs
9 back into the plan.

10 Does that make sense? Do you have any questions
11 about that?

12 CHAIRMAN SELLERS: Board Member Stratton.

13 MR. STRATTON: Thank you, Mr. Chairman.

14 As we spoke on the phone, my understanding was --
15 is that if it -- the motion said to take it from pavement
16 preservation, that was specific enough, and it was up to the
17 staff to make those adjustments in the pavement preservation
18 program to fund Lion Springs.

19 MS. KUNZMAN: What my suggestion would be is if
20 that's what the Board wants to do is that you don't actually
21 make a decision about it until you actually know what
22 preservation would be affected. And if you look at the statute,
23 there is a point at which if the Department actually has made a
24 decision about what the priorities are, and they've made a
25 decision that Lion Springs can't be part of the five-year plan,

1 then it does become the Board's responsibility to identify what
2 parts of the current plan need to be bumped in order to make
3 Lion Springs part of the plan.

4 MR. STRATTON: This is completely different from
5 the legal advice I received.

6 MS. KUNZMAN: I don't believe so, but I wanted to
7 make sure that our conversation was on the record.

8 It's not -- you're putting forth a proposal, and
9 you're telling the staff that you want it to come -- the money
10 to come from preservation. So in order for us to actually know
11 what that means, we need to get the information and have it on
12 the record as to what -- what parts are going to be bumped. So
13 it's not Steve Stratton making that decision, but the Board has
14 to have on the record what the plan is going to look like, the
15 details of the plan. So I'm -- what I'm clarifying is, Steve,
16 is that our discussion was you, Steve Stratton, are not making a
17 decision, because actually, a Board has to vote on it, right?

18 MR. STRATTON: Yes. My question to you when we
19 spoke was do I have to specifically name projects, and the
20 answer was no.

21 MS. KUNZMAN: Correct, because Steve Stratton
22 doesn't have to make that decision, but the Board as a whole has
23 to identify what the amendment is. So if I wasn't clear with
24 that, that's what I was trying to convey.

25 MR. STRATTON: We have never received the

1 rankings on any of the pavement preservation projects, so it's
2 hard to say -- for us to say this or that.

3 MS. KUNZMAN: Right. Right, and --

4 MR. STRATTON: When they say these are the
5 highest daily, you know, whatever, but to go down a list, I
6 don't have a list, and I don't believe any of the Board has a
7 list as to saying what project ranks are.

8 CHAIRMAN SELLERS: Can I interject --

9 MS. KUNZMAN: And I think that -- I'm sorry. Go
10 ahead.

11 CHAIRMAN SELLERS: Can I interject a quick
12 question here? If we don't approve this amendment today, can we
13 amend the five-year plan at a future Board meeting?

14 MR. ROEHRICH: Mr. Chair, Mr. Sellers, we have --

15 MR. HALIKOWSKI: (Inaudible.)

16 MS. KUNZMAN: Go ahead.

17 MR. HALIKOWSKI: No. We'd like the Board's
18 attorney to answer that as a matter of law.

19 MS. KUNZMAN: I am not going to answer the
20 question in front of the public. Go ahead and answer the
21 question.

22 MR. STRATTON: Well, then we may need to go into
23 executive session.

24 MS. KUNZMAN: If you want to go into executive
25 session, we can. I would advise the Board to not have legal

1 argument in front of the public.

2 CHAIRMAN SELLERS: Okay. I guess my concern is
3 that there seems to be confusion around what we're trying to do
4 today and what our options are, and so I -- I'm just asking if
5 there's a way to defer this, but not for a whole year.

6 MS. KUNZMAN: Well, the statute does provide for
7 you to be able to make amendments to the five-year plan, so...

8 MR. HAMMOND: Chairman, you know, it would seem
9 to me -- I mean, there's a lot of support here for Lion Springs.
10 That's obvious. But I'm not hearing anything other than we
11 probably need to approve this plan, and if we want to put it
12 back in there during the next go-around, we do that with staff
13 and find a way to make it data driven, not that we manipulate
14 the data, but we've got to get -- well, I don't know. I don't
15 know. See, that's where I'm struggling here a little bit, is if
16 I go against data, then I have a lot of responsibility with a
17 subjective decision like that on what happens out there on our
18 highways.

19 MR. HALIKOWSKI: A couple --

20 MR. HAMMOND: And that's the primary reason why I
21 would vote no.

22 MR. HALIKOWSKI: Mr. Chairman, a couple points is
23 that there is a ranking list. We'll be happy to share it with
24 you. I'm surprised we haven't already. But my question also
25 becomes, you know, without manipulating the data, if Lion

1 Springs is down in the 30s on this, and you decide to move it
2 up, what do I do with all of the other projects that were deemed
3 to be worthier than that, even though in your minds, and I hear
4 Board Member Elters saying that it's his gut feeling and a good
5 decision, but I've got 30 other projects in front of it that are
6 data driven for funding.

7 So once again, I mean, it becomes very difficult
8 based upon the statutes and policies that the Board's adopted to
9 provide a data-driven plan to simply pluck something from this
10 far back in the pack, regardless of whether it was in it before
11 and move it up.

12 So I do want to add one more comment, and that's
13 I want to thank Mr. Stratton. I mean, he's worked very hard
14 with us, and in an incredibly and respectful manner, and this is
15 not an us against him type thing or an emotional thing. I just
16 want to thank him for the respect he's shown the staff as he's
17 trying to wade through this and do what he believes is right in
18 his heart. We just have a difference of opinion on how to
19 administer this, Mr. Chairman.

20 MR. ELTERS: Mr. Chairman, the discussion here
21 today really, in my mind, clearly shows that we do not as board
22 members fully understand the what, when and how, and it would
23 have been no -- not passing judgment, not criticizing of any
24 kind, just for the future, probably would be helpful to explain,
25 and perhaps both discussions could happen at the study sessions

1 that we do prior to adoption of the program.

2 The other comment that I do want to make is that
3 the Department works really hard on system preservation to
4 program three years, not five years in advance. So I don't know
5 what this motion -- how this motion stands. If, indeed, it is
6 in that -- after the third year, because then you're not getting
7 into project specific, because there's no projects specifically
8 programmed at that time in the system preservation (inaudible).

9 MR. HALIKOWSKI: And Mr. Chairman, Mr. Elters,
10 the reason we're having this discussion is the last version of
11 the amendment as I saw it specifically did name projects to pull
12 out of the five-year plan. I thought that's where we were
13 heading today. But it also specified design and construction
14 dates, and I believe those were in the next three years. So
15 that version's the last version I saw while going off of today.
16 So when you talk about pavement pres. being three to five years
17 out not being programmed, we were not (inaudible) on that
18 assumption.

19 MR. ELTERS: No. I understand, and I'm not
20 changing the amendment. I'm trying to clarify the discussion
21 that is in front of us. If, indeed, the concern is if the
22 pavement preservation or the system preservation funds are
23 impacted, they would be impacted in -- related to a specific
24 project if they are in the first, second or third year. If they
25 are beyond that, they're not impacting specific projects,

1 because those specific projects have not been named yet.

2 So -- and probably a last thought, and that is
3 our system is a complex system that has a hierarchy of corridors
4 that carry 200,000 vehicles or better a day, and some that carry
5 10,000 vehicles a day. I realize that the performance criteria
6 that you have in place does its best to address those -- to
7 accommodate for that. But the -- both corridors are important
8 to our -- equally important to this network of transportation
9 that moves us and our goods and services around the state.

10 So right now, if you look, you've got interstate,
11 interstate, interstate as one, two and three, and that is
12 because they are important. No doubt about it. But other
13 corridors are equally as important, and we've got to figure out
14 a way to address them as well. That's where I'm coming from,
15 and that's what you'll hear me repeatedly say.

16 MR. ROEHRICH: Mr. Chair, Mr. Elters, we'd agree
17 with that, and as we had said in January, in the first study
18 session when we laid out the priority, we actually did look at a
19 project list of priority. Those things were presented, and we
20 identified where the funding went. The criteria is a balance of
21 the high capacity corridors, key commerce corridors, the local
22 (inaudible), the rural corridors, the urban corridors. All that
23 is accounted for in the evaluation process as well.

24 What we continue to struggle with obviously is
25 the fact that we have to draw a line on priority projects,

1 because that's not enough money to do everything, and that's
2 where the hard decisions end up having to be made.

3 If we are going to move forward with this motion
4 I really would like to have it restated, because I'm not quite
5 sure what it is. But I do have a concern of what the Director
6 had brought up, and that is, Mr. Stratton, in your motion you
7 said specifically you want design out and construction to start
8 no later than the second quarter. I don't remember what year it
9 was. We never put that in our program, that specific what the
10 delivery is, because we don't know what design challenges, what
11 clearance challenges, what other conditions are going to happen
12 within that, which is why every month we come to the Board with
13 recommended changes to the specific projects.

14 So I want to make sure that whatever motion we
15 get to, as led by the Board's attorney, to make sure that it is
16 legal and it's in full. Again, doesn't tie our hands to the
17 point where we can't deliver that. And then it does look like
18 we're, you know, not able to develop either a fiscally
19 constrained program or a program that is deliverable.

20 MR. STRATTON: Mr. Chair.

21 CHAIRMAN SELLERS: Board Member Stratton.

22 MR. STRATTON: Thank you.

23 I'll address two things. First, the Director's
24 statement about the amendment. The last version we saw was very
25 project specific. I haven't seen that, and I apologize if I

1 missed it somewhere. So this is what I have, what you sent me.
2 I never, to my knowledge, received anything that was project
3 specific other than pavement preservation as a full swath. I
4 want to clarify that. Otherwise, if there was, then I wouldn't
5 be here. I'd be talking about project specific now, but I never
6 received that.

7 MR. HALIKOWSKI: And my apologies. We had looked
8 at a list. I'm sorry. That was not part of the amendment. You
9 are correct, sir.

10 MR. STRATTON: So then I should understand that
11 the Department has looked at a list of projects who have to fall
12 off the pavement pres. if the Board approves this Lion Springs
13 project?

14 MR. HALIKOWSKI: Well, Mr. Chairman, Mr. Stratton
15 in accordance with the statute, if the Board is to ask us to
16 look at this, then yes, we would have to look at specific
17 projects.

18 MR. STRATTON: And I'm asking have you already
19 looked at a list of projects?

20 MR. HALIKOWSKI: We have had discussions based on
21 your request, yes.

22 MR. STRATTON: Secondly, to Floyd's point about
23 specifically the year and the date for construction and design.
24 When I met with you guys, we discussed the timeline for the
25 design, and it appeared to be that one year was an agreeable

1 number. One to two years was an agreeable number. And that is
2 why I stated my motion as I did, to give you the flexibility,
3 the design to begin the first year of the new program, but that
4 if you needed the two years to get it done, that would give you
5 until the second quarter, which is a year and a half to two
6 years to start the construction. But it appeared to be a
7 consensus among us that there was a very good possibility that
8 it would be completed in a year, because as, of course, the
9 supervisor mentioned, the environmental and such has been done
10 already and accepted.

11 MR. HALIKOWSKI: Yeah. I'd like the state
12 engineer to answer that question if it is a question.

13 MR. HAMMIT: Mr. Chairman, Mr. Stratton, there
14 was an environmental document done. It is more than -- it's
15 pushing 20 years. There would definitely have to be an
16 environmental reevaluation. So it would take time. We're
17 looking at two years to do that.

18 There's right-of-way. The majority of it is
19 forest, but there is some public land, and we would have to
20 purchase that right-of-way. That also takes time. And you have
21 to be at a certain level of design before you can purchase or
22 identify exact limits.

23 MR. STRATTON: Would it then be inappropriate to
24 give you the latitude to say for design to begin in the first
25 year, and the construction would follow as the design is

1 complete?

2 MR. HAMMIT: Mr. Chairman, Mr. Stratton, if it
3 would move forward with this project, giving us two years is
4 something we could deliver. Doing it in one year, I don't think
5 we could deliver with all the challenges of this project.

6 MR. STRATTON: Understood and completely
7 understand that. Thank you.

8 MR. HAMMIT: And Mr. Chairman, if I may, there
9 was some question on the preservation program. I do have
10 numbers if the Board would like that.

11 CHAIRMAN SELLERS: Please.

12 MR. HAMMIT: In 2022, right now there is \$148
13 million programmed for pavement -- excuse me -- 164 million for
14 pavement preservation. Right now, there are nine projects
15 identified, and there is 17 million left in the subprogram. Of
16 those nine projects, five are on the interstate, four are on
17 state routes, and that is just going through the printed program
18 that you got a copy of.

19 In 2023, there's 182 million. Right now we've --
20 like Mr. -- Member Elters said, there's only one project been
21 identified. The rest is in the subprogram. So if that helps
22 the Board with information.

23 MR. ROEHRICH: So I guess, Mr. Chair, board
24 members, Dallas, what he's saying is we've been trying to get up
25 to 300 million. We're not even up to 200 million. We keep

1 falling short of our goal, which continues to push us behind in
2 system preservation.

3 MR. HAMMIT: Mr. Chairman, Floyd, that is
4 correct.

5 MR. ELTERS: Mr. Chairman.

6 CHAIRMAN SELLERS: Board Member Elters.

7 MR. ELTERS: Dallas, I must have heard you
8 incorrectly. That was pavement preservation, right?

9 MR. HAMMIT: Mr. Chairman, Mr. Elters, that is
10 correct.

11 MR. ELTERS: There is also money in bridge
12 preservation. Is that not the case?

13 MR. HAMMIT: Mr. Chairman, Mr. Elters, that is
14 correct.

15 MR. ELTERS: (Inaudible.)

16 MR. HAMMIT: I have not gone through the detail
17 of all of those, either pavement preservation. There's a lot
18 more bridge projects, but they're smaller dollars. So that --
19 we could put that together, but I didn't have that in front of
20 me.

21 MR. ELTERS: The reason why I asked is I was
22 under the impression that we were in 50 to 60 range for system
23 preservation in the current five-year program. And it would be
24 great to understand if that is really an accurate understanding
25 or if I'm off, and if I'm off, which way and where it is,

1 actually. Again, it -- you know, we're all trying to do the
2 best that we know how and to have an information that we can
3 rely on is key to that (inaudible). Thank you.

4 MR. HAMMIT: And Mr. Chair, Mr. Elters, that has
5 been our goal. We've never got up to that goal of getting there
6 because of different things have happened, usually a capacity
7 project.

8 Thank you.

9 MR. STRATTON: Mr. Chairman.

10 CHAIRMAN SELLERS: Board Member.

11 MR. STRATTON: Dallas, I have another question.
12 Have you identified \$50 million worth of pavement preservation
13 projects in adjustment should this amendment pass?

14 MR. HAMMIT: Mr. Chairman, Mr. Stratton, I have
15 not. I have a list of projects, and I could start going from
16 the bottom of the ranking, but -- and get to \$50 million. But
17 when our total is 164, we're basically taking a third of our
18 pavement preservation projects for one year out of the program.

19 But we -- I know that the projects that have been
20 identified, those nine that are in the program that is the
21 tentative program that you have, and we could take that ranking,
22 and it's the same ranking that staff presented in the one-on-one
23 meetings. It had a ranking of the top 20 in each of the
24 categories. That's where that number's come from.

25 MR. HALIKOWSKI: So Mr. Chairman, this is where

1 it gets difficult, to Mr. Elters' point, because I'm not sure
2 that just taking the lowest ranking and bumping them off is
3 really the way to do this, because as Mr. Elters pointed out,
4 you know, there are other intangible factors as to what the most
5 important projects are, what our conscience tells us we should
6 do, what our gut tells us we should do. And that sort of
7 becomes very difficult to say you just bump the lowest off, or
8 are you going to take some other sort of matrix or formula and
9 try to decide out of those 9, 12, 13, 30, which one should come
10 out in order to do that.

11 MR. ELTERS: Mr. Chairman.

12 CHAIRMAN SELLERS: Board Member Elters.

13 MR. ELTERS: It seems like the whole discussion
14 is focusing on the preservation simply because that's the only
15 place we all recognize there's some flexibility. I am not --
16 this is not an amendment to the motion. It's not a motion in
17 itself. It's just pointing out my perspective, and that is if
18 indeed this was to happen, it would have to happen in more than
19 one year. Bringing 50 -- 40, \$50 million to fund this project
20 is better, more tenable to have it happen over multiple years,
21 because the impact would be less, and it would be spread out.

22 Again, I realize it -- but we -- you know, we've
23 -- we're doing it on I-17, and we're doing it on I-10 where
24 we -- you know, we say we have X dollars coming from this agency
25 and Y dollar comes from that agency, and we're going to do this

1 in this year and that in that year. So to try to, again,
2 facilitate the delivery of these projects and improvements, it's
3 one way of doing it. At least that's the way I envision it, and
4 I truly believe it's needed, but I don't really feel it's
5 reasonable to take it to take the big \$50 million in one year of
6 system preservation to deliver it. So if there is a way to
7 spread that would be more conducive, I think, to carrying it
8 forward.

9 MR. HALIKOWSKI: Mr. Chairman, I've asked
10 Kristine to come up, because I don't think the I-17 project's an
11 accurate comparison to this, and I know we've discussed
12 spreading this project over years, but I believe it's
13 problematic to do a spreading.

14 MR. HAMMIT: Mr. Chairman, Mr. Elters, Director,
15 one way to keep me out of trouble with Kristine that we could do
16 it, and I don't think it's an efficient way, we'd have to scope
17 if we say we're going to do 25 million and 25 million, I would
18 have to have two projects to say 25 million built -- determine
19 and scope of project to build it that way, and then have it in
20 the next year.

21 We kind of did that when we planned the original.
22 We had a really big corridor, and we broke it up into segments.
23 Now we're just over two miles. I did some quick calcs. The
24 four miles that was in the DCR included work that's already been
25 done at Preacher Canyon with the bridge. So that's why it's a

1 little less on this. But we're just between two and a half
2 miles or so by my quick calculations this morning.

3 To break that up would be difficult and then
4 also, have two different contractors potentially working is a
5 challenge, unless there was another way money could come in.
6 But to do it fiscally constrained, my understanding, we'd have
7 to have a project for the money we program in one year, and a
8 project for the next year.

9 CHAIRMAN SELLERS: Board Member Stratton.

10 MR. STRATTON: My understanding from the meeting
11 I had with staff was that -- kind of an answer to Mr. -- Board
12 Member Elters' statement, I asked to have it done over two years,
13 and for that very reason, and the answer I received was it had
14 to be obligated in the first year, but it would cash flow over
15 two years; is that correct?

16 MS. WARD: We actually need to get the amount
17 that we are going to -- we are going -- I'm sorry. We need the
18 project size fully funded within the year it's going to take
19 place. That -- so if we are going to break the -- if we are
20 going to break those costs up -- excuse me, Mr. -- Chairman
21 Sellers, Mr. Elters. If we are going to break the project up,
22 we're going to adjust the scope of the project. So we will
23 break the scope up into that first year to ensure we have full
24 funding within the first year. We will break the scope up into
25 the second year to have it fully funded in the second year.

1 When we went back and looked at this, it was just
2 not -- it's not feasible. I already have cash flow underlying
3 in this -- in this programming. So the way to make this happen,
4 if you want to split it over the years, is to scope the project
5 so you have the funding within the year it's needed. Does that
6 kind of make sense?

7 MR. HAMMOND: Mr. Chairman.

8 CHAIRMAN SELLERS: Board Member Hammond.

9 MR. HAMMOND: This is kind of a question of
10 clarification. I mean, \$50 million has got to come from
11 somewhere. So if it comes out of the pavement preservation,
12 that basically means it comes out of, I guess, all our districts
13 in some way, shape or form. Do the district engineers of this
14 P2P process have -- are all these pavement preservation projects
15 that trickle up through the system in their plan, assuming we go
16 forward? Because they've been identified and we're suggesting
17 funding in this five-year plan?

18 MR. BYRES: Chairman, Mr. Hammond, yes. The
19 district engineers are -- the districts are very prevalent in
20 P2P. They have a big portion of the four different sections --
21 or the four different categories in which each of the projects
22 is scored. So yes, they do have.

23 CHAIRMAN SELLERS: Just a little bit of
24 clarification, I guess, on something Board Member Hammond said.
25 He said the preservation money comes from all the districts.

1 Are we divided by district? Is preservation statewide?

2 MR. ROEHRICH: Mr. Chair, Mr. Sellers, the
3 pavement preservation program as well is broken down between MAG
4 PAG and Greater Arizona. And again, when we bring the projects
5 and identify, that's where it's determined what projects are
6 done that year. So it's not equally divided around the 13 other
7 counties in Greater Arizona. It depends upon the system need.
8 So northwestern state might get a few more projects this year,
9 southeastern state may get a few more projects, central region
10 may get a few more projects outside of Maricopa County. It
11 depends on the ranking that year for the rest of the statewide
12 portion.

13 CHAIRMAN SELLERS: I guess that was my point is
14 that Districts 1 and 2 are really separate from the other
15 districts when you talk about pavement preservation.

16 MR. ROEHRICH: It's separate from the statewide
17 pavement preservation dollar amount, but they get preservation
18 funds.

19 CHAIRMAN SELLERS: Exactly. But what I'm saying
20 is that if money was going to be taken from pavement
21 preservation for this project, it comes out of --

22 MR. ROEHRICH: Mr. Sellers, that's exactly right.
23 If we're putting in a \$50 million new project, 50 million is
24 done without a preservation. At some time, as projects either
25 roll along or until we get to the point where in the future we

1 hit that subprogram that hasn't been identified yet, it's coming
2 out of the Greater Arizona portion.

3 CHAIRMAN SELLERS: So for that reason, I try to
4 defer to the other districts rather than make a decision that
5 really doesn't have an impact on District 1 or District 2's
6 pavement preservation.

7 MR. HALIKOWSKI: And Mr. Chairman, Greg, we've
8 been focused on pavement preservation. Are there any capital
9 projects in Greater Arizona that we considered bumping off to do
10 Lion Springs?

11 MR. BYRES: Mr. Chairman, Director, at this point
12 in time, (inaudible) whole lot of details as to which projects
13 or what kind of project. There has to be some rationale put
14 together as to what we're looking at touching. To just kind of
15 willy-nilly go out and start picking projects, we need to have
16 true rationale, just like the P2P process has rationale to make
17 sure that this is the most economic, has the least impact to the
18 State as we go through it and try and make these adjustments.

19 CHAIRMAN SELLERS: Well, and I think that's
20 really where I'm coming down in the comments I've made this
21 morning is that I'm extremely supportive of this Lion Springs
22 project, but I'm not sure I -- that I understand that we've done
23 enough research to know where the money would come from to
24 support it and what gets impacted by doing it. I'd like to see
25 that detail.

1 MR. ELTERS: Mr. Chairman, just one more process
2 related question if I could.

3 CHAIRMAN SELLERS: Okay.

4 MR. ELTERS: And again, not to prolong the
5 meeting. It's gone on long enough. But I really -- I'm trying
6 to understand. Based on past understanding and practice and
7 what I'm looking at here, and please understand I am fully
8 supportive of the I-17 corridor and what is planned for it.
9 This is isn't about questioning it. But in the I-17, we have
10 construction dollars under (inaudible) programmed in 2020, 2021
11 and 2022. It's not one year. It's not two years. It's three
12 years. That is a practice that I'm familiar with from the past
13 that has occurred for as long as I know.

14 So I don't really -- and again, I'm not
15 challenging you, Kristine, or the staff. I'm just trying to
16 understand what is the difference between that, this, what I'm
17 looking at here for I-17, and funding Lion Springs or any other
18 project of over multiple years? I'm truly confused by it, and
19 sooner or later we probably need to understand it, so at least
20 for future exercises.

21 MR. KNIGHT: Mr. Chair.

22 CHAIRMAN SELLERS: Board Member Knight.

23 MR. KNIGHT: I'm a little confused, too, because
24 Dallas has said that it was going to be three years before the
25 environmental study had to be relooked at. So it's going to --

1 two to three years before -- I would take that to mean it would
2 be two to three years before we would be able to move a shovel
3 and dirt, but before construction could start.

4 So I'm having trouble, as Mr. Elters, why it all
5 has to happen in one year when we're looking at two or three
6 years before construction could start.

7 MR. HAMMIT: Mr. Chairman, Mr. Knight, it would
8 be two years for the design and development. We would fund the
9 development, the design, the environmental as one, as
10 Mr. Stratton had said. And then in the construction year,
11 that's when we would fund the remaining. So that's why it was a
12 5 and a 45 million to total the 50.

13 So the first part, we can't -- my -- we can't
14 fund construction one year and then roll it over into the next
15 year to build it up. You know, we just can't say -- you know,
16 it's like at home, if I need to do something, I save it over one
17 year and do something else. We're not allowed to do that,
18 because we have to obligate those funds, because they -- most of
19 our federal funds, we have to obligate them, and they have to be
20 done in the fiscal year. Does that make sense?

21 MR. KNIGHT: Well, back to Mr. Elters' question.
22 But that's what's happening with I-17.

23 MR. HAMMIT: I-17 is -- Mr. Chairman, Mr. Knight,
24 is a \$300 million corridor. We haven't selected every
25 project -- that can be done in multiple projects if there's not

1 a way to advance funds or do something else. Right now, there
2 are not specific -- the specific projects that have been
3 identified are the flex lanes to the north, and those can be
4 funded in one project, and then the other funds. So I would
5 need my financial person before I practice without a license
6 here.

7 CHAIRMAN SELLERS: It sounds like maybe we need a
8 study session on this, because I'm getting more confused the
9 more I hear.

10 MR. HALIKOWSKI: Well, because, Mr. Chairman, as
11 you'll recall, we had enough money working with MAG to go from
12 Anthem to Black Canyon City. We since have had that infusion of
13 State cash. So the dynamic keeps changing on the dollars that
14 are available.

15 CHAIRMAN SELLERS: Like with South Mountain, you
16 know, we combined 22 miles into a single project, and it's
17 spread over several years. I don't think that whole amount was
18 dedicated in the first year.

19 MS. WARD: Mr. Chairman, you are correct. It was
20 not identified in the full -- all in one year. We did not
21 program 2.1 billion in one year. The project was such that we
22 could scope it down, and we knew how much would land in each
23 year.

24 This project, what we're talking about is just
25 identifying the scope that will be completed in a given year,

1 and that is how much we will obligate. Dallas' point with
2 regards to you can't roll dollars over, the difficulty here is
3 the Greater Arizona is more than 75 percent reliant on federal
4 dollars.

5 You go into the MAG region, you've got many, many
6 more fund sources that could help you flow dollars and move
7 between fund sources, because those dollars are more easily able
8 to transition from one year to the next.

9 With regards to Greater Arizona, we do not have
10 that flexibility, and it becomes very, very difficult to make
11 sure we do not end up in a lose -- you know, we've got a
12 use-or-lose situation. It's very difficult to make sure we
13 don't lose a federal dollar. So when we build the program,
14 particularly when it comes to those projects that are almost
15 exclusively federally funded, we book them all in a year or we
16 scope the project.

17 Does that answer your question, sir?

18 CHAIRMAN SELLERS: Thank you.

19 MR. STRATTON: Mr. Chairman, I have a question
20 for Mr. Byres.

21 CHAIRMAN CUTHBERTSON: Board Member Stratton.

22 MR. STRATTON: I have a question for Mr. Byres,
23 please.

24 In your previous trip to the podium, I believe
25 you said you had looked at what project would be eliminated if

1 this passed; is that correct?

2 MR. BYRES: We've looked at multiple projects.

3 MR. STRATTON: How many projects is it?

4 MR. BYRES: Altogether, there was -- I think
5 we've considered six projects over a three-year period.

6 MR. STRATTON: And are all those pavement
7 preservation projects?

8 MR. BYRES: Yes.

9 MR. STRATTON: I'd like to amend my motion,
10 Mr. Chair.

11 CHAIRMAN SELLERS: Okay.

12 MR. STRATTON: Or make a new motion, whichever is
13 appropriate. I would like to make a motion that we fund Lion
14 Springs. We start the design the first year of the five-year
15 program, and the construction would be begin when the design is
16 done, therefore not tying the staff's hands, and eliminate the
17 projects that Mr. Byres just said they had focused on, the six
18 projects, in order to fund that. And those are all pavement
19 preservation projects.

20 CHAIRMAN SELLERS: Do I have a second?

21 MR. KNIGHT: Second.

22 CHAIRMAN SELLERS: I have a motion and a second.
23 Discussion?

24 I have a question. Would it require eliminating
25 all six projects to do that?

1 MR. HALIKOWSKI: Well, even before we get to
2 that, Mr. Chairman, I think the way the statute is worded, the
3 Board is supposed to make a request of us to study this, and
4 we're supposed to come back again with specific projects.

5 CHAIRMAN SELLERS: Okay.

6 MR. HALIKOWSKI: We've had a number of projects
7 under discussion based on Mr. Stratton's request. Decisions
8 have not been made on those, and I would respectfully request
9 that we bring those back to the Board, because as Greg has just
10 said, we can't just sort of willy-nilly make a decision. We
11 need to justify those using the data and come back to you for
12 your approval. I'd be much more comfortable with us doing that
13 so the Board can approve the elimination of those projects, so
14 that when we have to go out and explain that your pavement
15 project is not going to happen, this was because of the Board's
16 decision to move it to Lion Springs.

17 CHAIRMAN SELLERS: Okay. Board Member Hammond.

18 MR. HALIKOWSKI: You might ask your legal counsel
19 to comment on that.

20 CHAIRMAN SELLERS: You know, let's -- let me just
21 ask this question, because I don't have any problem putting Lion
22 Springs book into the five-year plan. But it seems to me we've
23 got to approve this plan, unless we've got some sort of legal
24 grounds and path to not approve it or amend it at this meeting,
25 and I'm not sure we do. I don't have a problem with approving

1 the plan with the direction to come back to us on how we put --
2 maybe the next study session or something. How we put this --
3 what are the good, bad and ugly of putting this back into the
4 plan? And have a debate at that time. I just -- this seems
5 just weird to me to pass this motion as it's stated. It just
6 doesn't seem legally sound, I guess, for lack of a better word.

7 MR. STRATTON: Has the statute become -- somewhat
8 evolving here. I'm learning more and more after each motion, I
9 guess. This time it isn't more statutes and the recommendation.
10 So I will gladly remove that motion from the floor. And at this
11 point, let's -- we have until the first of July to deliver this
12 plan to the Governor; is that correct?

13 MR. ROEHRICH: Mr. Chair, Mr. Stratton, it's due
14 to the Governor on -- on or before June 30th of each year.

15 MR. STRATTON: Thank you.

16 Would it be possible to receive the
17 recommendations from the staff the first part of next week?

18 MR. HALIKOWSKI: I don't know the answer to that,
19 Mr. Chair.

20 MR. STRATTON: At this point I really don't want
21 this to approve -- I don't -- will not vote to approve the plan
22 as it sits today. I would be willing to table the plan and ask
23 the staff to get us their recommendation according to statute
24 and have a special meeting to look at the five-year plan.

25 MR. HALIKOWSKI: Unfortunately, my attorney's not

1 here today, so I have to turn to the Board's attorney. Have we
2 received a formal request by the Board to study this? Because
3 as you pointed out earlier, we received a request from Board
4 Member Stratton, but if I'm recalling the wording correctly, the
5 Board has to make this request to go and study this. And again,
6 if I remember correctly, we have to return with something to the
7 Board to approve, correct?

8 MS. KUNZMAN: Yes. I mean, I think we have a
9 motion on the table. If you want to amend your motion to
10 actually request that, and then the Board can vote on that.

11 MR. STRATTON: I do make that motion, that we ask
12 the staff to look at the projects that would be their
13 recommendation that would be affected if we added the Lion
14 Springs project, and to table the approval of the five-year plan
15 until such time that we have that information, and have a
16 special meeting to approve the five-year plan at that time or
17 disapprove it.

18 MR. HAMMOND: Can I ask a question? This isn't
19 all by 12 days from now, is it?

20 MR. ROEHRICH: Mr. Chair and Mr. Hammond, yes, we
21 would have to do all this and schedule another meeting before
22 the 30th of this month.

23 MR. ELTERS: Mr. Chair --

24 MR. HAMMOND: Well, maybe the Board will be
25 excited about this, but I probably wouldn't be at that board

1 meeting. I'll be in Canada.

2 MR. ELTERS: Mr. Chairman.

3 CHAIRMAN SELLERS: Board Member Elters.

4 MR. ELTERS: We seem to be an at impasse. It's
5 critical, I think, to -- to approve and adopt a five-year
6 program in time and move it forward. With the -- I say that
7 with the understanding that as a board, and with the ability to
8 request an agenda item, we could request an agenda item next
9 month or the month after to come back with this very
10 information, and then to amend the five-year, we -- just as we
11 adopt it today -- and I'm looking at legal counsel to make sure
12 that I'm not presenting something to the Board that is
13 inaccurate and incorrect. But if we adopt -- if we adopt the
14 five-year program today, so it moves forward without delays, and
15 in a month or two from now, so we're not rushing staff or
16 ourselves, we ask for this information, and we come back and
17 think it through, whether it's through a study session or a
18 board meeting. Can we not then amend the five-year program and
19 then resend it to the Governor should that be necessary? I'm
20 just recognizing what's in front of us and trying to move in a
21 prudent manner.

22 MR. HALIKOWSKI: Right. Mr. Chairman,
23 Mr. Elters, I appreciate that. It does give us, I think, much
24 more time, because when I started out as an intern in the
25 Legislature in 1989, Polly Rosenbaum, who was from Gila County,

1 always told us, "Legislate in haste, repent in leisure." And so
2 I think scheduling this a month and away gives us much more time
3 to produce recommendations that are based on data for you to
4 consider. So although I don't have a vote, Mr. Chairman, I'll
5 vote for that.

6 CHAIRMAN SELLERS: And certainly that would make
7 me more comfortable. I think I alluded to that earlier, asking
8 if we could approve the five-year plan today and then amend it
9 at a future meeting. So that being said, Board Member Stratton.

10 MR. STRATTON: With the understanding that the
11 five-year plan can be amended at a future date, I would make a
12 motion we approve the five-year plan with that stipulation and
13 understanding.

14 CHAIRMAN SELLERS: Okay. We have a motion on the
15 floor; is that correct?

16 MS. KUNZMAN: So if he withdraws --

17 CHAIRMAN SELLERS: Withdraw your first motion.

18 MR. STRATTON: I withdraw my first motion.

19 CHAIRMAN SELLERS: Okay.

20 MR. STRATTON: And second and third.

21 (Inaudible.)

22 MR. ROEHRICH: (Inaudible) could you withdraw all
23 four of them?

24 MR. STRATTON: All except the last one.

25 MR. KNIGHT: I'll withdraw all my seconds.

1 CHAIRMAN SELLERS: So your last --

2 MR. STRATTON: My last motion, for clarification,
3 would be to approve the five-year plan as presented with the
4 understanding that if the Board so chose to at a future meeting,
5 that we could amend that five-year plan to include the Lion
6 Springs project if we so desired.

7 MR. KNIGHT: I'll second that. That's enough.
8 Stop taking.

9 CHAIRMAN SELLERS: Okay. We have a motion and a
10 second. Discussion?

11 MR. THOMPSON: Chairman, I do agree with the
12 motion and second. One thing I'm thinking about right now is
13 that going back and still trying to do catch up, 2019, 2023,
14 5 million identified for design, 45 million in 2023. During
15 that period, the funds were already obligated. So the public
16 needs to know what happened to that. So I guess to comment
17 something and talk about, you know, I do agree (inaudible).

18 MR. ROEHRICH: Well, Mr. Chairman, Mr. Thompson,
19 I think we're mixing terms here. The funds were programmed at
20 the time as a future project, and then this year when we updated
21 the program, as we do every year, we work with the Board, we
22 update the program, we reevaluate, and we look at -- for any new
23 projects, and priorities were brought in that forced that out.
24 So the money was never obligated. It was programmed. And we
25 went through the public hearing process so the public could see

1 that that change was made and the Board could see that change
2 was made as well.

3 CHAIRMAN SELLERS: Okay. Any other comments or
4 discussion?

5 UNIDENTIFIED SPEAKER: Question?

6 CHAIRMAN SELLERS: Question.

7 MR. STRATTON: Yes. I'll defer to my attorney.

8 MS. KUNZMAN: Thank you, Mr. Chair,
9 Mr. Sellers -- or Mr. Sellers, Mr. Stratton.

10 I think we may want to consider revising your
11 motion, and here's why. I apologize. I think that the way it's
12 phrased right now contingent on revising the plan to include
13 Lion Springs may be a little bit ambiguous, because then what if
14 there's another -- I think it would probably be better to adopt
15 the plan the way it is, and then if the Board wants to set a
16 special session or if you want to amend it at a later date, you
17 can do that. But to actually have that be part of the motion,
18 I'm concerned that there might be -- it might be ambiguous.

19 MR. STRATTON: And I'm not -- I didn't say
20 contingent, I don't believe. I hope I didn't. If I did, I
21 apologize. I tried not to use that word, but maybe --

22 MS. KUNZMAN: You didn't use that word, but that
23 was the first thing that went to my mind, and so it's --

24 MR. STRATTON: I'm just asking with the
25 understanding that the five-year plan can be amended.

1 MR. HALIKOWSKI: Well, could I split this up and
2 maybe help out here? First, if the Board could make the motion
3 to direct the Department to go and study alternatives to funding
4 Lion Springs and present those to the Board no later than July
5 30th of this year, and then the Board can make a separate motion
6 to adopt the five-year plan cleanly, knowing that your motion
7 has directed us to come back to you with the study by July 30th.

8 MS. KUNZMAN: Thank you, Director.

9 MR. HALIKOWSKI: You're welcome.

10 MS. KUNZMAN: You should be up here.

11 MR. HAMMOND: I'll second your motion, Steve.

12 MR. STRATTON: So moved.

13 UNIDENTIFIED SPEAKER: So did you withdraw --

14 MR. STRATTON: Withdraw my first one --

15 CHAIRMAN SELLERS: And you withdrew your second.

16 You made that motion, and you seconded that motion. You get all
17 that, Linda?

18 MS. PRIANO: Who seconded it?

19 CHAIRMAN SELLERS: Board Member Hammond.

20 MS. PRIANO: Hammond. Okay. Okay.

21 CHAIRMAN SELLERS: Okay. Any further discussion?

22 All in favor.

23 BOARD MEMBERS: Aye.

24 CHAIRMAN SELLERS: All opposed? The motion

25 carries.

1 MR. HAMMOND: Does that count for the five-year
2 plan, too?

3 CHAIRMAN SELLERS: No. Now we need a motion --

4 MR. ROEHRICH: Now we need a five-year plan.
5 That was -- thank you, Mr. Chair, Mr. Hammond. We took that as
6 the motion to direct staff to evaluate the five-year program, to
7 bring back the discussion before July 30th on the program
8 impacts to add the Lion Springs project.

9 CHAIRMAN SELLERS: So now I would entertain a
10 motion to approve --

11 MR. HAMMOND: Okay.

12 CHAIRMAN SELLERS: -- the five-year plan as
13 presented.

14 UNIDENTIFIED SPEAKER: Mr. Chair.

15 MR. ELTERS: I so move.

16 CHAIRMAN SELLERS: Moved by Board Member Elters.

17 MR. KNIGHT: Second.

18 CHAIRMAN SELLERS: Second by Board Member Knight.
19 Any discussion? All in favor.

20 BOARD MEMBERS: Aye.

21 CHAIRMAN SELLERS: Any opposed? Carries
22 unanimously. Thank you.

23 MR. HALIKOWSKI: Thank you, Mr. Chair.

24 And special thanks to you, Mr. Stratton. You
25 have been really good to work with. I appreciate that.

1 (Inaudible.)

2 MR. STRATTON: I appreciate the staff working
3 with me, and again, it has nothing to do with staff's
4 recommendations other than I feel it necessary to make this.
5 Thank you.

6 CHAIRMAN SELLERS: Okay. We will now move to
7 Agenda Item No. 6. Mr. Byres. This is for information and
8 discussion only.

9 MR. ROEHRICH: (Inaudible.)

10 MR. BYRES: Mr. Chairman, board members, the only
11 thing I have to report is it looks like we have some work ahead
12 of us, so we're going to be working on that. Other than that,
13 we have started some work on our P2P process for the next year,
14 and we're pretty much just going through that, trying to get you
15 this program is what we've been concentrating on. That's all I
16 have.

17 CHAIRMAN SELLERS: Very good. Okay. We'll now
18 move to Item No. 7. Mr. Byres. This is for discussion and
19 possible action. Priority Planning Advisory Committee items.

20 MR. BYRES: Mr. Chairman, board members, the PPAC
21 committee brings forth -- we've got a total of -- we have ten
22 projects -- or actually, a total of -- well, ten projects coming
23 forth in front of you. The first set of projects are project
24 modifications. Those are Items 7A through 7E, and we bring
25 those forward with a recommendation for approval.

1 CHAIRMAN SELLERS: Is there a motion to approve
2 PPAC project modifications Items 7A through 7E?

3 MR. THOMPSON: So moved.

4 MR. KNIGHT: So moved.

5 CHAIRMAN SELLERS: Moved by Board Member
6 Thompson.

7 MR. KNIGHT: Second.

8 CHAIRMAN SELLERS: Second by Board Member Knight.
9 Any discussion?

10 All in favor.

11 BOARD MEMBERS: Aye.

12 CHAIRMAN SELLERS: Opposed? The motion carries.

13 MR. BYRES: The next set of projects we bring
14 forth are Items 7F through 7H. These are new projects. Then
15 again, we bring these forward with a recommendation for
16 approval.

17 CHAIRMAN SELLERS: Is there a motion to approve
18 PPAC new project Items 7F through 7H?

19 MR. KNIGHT: So moved.

20 CHAIRMAN SELLERS: Moved by Board Member Knight.

21 MR. ELTERS: Second.

22 CHAIRMAN SELLERS: Second by Board Member Elters.
23 Any discussion?

24 All in favor.

25 BOARD MEMBERS: Aye.

1 CHAIRMAN SELLERS: Opposed? The motion carries.

2 MR. BYRES: Mr. Chairman, the next project we
3 bring forward is an airport project for approval. This is a new
4 project -- or excuse me. This isn't a new project. This was
5 actually a federal grant project that we're bringing forward
6 that is funded through the Aviation Fund. And again, we bring
7 this forward with a recommendation for approval.

8 CHAIRMAN SELLERS: Is there a motion to
9 approve --

10 MR. STRATTON: So moved.

11 CHAIRMAN SELLERS: -- ESP Item 7J?

12 MR. STRATTON: So moved.

13 MR. THOMPSON: Second.

14 CHAIRMAN SELLERS: Moved by Board Member
15 Stratton, second by Board Member Thompson. Any discussion?

16 MS. PRIANO: Excuse me. That was item 7I. The
17 airport project.

18 MR. BYRES: 7I.

19 CHAIRMAN SELLERS: Oh, okay. I'm sorry. I
20 jumped. Trying to get done.

21 Okay. Project 7I, moved by Board Member
22 Stratton, second by Board Member Thompson. Any discussion?

23 All approve, aye.

24 BOARD MEMBERS: Aye.

25 CHAIRMAN SELLERS: Opposed? Motion carries.

1 All right. Now.

2 MR. BYRES: Mr. Chairman, board members, the next
3 item is 7J. This is the Economic Strength Projects that we're
4 bringing forth. We have a total of four projects for the City
5 of Casa Grande, Town of Snowflake, City of Kingman and the City
6 of Sedona. It's the total of \$1.425 million, and we bring this
7 forward with a recommendation for approval.

8 CHAIRMAN SELLERS: Is there a motion approve ESP
9 Item 7J?

10 MR. KNIGHT: So moved.

11 CHAIRMAN SELLERS: Moved by Board Member Knight.

12 MR. THOMPSON: Second.

13 CHAIRMAN SELLERS: Second by board member
14 Thompson. Any discussion?

15 Approval, say "aye."

16 BOARD MEMBERS: Aye.

17 CHAIRMAN SELLERS: Opposed? The motion carries.

18 MR. BYRES: Thank you.

19 CHAIRMAN SELLERS: Thank you, sir.

20 Moving on to Agenda Item 8. State engineer's
21 report for information and discussion only. Dallas.

22 MR. HAMMIT: Mr. Chairman, currently we have 102
23 projects under construction totaling \$1.919 billion. In May we
24 finalized six projects totaling 80.2 million, and year to date
25 we have finalized 92 projects. (Inaudible) on the state

1 engineer's report.

2 CHAIRMAN SELLERS: Thank you.

3 Any questions, discussion?

4 Moving on to Agenda Item 9, construction
5 contracts, for discussion and possible action.

6 MR. HAMMIT: Thank you, Mr. Chair, and thank you,
7 Board, for approving the item on the consent agenda.

8 We have five items that we need to discuss.
9 Looking at the spreadsheet that you can see, year to date, we
10 have contracted for -- assuming today's projects go through --
11 600 -- basically, \$609 million. The States's estimate was 524.
12 Prices have gone up. We've been underestimating a total of
13 about \$85 million, or 16.2 percent. So that is a trend we're
14 working with our estimating, but the prices are still what they
15 are. So even if we -- upper estimates, we're losing ground in
16 cost.

17 Item Number 9A, Mr. Chairman, that is a project
18 -- this is on I-10 over the Deck Park Tunnel. We have a leak
19 over the tunnel. It is right now a nuisance, but we need to fix
20 it before it becomes a problem. We put this out. The low bid
21 was \$2,902,747. Our estimate was 1,268,590. We believe we
22 didn't -- right now we're not 100 percent sure where the leak
23 is. We believe we need to scope that more to get a better
24 price. We would request the Board to reject -- we only had one
25 bidder as well -- the bid and have -- we will bring it back for

1 a future time.

2 CHAIRMAN SELLERS: Is there a motion to reject
3 bid for Item 9A?

4 MR. ELTERS: So moved.

5 CHAIRMAN SELLERS: Motion by Board Member Elters.

6 MR. KNIGHT: Second.

7 CHAIRMAN SELLERS: Second by Board Member Knight.
8 Any discussion?

9 All in favor.

10 BOARD MEMBERS: Aye.

11 CHAIRMAN SELLERS: Opposed? The motions carries.

12 MR. HAMMIT: Thank you, Mr. Chair.

13 Item 9B, this is a project on 260 in Show Low.
14 Last month this project was postponed. The low bid was
15 \$4,747,992. The State's estimate was \$4,974,359. The low
16 bidder on this project failed to meet their obligations for the
17 paperwork for their DBE goals. The number two bidder did not
18 submit their information for DBE goals. The number three bidder
19 is approximately a million dollars higher. In addition, because
20 we had to go through that process, we would have a two-season
21 job. Staff is recommending that we reject all bids, put it out.
22 We will do the job next year where we can do it all in one
23 season, and we believe we can get a better price.

24 CHAIRMAN SELLERS: Is there a motion to reject
25 all bids for Item 9B?

1 MR. THOMPSON: One question. Dallas, can you
2 explain this DBE?

3 MR. HAMMIT: Mr. Chairman, Member Thompson, the
4 DBE is Disadvantaged Business Enterprise. It -- there were some
5 paperwork that each bidder is required to submit. The low
6 bidder in this case, when they submitted their paperwork, they
7 had errors that caused it to be rejected. Every bidder is
8 required to submit the paperwork, if you're the low bidder or
9 the fifth bidder. The second bidder chose -- I didn't get the
10 job. They made a decision not to submit the paperwork.
11 Everyone is supposed to, but there's not a penalty if you don't,
12 other than if we throw out the first one, you're not eligible to
13 be awarded if you don't turn in your paperwork.

14 MR. THOMPSON: They will be notified?

15 MR. HAMMIT: Everyone has been notified.
16 Everyone was given a chance to appeal the process, and we had no
17 appeals on the process.

18 MR. THOMPSON: But then I'd like to move for
19 rejection.

20 CHAIRMAN SELLERS: Okay. Motion by Board Member
21 Thompson.

22 MR. STRATTON: Second.

23 CHAIRMAN SELLERS: Second by Board Member
24 Stratton. Any discussion?

25 All in favor say "aye."

1 BOARD MEMBERS: Aye.

2 CHAIRMAN SELLERS: Opposed? Motion carries.

3 MR. HAMMIT: Thank you, Mr. Chair.

4 Item 9C, this is a roadway widening and bridge
5 replacement on State Route 86. The low bid was \$13,870,714.
6 The State's estimate was 10,421,178. It was over the State's
7 estimate by \$3,449,536, or 33.1 percent. We saw
8 higher-than-expected pricing in a roadway excavation, our
9 aggregate base, asphaltic concrete. And when we dug into it
10 deeper, it was the location and the haul. They were going to
11 have to mobilize and haul the material and the water a great
12 distance. We have reviewed the bid and believe it is a
13 responsive and responsible bid and would recommend award to
14 Granite Construction Company.

15 CHAIRMAN SELLERS: Is there a motion to award
16 Item 9C to Granite Construction Company as presented?

17 MR. HAMMOND: So moved.

18 CHAIRMAN SELLERS: Moved by Board Member Hammond.

19 MR. THOMPSON: Second.

20 CHAIRMAN SELLERS: Second by Board Member
21 Thompson. Any discussion?

22 All in favor say "aye."

23 BOARD MEMBERS: Aye.

24 CHAIRMAN SELLERS: Opposed? The motion carries.

25 MR. HAMMIT: Thank you, Mr. Chair.

1 Item 9D, this is a local project, a pedestrian
2 bridge in the town of Wellton. The low bid was \$1,049,988. The
3 State's estimate was \$745,718. It was over the State's estimate
4 by \$304,271, or 40.8 percent. We saw higher-than-expected
5 pricing in excavation, the drilled shafts for the bridge,
6 immobilization. They were mobilizing in from -- the low bid
7 from the Phoenix area. They sought further men and equipment.
8 We have contacted the local community. They will make up the
9 difference in funds. So with that, the Department believes the
10 bid is responsive and responsible and would recommend award to
11 DBA Construction, Inc.

12 CHAIRMAN SELLERS: Is there a motion to award
13 Item 9D to DBA Construction, Inc. as presented?

14 MR. KNIGHT: So moved.

15 CHAIRMAN SELLERS: Motion by Board Member Knight.

16 MR. STRATTON: Second.

17 CHAIRMAN SELLERS: Second by Board Member
18 Stratton. Any discussion?

19 All in favor say "aye."

20 BOARD MEMBERS: Aye.

21 CHAIRMAN SELLERS: Opposed? The motion carries.

22 MR. HAMMIT: Thank you, Mr. Chair.

23 Our last item is Item 9E. This is, again, a
24 local project in the city of Prescott. The low bid was
25 \$497,770. The State's estimate was \$406,079. It was over the

1 State's estimate by \$91,692, or 22.6 percent. We had
2 higher-than-expected pricing for the grading, for pavement, and
3 the construction of sidewalk. Again, we did contact the local
4 community. They will cover the additional Funds since this is a
5 local project. The Department has reviewed the bid and believes
6 it is a responsive and responsible bid and recommends award to
7 Fann Construction, Inc.

8 CHAIRMAN SELLERS: Is there a motion to award
9 Item 9E to Fann Contracting, Incorporated, as presented?

10 MR. KNIGHT: So moved.

11 MR. HAMMOND: Second.

12 CHAIRMAN SELLERS: Motion by Board Member Knight,
13 second by Board Member Hammond. Any discussion? All in favor
14 say aye.

15 BOARD MEMBERS: Aye.

16 CHAIRMAN SELLERS: Any opposed? The motion
17 carries.

18 MR. HAMMIT: Thank you, Mr. Chair.

19 CHAIRMAN SELLERS: Thank you, Dallas.

20 Okay. Moving to our final agenda item. Agenda
21 Item 10. Are there any suggestions from the Board for future
22 agenda items?

23 MR. KNIGHT: Mr. Chair.

24 CHAIRMAN SELLERS: Board Member Knight.

25 MR. KNIGHT: After today, I would like to see on

1 a future agenda, for a future item on possibly the August study
2 session what it could like look for the Board to be involved in
3 the initial planning for five-year program -- the five-year
4 plan, how we could be involved in the initial -- a discussion
5 how we could be involved in that initial planning for the five-
6 year program since it's already begun to start.

7 It seems like we don't even get an input until
8 you've already put it all -- and I certainly respect all the
9 expertise and all the work that goes into it, but it seems like
10 we don't even see it until it's done, and we have really no
11 input into anything that goes into it, and I'd just like to have
12 discussion as to what that could look like.

13 MR. ROEHRICH: Mr. Chair, (inaudible.)

14 CHAIRMAN SELLERS: Okay.

15 MR. KNIGHT: And Mr. Chair, one other item. I
16 did bring up previously at a prior meeting about median
17 barriers. If Floyd could let us know where we're at with that.

18 MR. ROEHRICH: So Mr. Chair, Mr. Knight, I know a
19 few months ago you brought up wanting to have a board discussion
20 on that topic, and at the time I had mentioned that we've got a
21 number of litigations ongoing regarding that specific topic or
22 that specific element, and that we would not be prepared to do
23 that -- to discuss that topic at this time.

24 A general discussion of the highway strategic --
25 or the strategic highway safety plan and maybe how we address

1 safety in our evaluation process would be appropriate, but on a
2 specific topic such as median crossovers and those accidents, we
3 would not be prepared to discuss that topic while litigation is
4 ongoing.

5 MR. KNIGHT: Great. Thank you.

6 And I will say that I was unaware of -- being the
7 newest member on the board at this point, I was unaware of the
8 litigation that was currently going on or had probably -- I
9 fully realize that we can't discuss ongoing litigation. So I
10 fully understand your position, and I probably would not have
11 asked for it until after all the lawsuits have been settled, and
12 that may be the appropriate time.

13 MR. ROEHRICH: Mr. Chair and all the Board
14 members, please, never hesitate to ask us about a topic. We
15 absolutely want to be prepared to address topics. And if we
16 have a condition or concern or some element of that, we will
17 discuss with you that specifically. So do not hesitate to ask.

18 CHAIRMAN SELLERS: Thank you.

19 Anything else from the Board?

20 MR. ELTERS: Mr. Chairman, one more item.

21 CHAIRMAN SELLERS: Okay.

22 MR. ELTERS: In light of the discussion --

23 CHAIRMAN SELLERS: Just one. That's it.

24 MR. ELTERS: One. That's it for me.

25 In light of the discussion today and the fact

1 that I, and I trust probably at least one other board member
2 learned something about the statutes that dictate the Board's
3 deliberation process. And I -- I'm not an attorney. I don't
4 pretend to be. It would be, I think, helpful, in all honesty,
5 to spend a few minutes or a half hour meeting with counsel,
6 spend a few minutes with us, walking us through those statutes
7 that do apply. I think an informed board member is a better
8 board member, and that would contribute to that process. Thank
9 you.

10 CHAIRMAN SELLERS: Okay. Thank you.

11 MR. THOMPSON: Just a heads up, what I'd like to
12 do is also going through the process again --

13 MS. PRIANO: Could you talk into the microphone,
14 please?

15 MR. THOMPSON: Thank you.

16 What I'd like to do is also going through the
17 process for ADOT on various projects in the rural area
18 (inaudible) I'd like to have represented from the ADOT, NDOT, I
19 mean, Navajo County, and maybe the leadership (inaudible) the
20 legislative branch, but that will be determined. I talked to
21 Greg already about it. So I just wanted to let the Board know
22 that.

23 MR. ROEHRICH: So Mr. Chair, Mr. Thompson, when
24 you say you want to make this a Board topic of discussion, or
25 you just want to have a separate offline discussion with

1 these --

2 MR. THOMPSON: (Inaudible.)

3 MR. ROEHRICH: Okay. That's fine. I just wanted
4 to know if (inaudible) about it. I'm not doing anything about
5 it, so I don't care now. Doesn't affect the Board (inaudible).
6 You talk to whoever the hell you want. You guys take care of.
7 So I just wanted to clarify that.

8 CHAIRMAN SELLERS: Do I have a motion to adjourn?

9 MR. STRATTON: So moved.

10 MR. HAMMOND: Second.

11 CHAIRMAN SELLERS: All in favor.

12 BOARD MEMBERS: Aye.

13 MR. ROEHRICH: Mr. Chair, I heard a motion, and
14 then who seconded?

15 CHAIRMAN SELLERS: Mike Hammond.

16 MR. ROEHRICH: Hammond. Thank you.

17 CHAIRMAN SELLERS: The meeting is adjourned.

18 (Board meeting adjourned at 12:13 p.m.)
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Adjournment

A motion to adjourn the June 21, 2019 State Transportation Board meeting was made by Board Member Hammond and seconded by Board Member Thompson. In a voice vote, the motion carried.

Meeting adjourned at 12:30 p.m. MST.

Jack Sellers, Chairman
State Transportation Board

John S. Halikowski, ADOT Director
Arizona Department of Transportation

July 19, 2019

RES. NO. 2019-07-A-020
 PROJECTS: 024 MA 000 H6867 01R; and
 024 MA 001 H8915 / 024-A(200)T
 HIGHWAY: GATEWAY FREEWAY
 SECTION: Ellsworth Road - Ironwood Drive
 ROUTE NO.: State Route 24
 ENG. DIST.: Central
 COUNTIES: Maricopa and Pinal

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of State Route 24, the Gateway Freeway, within the above referenced project.

Portions of the existing alignment were previously established as a state route and approved and adopted as part of the Gateway Freeway State Route Plan under the above referenced Project 024 MA 000 H6867 01R by Arizona State Transportation Board Resolution 2010-09-A-070, dated September 16, 2010; and Resolution 2015-02-A-007, dated February 20, 2015, which established right of way by advance acquisition. Thereafter, additional right of way was established as a state route and approved and adopted as part of the Gateway Freeway State Route Plan through the early and advance acquisitions established under the above referenced Project 024 MA 001 H8915 / 024-A(200)T, by the following instruments: Resolution 2017-09-A-052, dated September 15, 2017; Resolution 2018-01-A-003, dated January 19, 2018; Resolution 2018-02-A-010, dated February 16, 2018; Resolution 2018-05-A-021, dated May 20, 2018; Resolution 2018-12-A-058, dated December 20, 2018; and by Resolution 2019-03-A-013, dated March 15, 2019.

New right of way is now needed to be utilized for development of the future Gateway Freeway to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route, and that access be controlled as necessary for this improvement project.

July 19, 2019

RES. NO. 2019-07-A-020
PROJECTS: 024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Drive
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTIES: Maricopa and Pinal

The new right of way to be established as a state route and acquired for this improvement, including access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage II Design Plans, dated May 2019, GATEWAY FREEWAY, Ellsworth Road to Ironwood Drive, Project 024 MA 001 H8915 / 024-A(200)T".

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established and improved as a state route, that access be controlled, and that the new right of way shall be established as a state highway prior to construction.

I further recommend the acquisition of the new right of way pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as required, including advance, future and early acquisition, access rights, exchanges, donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans.

July 19, 2019

RES. NO. 2019-07-A-020
PROJECTS: 024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Drive
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTIES: Maricopa and Pinal

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

July 19, 2019

RES. NO. 2019-07-A-020
PROJECTS: 024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Drive
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTIES: Maricopa and Pinal

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on July 19, 2019, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the establishment and acquisition of new right of way for the improvement of State Route 24, the Gateway Freeway, as set forth in the above referenced project.

New right of way is now needed to be utilized for development of the future Gateway Freeway to enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage II Design Plans, dated May 2019, GATEWAY FREEWAY, Ellsworth Road to Ironwood Drive, Project 024 MA 001 H8915 / 024-A(200)T".

July 19, 2019

RES. NO. 2019-07-A-020
PROJECTS: 024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Drive
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTIES: Maricopa and Pinal

WHEREAS establishment as a state route, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§28-7092 and 28-7094 to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way needed for this improvement, and that access to the highway be controlled as delineated on the maps and plans; therefore, be it

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

RESOLVED that the new right of way as depicted in Appendix "A" is hereby designated a controlled access state route, that the new right of way shall be established as a state highway prior to construction, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as indicated by the maps and plans. Where no access is shown, none will be allowed to exist; be it further

July 19, 2019

RES. NO. 2019-07-A-020
PROJECTS: 024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Drive
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTIES: Maricopa and Pinal

RESOLVED that the Director is hereby authorized to acquire by lawful means pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; be it further

RESOLVED that the Director secure an appraisal of the property to be acquired and that necessary parties be compensated. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

July 19, 2019

RES. NO. 2019-07-A-020
PROJECTS: 024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
HIGHWAY: GATEWAY FREEWAY
SECTION: Ellsworth Road - Ironwood Drive
ROUTE NO.: State Route 24
ENG. DIST.: Central
COUNTIES: Maricopa and Pinal

CERTIFICATION

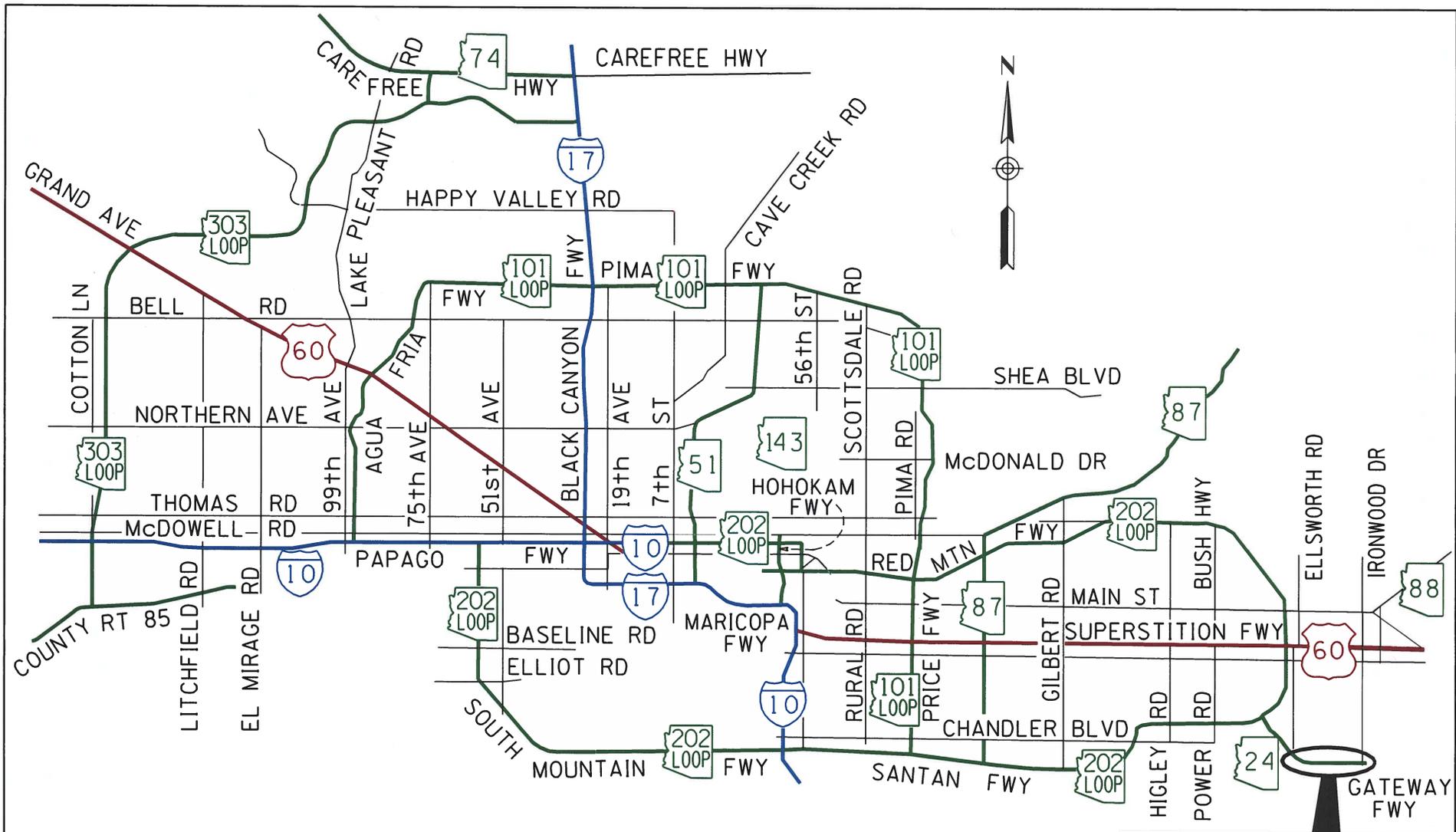
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 19, 2019.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 19, 2019.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

Ron J. Achenbach
Assistant Attorney General
Approved as to Form

7/1/19

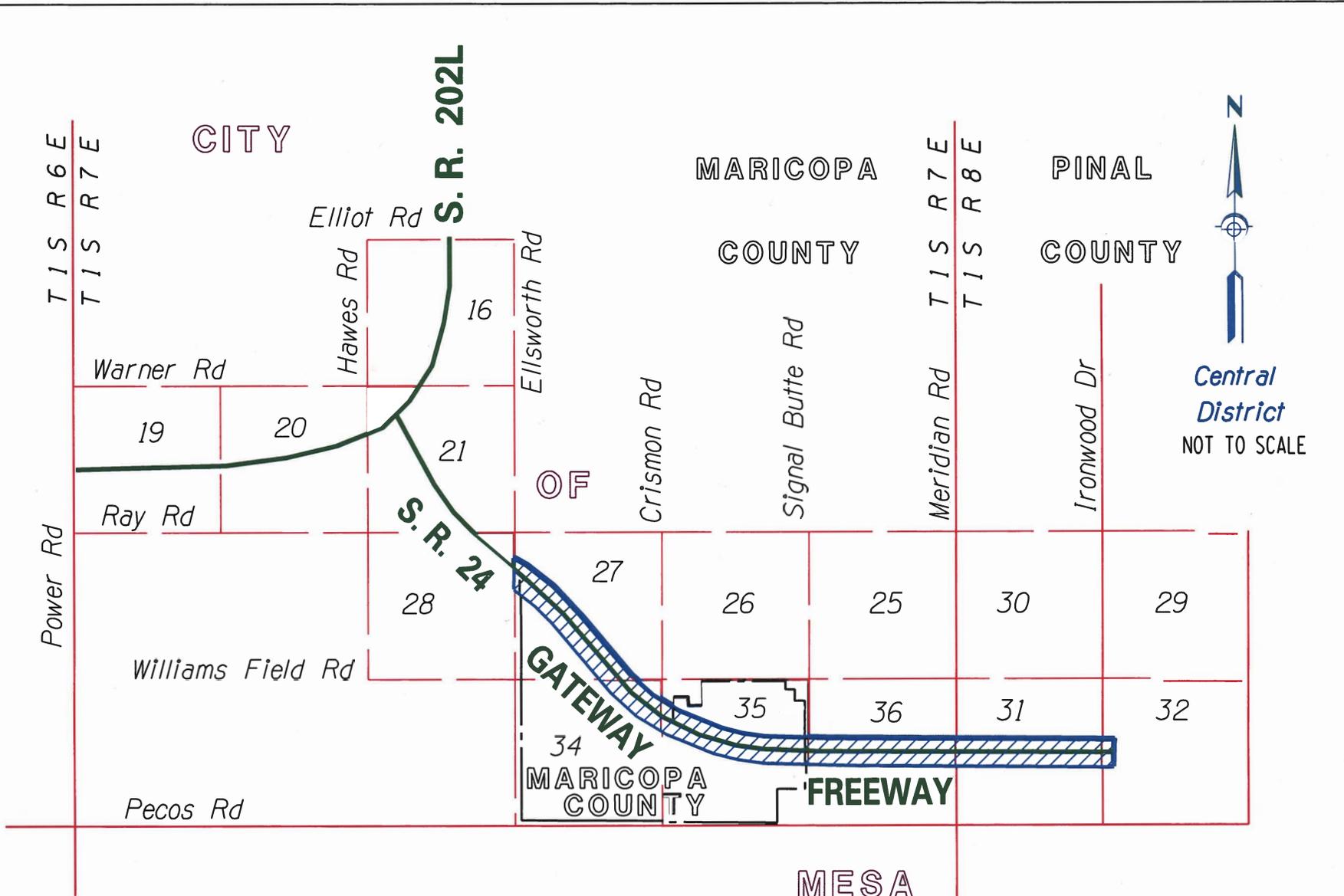


Area of Establishment
See Sheet 2 of 2
for Details

2019-07-A-020
July 19, 2019
Sheet 1 of 2

APPENDIX "A"

024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
GATEWAY FREEWAY
Ellsworth Road - Ironwood Drive
Maricopa and Pinal Counties



Area of 
Establishment

024 MA 000 H6867 01R; and
024 MA 001 H8915 / 024-A(200)T
GATEWAY FREEWAY
Ellsworth Road - Ironwood Drive
Maricopa and Pinal Counties

2019-07-A-020
July 19, 2019
Sheet 2 of 2

APPENDIX "A"

July 19, 2019

RES. NO. 2019-07-A-021
 PROJECT: 030 MA 000 H6876
 HIGHWAY: TRES RIOS FREEWAY
 SECTION: S. R. 303L - S. R. 202L
 ROUTE NO.: State Route 30
 ENG. DIST.: Central
 COUNTY: Maricopa
 PARCELS: 7-12372, 7-12373, 7-12374, 7-12375, 7-12376,
 7-12379, 7-12380, and 7-12381

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment, approval and adoption of a portion of the State Route Plan for the Tres Rios Freeway, State Route 30, and the early acquisition of land within the above referenced project.

Public transportation improvements are planned and this project is included in the Department's Five-Year Construction Program.

The owners of Parcels 7-12372, 7-12373, 7-12374, 7-12375, 7-12376, 7-12379, 7-12380, and 7-12381 have requested early acquisition by the State to alleviate financial hardship situations.

The Department has determined that early acquisition of corridor rights of way should commence in order to alleviate financial hardship situations, and provide for an orderly acquisition and relocation program; and

An investigation has determined that the parcels do lie within the area of the proposed corridor limits of the project.

July 19, 2019

RES. NO. 2019-07-A-021
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
ENG. DIST.: Central
COUNTY: Maricopa
PARCELS: 7-12372, 7-12373, 7-12374, 7-12375, 7-12376,
7-12379, 7-12380, and 7-12381

The area of establishment, the location of the State Route Plan, and the land to be acquired by early acquisition are delineated on those certain Early Acquisition Detail Sheets depicting the above referenced parcels, dated June 26, 2019, on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

Pursuant to Arizona Revised Statutes §28-7094, it has also been determined that a reasonable need exists for the land depicted in Appendix "A", and that early acquisition will forestall development, resulting in a substantial savings to the State, and will ensure critical construction bid dates are met.

Accordingly, I recommend that the parcels of land depicted in Appendix "A" be established as a state route, and designated State Route 30, the Tres Rios Freeway.

I further recommend the parcels of land depicted in Appendix "A" be approved and adopted as portions of the State Route Plan for the Tres Rios Freeway, State Route 30, and that early acquisition of Parcels 7-12372, 7-12373, 7-12374, 7-12375, 7-12376, 7-12379, 7-12380, and 7-12381 be authorized.

July 19, 2019

RES. NO. 2019-07-A-021
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
ENG. DIST.: Central
COUNTY: Maricopa
PARCELS: 7-12372, 7-12373, 7-12374, 7-12375, 7-12376,
7-12379, 7-12380, and 7-12381

Therefore, in the interest of public safety, necessity, and convenience, and pursuant to Arizona Revised Statutes § 28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

July 19, 2019

RES. NO. 2019-07-A-021
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
ENG. DIST.: Central
COUNTY: Maricopa
PARCELS: 7-12372, 7-12373, 7-12374, 7-12375, 7-12376,
7-12379, 7-12380, and 7-12381

RESOLUTION OF ESTABLISHMENT FOR EARLY ACQUISITION

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on July 19, 2019, presented and filed with the Arizona State Transportation Board his written report recommending the establishment and the approval and adoption of a portion of the State Route Plan for the Tres Rios Freeway, State Route 30, and the early acquisition of land within the above referenced project.

Public transportation improvements are planned and this project is included in the Department's Five-Year Construction Program.

The owners of Parcels 7-12372, 7-12373, 7-12374, 7-12375, 7-12376, 7-12379, 7-12380, and 7-12381 have requested early acquisition by the State to alleviate financial hardship situations.

The area of establishment, the location of the State Route Plan, and the land to be acquired by early acquisition are shown in Appendix "A", and delineated on those certain Early Acquisition Detail Sheets depicting the above referenced parcels, dated June 26, 2019, on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

The Department has determined that early acquisition of corridor rights of way should commence in order to alleviate financial hardship situations, and provide for an orderly acquisition and relocation program; and

July 19, 2019

RES. NO. 2019-07-A-021
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
ENG. DIST.: Central
COUNTY: Maricopa
PARCELS: 7-12372, 7-12373, 7-12374, 7-12375, 7-12376,
7-12379, 7-12380, and 7-12381

An investigation has determined that the parcels do lie within the area of the proposed corridor limits of the project.

Pursuant to Arizona Revised Statutes §28-7094, it has also been determined that a reasonable need exists for the land depicted in Appendix "A", and that early acquisition will forestall development, resulting in a substantial savings to the State, and will ensure critical construction bid dates are met.

Accordingly, it is recommended that the land depicted in Appendix "A" be established as a state route, and approved and adopted as a State Route Plan, designated State Route 30, the Tres Rios Freeway, and that early acquisition of the land be authorized.

WHEREAS early acquisition of the above described land required for the project has been requested by the owners to alleviate financial hardship situations, and provide for an orderly acquisition and relocation program; and

WHEREAS public transportation improvements are planned for the existing alignment, and the above referenced project is included in the Five-Year Construction Program; and

WHEREAS early acquisition will alleviate financial hardship situations, and provide for an orderly acquisition and relocation program; and

July 19, 2019

RES. NO. 2019-07-A-021
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
ENG. DIST.: Central
COUNTY: Maricopa
PARCELS: 7-12372, 7-12373, 7-12374, 7-12375, 7-12376,
7-12379, 7-12380, and 7-12381

WHEREAS pursuant to Arizona Revised Statutes §28-7094, the Director has determined that the parcels do lie within the area of the proposed corridor limits of the project, that a reasonable need exists for the above referenced land, and that early acquisition would forestall development, resulting in a substantial savings to the State, and ensure critical construction bid dates are met; and

WHEREAS the areas depicted in Appendix "A" should be established as a state route and adopted and approved as part of the State Route Plan for the Tres Rios Freeway, State Route 30; and

WHEREAS because of these premises, this Board finds public safety, necessity, and convenience require the recommended establishment and the approval and adoption of the portion of the State Route Plan, and early acquisition of the land needed for this improvement; therefore, be it

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

RESOLVED that the portions of land as depicted in Appendix "A", and delineated on those certain Early Acquisition Detail Sheets depicting the above referenced parcels, dated June 26, 2019, are hereby established as a state route and designated State Route 30, the Tres Rios Freeway; be it further

RESOLVED that the State Route Plan for the location of those portions of Parcels 7-12372, 7-12373, 7-12374, 7-12375, 7-12376, 7-12379, 7-12380, and 7-12381, as depicted in Appendix "A", is hereby approved and adopted; be it further

July 19, 2019

RES. NO. 2019-07-A-021
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
ENG. DIST.: Central
COUNTY: Maricopa
PARCELS: 7-12372, 7-12373, 7-12374, 7-12375, 7-12376,
7-12379, 7-12380, and 7-12381

RESOLVED that the Director is authorized to proceed with early acquisition, including exchanges, to acquire an estate in fee and/or easement and the appropriate rights of access needed for the corridor depicted in Appendix "A", including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans, in accordance with Arizona Revised Statutes § 28-7094; be it further

RESOLVED that the Director secure an appraisal of the land to be acquired, and that necessary parties be compensated. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

July 19, 2019

RES. NO. 2019-07-A-021
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
ENG. DIST.: Central
COUNTY: Maricopa
PARCELS: 7-12372, 7-12373, 7-12374, 7-12375, 7-12376,
7-12379, 7-12380, and 7-12381

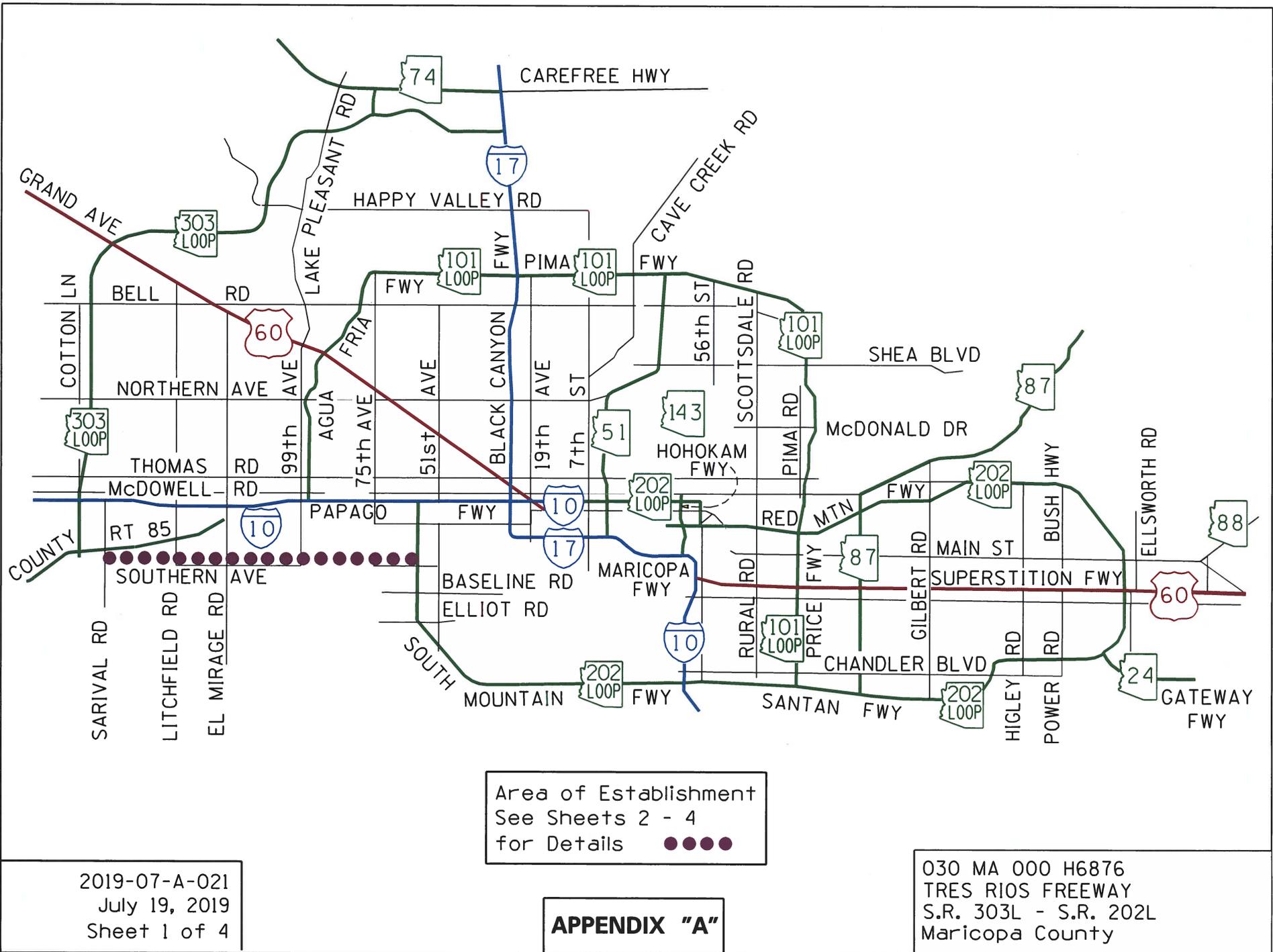
CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 19, 2019.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 19, 2019.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation


Assistant Attorney General
Approved as to Form
7/1/19



EARLY ACQUISITION PLAT



Central District
NOT TO SCALE

Mtd-Sec Line

MARICOPA

Dysart Rd
Section Line

Buckeye Canal

Proposed R/W

Tres Rios Freeway (Alignment)

27

27

26

Southern Ave

34

7-12375

7-12376

7-12375

Proposed R/W

34

35

Section Line

COUNTY

7-12375

Area of Establishment

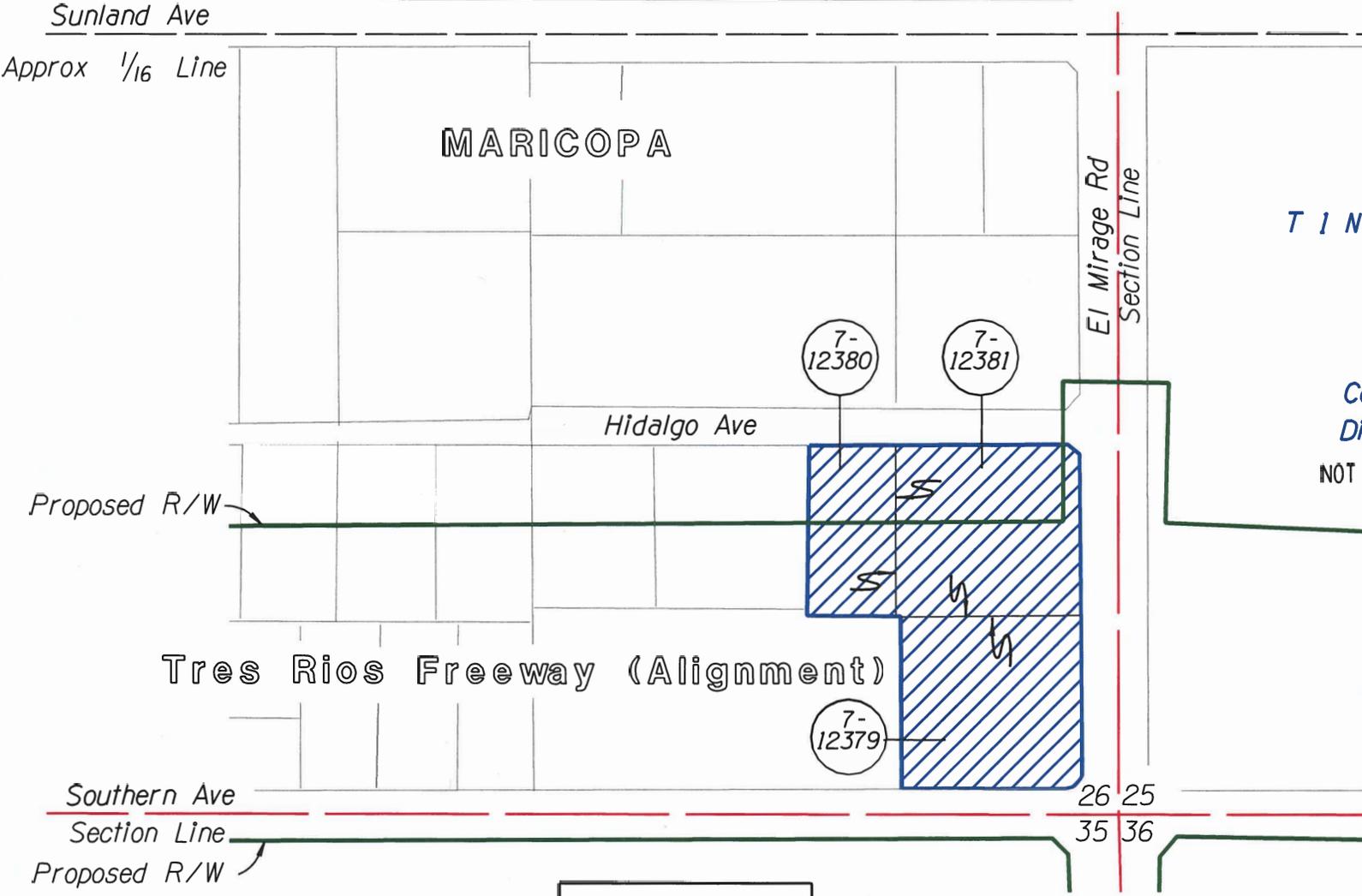


APPENDIX "A"

2019-07-A-021
July 19, 2019
Sheet 2 of 4

030 MA 000 H6876
TRES RIOS FREEWAY
S.R. 303L - S.R. 202L
Maricopa County

EARLY ACQUISITION PLAT



Area of Establishment 

COUNTY

2019-07-A-021
 July 19, 2019
 Sheet 3 of 4

APPENDIX "A"

030 MA 000 H6876
 TRES RIOS FREEWAY
 S.R. 303L - S.R. 202L
 Maricopa County

EARLY ACQUISITION PLAT



Central District

NOT TO SCALE

Tres Rios Freeway (Alignment)

MARICOPA

Approx 1/16 Line

Proposed R/W

7-12373

W Romley Ave

W Mobile Ln

7-12374

7-12372

Proposed R/W

W Roeser Rd

T 1 N R 1 E
T 1 N R 2 E

Mid-Sec Line

25

25

30

Area of Establishment



COUNTY

2019-07-A-021
July 19, 2019
Sheet 4 of 4

APPENDIX "A"

030 MA 000 H6876
TRES RIOS FREEWAY
S.R. 303L - S.R. 202L
Maricopa County

July 19, 2019

RES. NO. 2019-07-A-022
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
ENG. DIST.: Central
COUNTY: Maricopa
PARCEL: 7-12378

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment, approval and adoption of a portion of the State Route Plan for the Tres Rios Freeway, State Route 30, and the advance acquisition of land within the above referenced project.

Public transportation improvements are planned and this project is included in the Department's Five-Year Construction Program.

The Department has determined that advance acquisition of corridor rights of way should commence in order to provide for an orderly acquisition and relocation program; and

An investigation has determined that the above referenced parcel does lie within the area of the proposed corridor limits of the project.

The area of establishment, the location of the State Route Plan, and the land to be acquired by advance acquisition are delineated on that certain Advance Acquisition Detail Sheet, dated June 26, 2019, depicting Parcel 7-12378, on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

July 19, 2019

RES. NO. 2019-07-A-022
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
ENG. DIST.: Central
COUNTY: Maricopa
PARCEL: 7-12378

Pursuant to Arizona Revised Statutes §28-7094, it has also been determined that a reasonable need exists for the land depicted in Appendix "A", and that advance acquisition will forestall development, resulting in a substantial savings to the State, and will ensure critical construction bid dates are met.

Accordingly, I recommend that the parcel of land depicted in Appendix "A" be established as a state route, and designated State Route 30, the Tres Rios Freeway.

I further recommend the parcel of land depicted in Appendix "A" be approved and adopted as a portion of the State Route Plan for the Tres Rios Freeway, State Route 30, and that advance acquisition of Parcel 7-12378 be authorized.

Therefore, in the interest of public safety, necessity, and convenience, and pursuant to Arizona Revised Statutes §28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

July 19, 2019

RES. NO. 2019-07-A-022
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
ENG. DIST.: Central
COUNTY: Maricopa
PARCEL: 7-12378

RESOLUTION OF ESTABLISHMENT FOR ADVANCE ACQUISITION

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on July 19, 2019, presented and filed with the Arizona State Transportation Board his written report recommending the establishment and the approval and adoption of a portion of the State Route Plan for the Tres Rios Freeway, State Route 30, and the advance acquisition of land within the above referenced project.

Public transportation improvements are planned and this project is included in the Department's Five-Year Construction Program.

The area of establishment, the location of the State Route Plan, and the land to be acquired by advance acquisition are shown in Appendix "A", and delineated on that certain Advance Acquisition Detail Sheet, dated June 26, 2019, depicting Parcel 7-12378, on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona.

The Department has determined that advance acquisition of corridor rights of way should commence in order to provide for an orderly acquisition and relocation program; and

An investigation has determined that the parcel does lie within the area of the proposed corridor limits of the project.

July 19, 2019

RES. NO. 2019-07-A-022
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
ENG. DIST.: Central
COUNTY: Maricopa
PARCEL: 7-12378

Pursuant to Arizona Revised Statutes § 28-7094, it has also been determined that a reasonable need exists for the land depicted in Appendix "A", and that advance acquisition will forestall development, resulting in a substantial savings to the State, and will ensure critical construction bid dates are met.

Accordingly, it is recommended that the land depicted in Appendix "A" be established as a state route, and approved and adopted as a State Route Plan, designated State Route 30, the Tres Rios Freeway, and that advance acquisition of the land be authorized.

WHEREAS public transportation improvements are planned for the existing alignment, and the above referenced project is included in the Five-Year Construction Program; and

WHEREAS advance acquisition will provide for an orderly acquisition and relocation program; and

WHEREAS pursuant to Arizona Revised Statutes § 28-7094, the Director has determined that the parcel does lie within the area of the proposed corridor limits of the project, that a reasonable need exists for the above referenced land, and that advance acquisition would forestall development, resulting in a substantial savings to the State, and ensure critical construction bid dates are met; and

WHEREAS the area depicted in Appendix "A" should be established as a state route and adopted and approved as part of the State Route Plan for the Tres Rios Freeway, State Route 30; and

July 19, 2019

RES. NO. 2019-07-A-022
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
ENG. DIST.: Central
COUNTY: Maricopa
PARCEL: 7-12378

WHEREAS because of these premises, this Board finds public safety, necessity, and convenience require the recommended establishment and the approval and adoption of the portion of the State Route Plan, and advance acquisition of the land needed for this improvement; therefore, be it

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

RESOLVED that the portion of land as depicted in Appendix "A", and delineated on that certain Advance Acquisition Detail Sheet, dated June 26, 2019, depicting Parcel 7-12378 is hereby established as a state route and designated State Route 30, the Tres Rios Freeway; be it further

RESOLVED that the State Route Plan for the location of the portion of Parcel 7-12378, as depicted in Appendix "A", is hereby approved and adopted; be it further

RESOLVED that the Director is authorized to proceed with advance acquisition, including exchanges, to acquire an estate in fee and/or easement and the appropriate rights of access needed for the corridor depicted in Appendix "A", including material for construction, haul roads, and various easements in any property necessary for or incidental to the improvements as delineated on said maps and plans, in accordance with Arizona Revised Statutes § 28-7094; be it further

RESOLVED that the Director secure an appraisal of the land to be acquired, and that necessary parties be compensated. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

July 19, 2019

RES. NO. 2019-07-A-022
PROJECT: 030 MA 000 H6876
HIGHWAY: TRES RIOS FREEWAY
SECTION: S. R. 303L - S. R. 202L
ROUTE NO.: State Route 30
ENG. DIST.: Central
COUNTY: Maricopa
PARCEL: 7-12378

CERTIFICATION

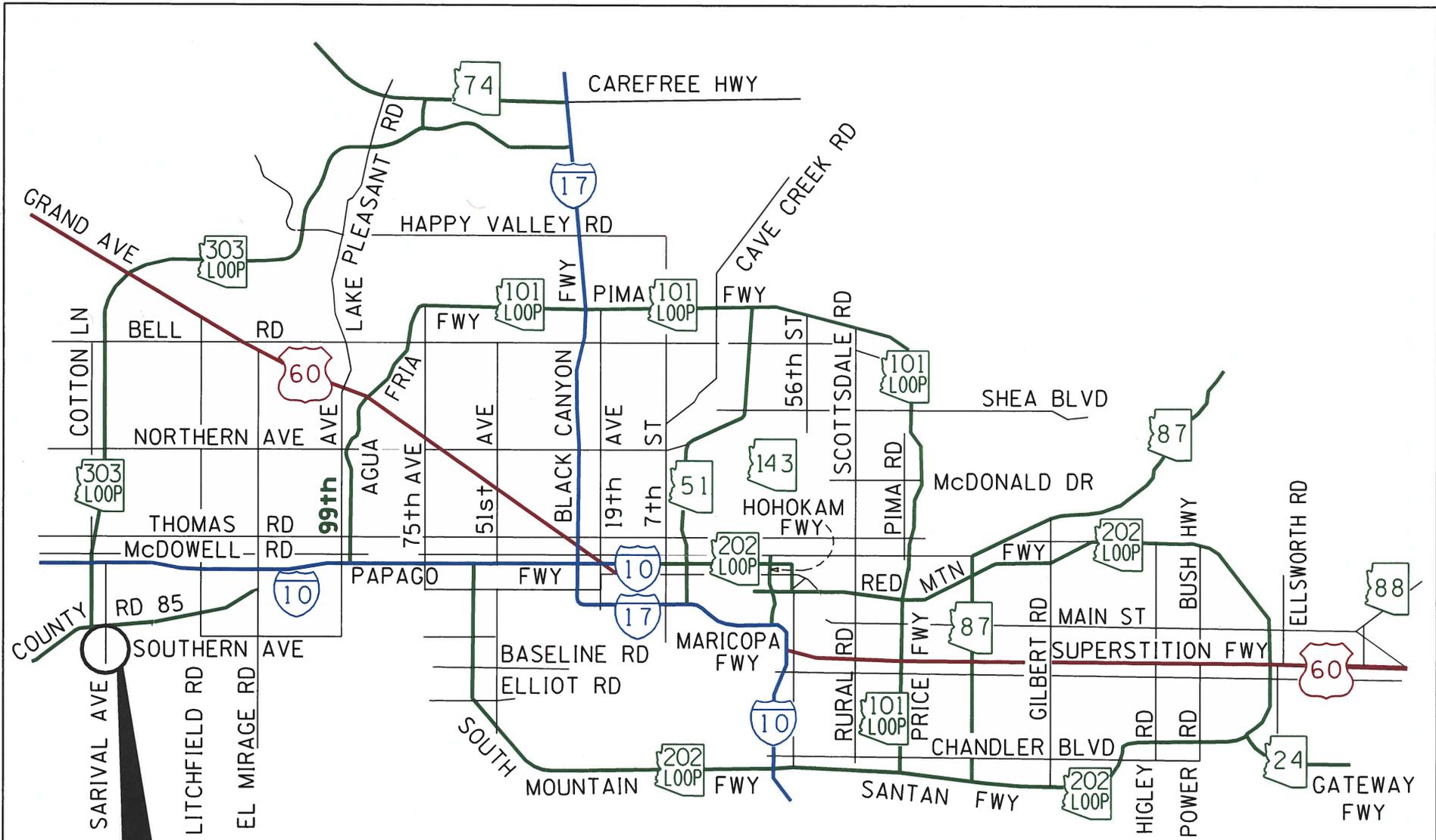
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 19, 2019.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 19, 2019.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation


Assistant Attorney General
Approved as to Form

7/1/19



Area of Establishment
See Sheet 2 of 2
for Details

2019-07-A-022
July 19, 2019
Sheet 1 of 2

APPENDIX "A"

030 MA 000 H6876
TRES RIOS FREEWAY
S.R. 303L - S.R. 202L
Maricopa County

ADVANCE ACQUISITION PLAT

CITY



Central District

23 24
26 25

Broadway Rd

Section Line

24 19

County Road 85

25 30

Cotton Ln
Section Line

7-12378

OF

T 1 N R 2 W
T 1 N R 1 W

Proposed R/W

Buckeye Canal

Tres Rios Freeway

(Alignment)

Sarival Ave
Section Line

GOODYEAR

Area of Establishment 

Proposed R/W

26 25
35 36

Southern Ave
Section Line

25 30
36 31

2019-07-A-022
July 19, 2019
Sheet 2 of 2

APPENDIX "A"

030 MA 000 H6876
TRES RIOS FREEWAY
S.R. 303L - S.R. 202L
Maricopa County

July 19, 2019

RES. NO. 2019-07-A-023
 PROJECT: 089 PN 087 H2008 01R / F-031-1-718
 HIGHWAY: TUCSON - ORACLE JUNCTION - GLOBE
 SECTION: Pinal County Line - Oracle Junction
 ROUTE NO.: State Route 77
 ENG. DIST.: Southcentral
 COUNTY: Pinal
 DISPOSAL: D - SC - 012

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the vacation and extinguishment of a certain portion of drainage easement right of way originally acquired for use within the above referenced project.

This portion of the Tucson - Oracle Junction - Globe Highway was previously established as a state route and state highway, designated as U.S. Route 89, by Arizona State Transportation Board Resolution 92-02-A-011, dated February 21, 1992. Thereafter, the Board's Resolution 92-08-A-056, dated August 21, 1992, renumbered and redesignated this segment of the alignment as State Route 77.

The Arizona Department of Transportation Southcentral District administration has determined that, for the benefit of the community, storm water runoff drainage facilities can be more effectively redesigned, built, managed, and maintained by local developers, under Permit from ADOT, and therefore said portion of drainage easement right of way is no longer needed for State transportation purposes. Accordingly, I recommend that said portion of drainage easement right of way be removed from the State Transportation System by the vacation and extinguishment thereof.

This resolution is considered the only document necessary to vacate and extinguish said portion of drainage easement right of way; and no other instrument of conveyance is legally required.

July 19, 2019

RES. NO. 2019-07-A-023
PROJECT: 089 PN 087 H2008 01R / F-031-1-718
HIGHWAY: TUCSON - ORACLE JUNCTION - GLOBE
SECTION: Pinal County Line - Oracle Junction
ROUTE NO.: State Route 77
ENG. DIST.: Southcentral
COUNTY: Pinal
DISPOSAL: D - SC - 012

The portion of drainage easement right of way to be vacated and extinguished was acquired by the State of Arizona, by and through its Department of Transportation, in that certain Grant of Drainage Easement, dated May 04, 1993, accepted October 01, 1993, and recorded October 12, 1993, in Docket 1949, Page 304, records of Pinal County, Arizona, described as Tract No. 2 therein. It is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the TUCSON - ORACLE JCT. - GLOBE HWY., Pinal County Line - Oracle Jct., Project 089 PN 087 H2008 01R / F-031-1-718", and is shown in Appendix "A" attached hereto.

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

The vacation and extinguishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and this resolution is considered the only document necessary to vacate and extinguish said portion of drainage easement right of way; and no other instrument of conveyance is legally required.

July 19, 2019

RES. NO. 2019-07-A-023
PROJECT: 089 PN 087 H2008 01R / F-031-1-718
HIGHWAY: TUCSON - ORACLE JUNCTION - GLOBE
SECTION: Pinal County Line - Oracle Junction
ROUTE NO.: State Route 77
ENG. DIST.: Southcentral
COUNTY: Pinal
DISPOSAL: D - SC - 012

Pursuant to Arizona Revised Statutes §§ 28-7046 and 28-7214,
I recommend the adoption of a resolution making this
recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

July 19, 2019

RES. NO. 2019-07-A-023
PROJECT: 089 PN 087 H2008 01R / F-031-1-718
HIGHWAY: TUCSON - ORACLE JUNCTION - GLOBE
SECTION: Pinal County Line - Oracle Junction
ROUTE NO.: State Route 77
ENG. DIST.: Southcentral
COUNTY: Pinal
DISPOSAL: D - SC - 012

RESOLUTION OF EXTINGUISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on July 19, 2019, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §§ 28-7046, 28-7210, and 28-7214, recommending removal of a certain portion of drainage easement right of way from the State Transportation System by the vacation and extinguishment thereof.

The portion of drainage easement right of way to be vacated and extinguished was acquired by the State of Arizona, by and through its Department of Transportation, in that certain Grant of Drainage Easement, dated May 04, 1993, accepted October 01, 1993, and recorded October 12, 1993, in Docket 1949, Page 304, records of Pinal County, Arizona, described as Tract No. 2 therein. It is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the TUCSON - ORACLE JCT. - GLOBE HWY., Pinal County Line - Oracle Jct., Project 089 PN 087 H2008 01R / F-031-1-718", and is shown in Appendix "A" attached hereto.

This resolution is considered the only document necessary to vacate and extinguish said portion of drainage easement right of way; and no other instrument of conveyance is legally required.

July 19, 2019

RES. NO. 2019-07-A-023
PROJECT: 089 PN 087 H2008 01R / F-031-1-718
HIGHWAY: TUCSON - ORACLE JUNCTION - GLOBE
SECTION: Pinal County Line - Oracle Junction
ROUTE NO.: State Route 77
ENG. DIST.: Southcentral
COUNTY: Pinal
DISPOSAL: D - SC - 012

WHEREAS the Arizona Department of Transportation Southcentral District administration has determined that, for the benefit of the community, storm water runoff drainage facilities can be more effectively redesigned, built, managed, and maintained by local developers, under Permit from ADOT, and therefore said portion of drainage easement right of way is no longer needed for the State Transportation System; and

WHEREAS remaining portions of drainage easement right of way are still needed for the State Transportation System and are to be used for public highway purposes; and

WHEREAS this resolution is considered the only document necessary to vacate and extinguish said portion of drainage easement right of way; and no other instrument of conveyance is legally required; and

WHEREAS because of these premises, this Board finds public convenience requires that said portion of drainage easement right of way be removed from the State Transportation System by vacation and extinguishment; therefore be it

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

RESOLVED that for the benefit of the community, storm water runoff drainage facilities will be more effectively redesigned, built, managed, and maintained by local developers, under Permit from ADOT, and therefore said portion of drainage easement right of way is no longer needed for State transportation purposes, and is hereby removed by vacation and extinguishment from the State Transportation System; be it further

July 19, 2019

RES. NO. 2019-07-A-023
PROJECT: 089 PN 087 H2008 01R / F-031-1-718
HIGHWAY: TUCSON - ORACLE JUNCTION - GLOBE
SECTION: Pinal County Line - Oracle Junction
ROUTE NO.: State Route 77
ENG. DIST.: Southcentral
COUNTY: Pinal
DISPOSAL: D - SC - 012

RESOLVED that this vacation and extinguishment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the only document necessary to vacate and extinguish said portion of drainage easement right of way; and no other instrument of conveyance is legally required; be it further

RESOLVED that the remaining portions of the drainage easement right of way not being disposed herein shall remain in the State Transportation System for use as such.

July 19, 2019

RES. NO. 2019-07-A-023
PROJECT: 089 PN 087 H2008 01R / F-031-1-718
HIGHWAY: TUCSON - ORACLE JUNCTION - GLOBE
SECTION: Pinal County Line - Oracle Junction
ROUTE NO.: State Route 77
ENG. DIST.: Southcentral
COUNTY: Pinal
DISPOSAL: D - SC - 012

CERTIFICATION

I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 19, 2019.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 19, 2019.

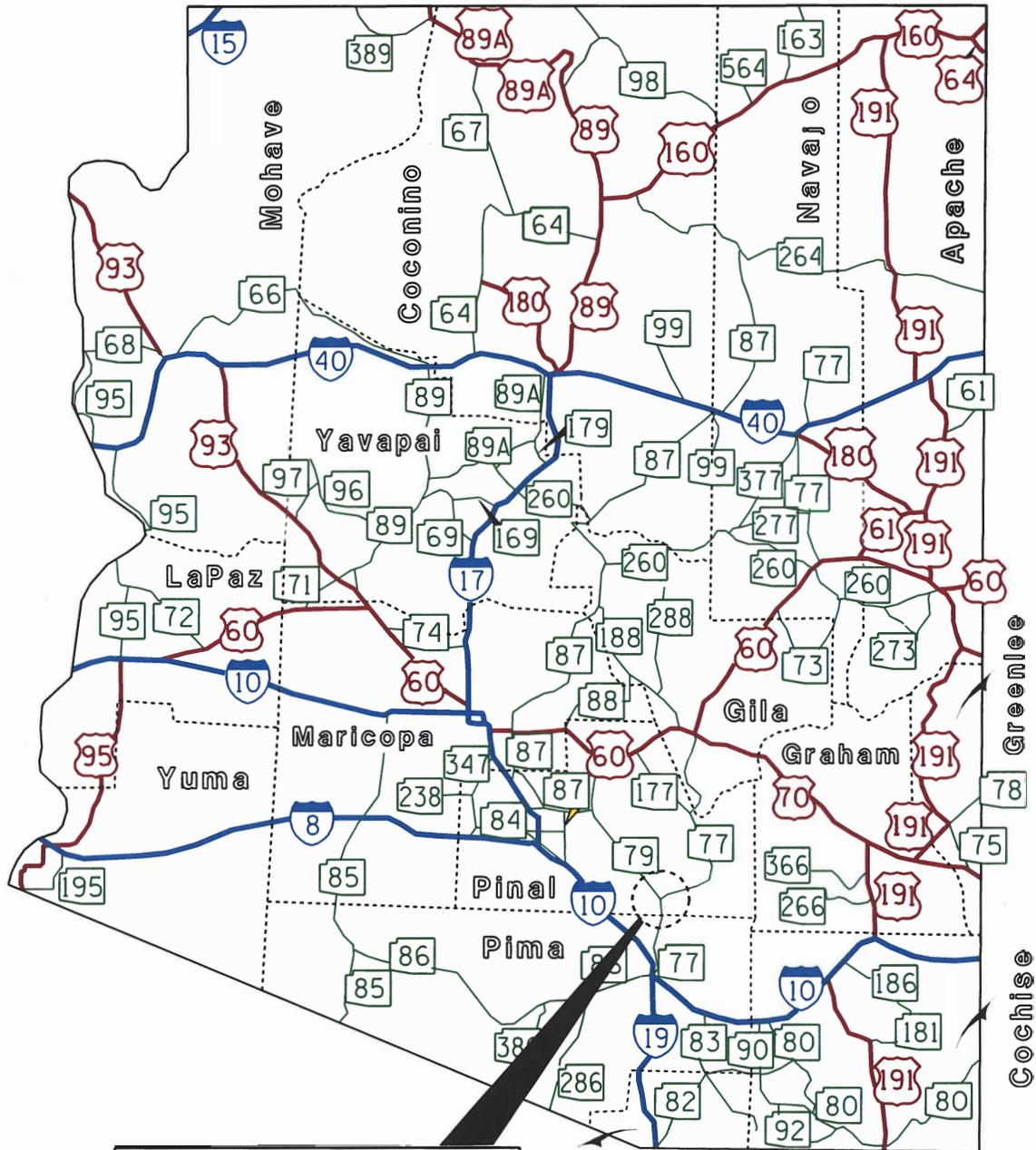
JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

Ron J. Aschenbach

Assistant Attorney General

Approved as to Form

7/1/19



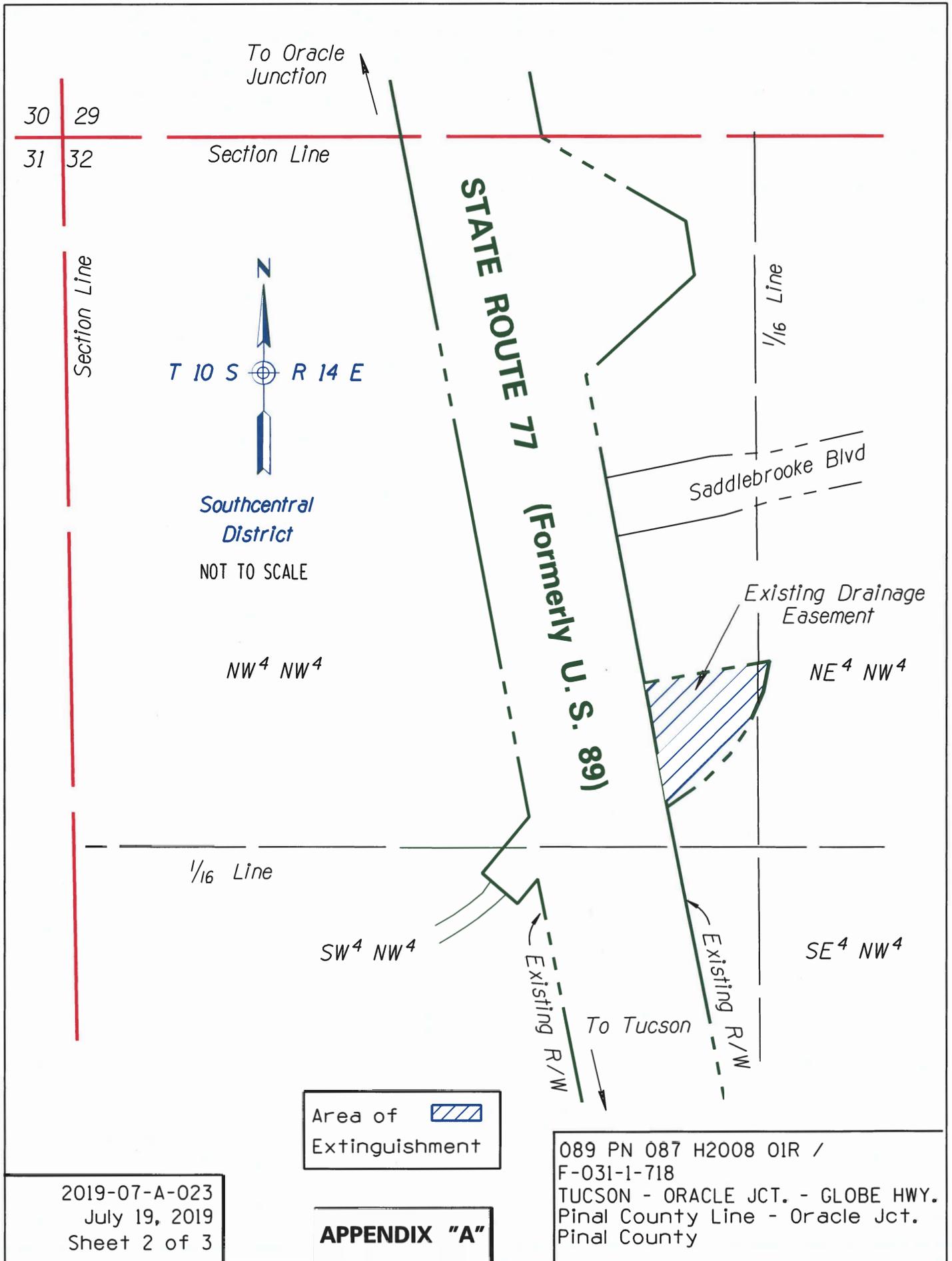
Area of Extinguishment
See Sheets 2 and 3
for Details

Santa Cruz

2019-07-A-023
July 19, 2019
Sheet 1 of 3

APPENDIX "A"

089 PN 087 H2008 OIR /
F-031-1-718
TUCSON - ORACLE JCT. - GLOBE HWY.
Pinal County Line - Oracle Jct.
Pinal County



APPENDIX "A"
Legal Description

The Area of Extinguishment is set forth as Tract No. 2 in that certain Arizona Department of Transportation Drainage Easement, executed May 04, 1993, approved September 28, 1993, accepted October 01, 1993, and recorded October 12, 1993, in Docket 1949, Page 304, records of Pinal County, Arizona, over the following described property:

That portion of the Northwest quarter (NW¼) of Section 32, Township 10 South, Range 14 East, Gila and Salt River Meridian, Pinal County, Arizona, described as follows:

Commencing at the Northwest corner of said Section 32;

thence along the North line of said section, North 89°07'49" East, 800.62 feet to the Survey, As-Built and Northbound construction centerline of U.S. Highway 89 (TUCSON - ORACLE JUNCTION - GLOBE HIGHWAY);

thence along said centerline, South 10°44'03" East, 1057.82 feet;

thence North 79°15'57" East, 100.00 feet to the POINT OF BEGINNING on the existing East right of way line of said U.S. Highway 89:

thence along said existing East right of way line, South 10°44'03" East, 228.77 feet;

thence from a Local Tangent Bearing of North 63°04'08" East along a curve to the Left, having a radius of 358.50 feet, a length of 344.19 feet;

thence South 79°15'57" West, 239.38 feet to the POINT OF BEGINNING.

Containing 38,431.83 square feet, more or less

SHEET 3 OF 3

Resolution 2019-07-A-023 - - July 19, 2019
Disposal D-SC-012

STATE ENGINEER'S REPORT June 2019

The Status of Projects Under Construction report for June 2019 shows 102 projects under construction valued at \$1,972,479,535.30. The transportation board awarded 5 projects during June valued at approximately \$17.6 million.

During June, the Department finalized 3 projects valued at \$2,974,855.30. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Fiscal Year to date we have finalized 95 projects. The total cost of these 95 projects has exceeded the contractors bid amount by 3.5%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 0.0%.

MONTHLY CONSTRUCTION REPORT

June 2019

PROJECTS UNDER CONSTRUCTION	102
MONETARY VALUE OF CONTRACTS	\$1,972,479,535.30
PAYMENTS MADE TO DATE	\$1,369,775,652.09
STATE PROJECTS	79
LOCAL GOVERNMENT	23
OTHER	0
CONTRACTS EXECUTED IN JUNE 2019	0
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$0.00

FIELD REPORTS SECTION

EXT. 7301

Completed Contracts (Fiscal Year 2019)

June, 2019

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 4	3	\$3,037,521.55	\$3,208,114.45	\$2,974,855.30
		<u>Monetary</u>		<u>Monetary</u>
		\$170,592.90		(\$233,259.15)

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2019
 June, 2019

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
010-E-(225)T F006801C Working Days: 115 Days Used: 113	I-10; EB OFFRAMP AT SR 83 SouthCent District	381,797.80	SOUTHERN ARIZONA PAVING & CONSTRUCTION, CO.	Low Bid = \$28,110.20 or 7.36% over State Estimate \$409,908.00	\$393,486.03	(\$16,421.97)	-4.0 %
180-B-(210)T F004101C Working Days: 60 Days Used: 57	St. Johns - County Rd 4162 NorthEast District	1,367,041.50	CACTUS TRANSPORT, INC.	Low Bid = \$19,810.50 or 1.45% over State Estimate \$1,386,852.00	\$1,372,159.96	(\$14,692.04)	-1.1 %
LLA-0-(206)T SE58901C Working Days: 305 Days Used: 105	ALAMO ROAD US 60 - MP3.0 SouthWest District	1,288,682.25	COMBS CONSTRUCTION COMPANY, INC.	Low Bid = \$122,672.20 or 9.52% over State Estimate \$1,411,354.45	\$1,209,209.31	(\$202,145.14)	-14.3 %
LLA-0-(207)T SE59001C Working Days: 305 Days Used: 105	PLOMOSA AND SALOME ROAD SouthWest District						

Accumulation to Date (Fiscal Year 2019 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
95	\$300,706,695.08	\$302,840,158.47	\$313,536,393.28	\$10,696,234.81	3.5%

Prepared By:

Adri Bantz

Field Reports Unit, X7301

Checked By:

C. Neish

Charlene Neish, Manager
Field Reports Unit, X7301

FINAL COST VS BID ADJUSTED
FISCAL YEAR 2019

MONTH	CUMULATIVE FINAL COST	LESS ADJUSTMENTS FOR			CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
		REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3				
Jul-18	\$ 23,387,878	\$ 1,034,277	\$ 36,797	\$ 52,430	\$ 1,123,504	\$ 22,507,395	\$ 22,264,374	-1.1%
Aug-18	\$ 43,026,175	\$ 492,627	\$ 18,317	\$ -	\$ 1,634,447	\$ 42,222,294	\$ 41,391,728	-2.0%
Sep-18	\$ 63,459,916	\$ 157,437	\$ 426,656	\$ 37,189	\$ 2,255,728	\$ 63,171,291	\$ 61,204,187	-3.1%
Oct-18	\$ 84,696,840	\$ 1,017,566	\$ 368,152	\$ -	\$ 3,641,446	\$ 83,114,694	\$ 81,055,394	-2.5%
Nov-18	\$ 107,304,897	\$ 226,727	\$ 859,346	\$ -	\$ 4,727,519	\$ 104,929,597	\$ 102,577,378	-2.2%
Dec-18	\$ 157,859,035	\$ 1,336,532	\$ 94,946	\$ 45,450	\$ 6,204,448	\$ 154,611,704	\$ 151,654,587	-1.9%
Jan-19	\$ 204,471,689	\$ 961,926	\$ 521,886	\$ 23,337	\$ 7,711,598	\$ 197,849,150	\$ 196,760,092	-0.6%
Feb-19	\$ 215,815,786	\$ 37,621	\$ 89,372	\$ -	\$ 7,838,590	\$ 209,196,046	\$ 207,977,195	-0.6%
Mar-19	\$ 222,433,299	\$ 120,830	\$ 123,046	\$ 28,230	\$ 8,110,696	\$ 215,580,199	\$ 214,322,603	-0.6%
Apr-19	\$ 230,375,379	\$ 100,323	\$ 32,716	\$ 12,751	\$ 8,256,486	\$ 223,709,976	\$ 222,118,893	-0.7%
May-19	\$ 310,561,538	\$ 1,974,979	\$ 493,597	\$ 25,867	\$ 10,750,930	\$ 299,632,044	\$ 299,810,608	0.1%
Jun-19	\$ 313,536,393	\$ -	\$ -	\$ -	\$ 10,750,930	\$ 302,840,158	\$ 302,785,463	0.0%
		\$ 7,460,846	\$ 3,064,830	\$ 225,254	\$ 10,750,930			
e-mail to Barb Domke at year end								

Contracts: (Action as Noted)

Federal-Aid ("A" "B" "T" "D") projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations.

***ITEM 7a:** BOARD DISTRICT NO.: STATEWIDE

Page 279

BIDS OPENED: JUNE 21, 2019

HIGHWAY: TUBA CITY - FOUR CORNERS HIGHWAY (US 160)

SECTION: CONSTRUCT BUS PULLOUTS

COUNTY: STATEWIDE

ROUTE NO.: US 160

PROJECT : TRACS: NHPP-160-A(207)T: 160 SW 342 F005901C

FUNDING: 94.3% FEDS 5.7% STATE

LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 737,338.00

STATE ESTIMATE: \$ 449,569.65

\$ OVER ESTIMATE: \$ 287,768.35

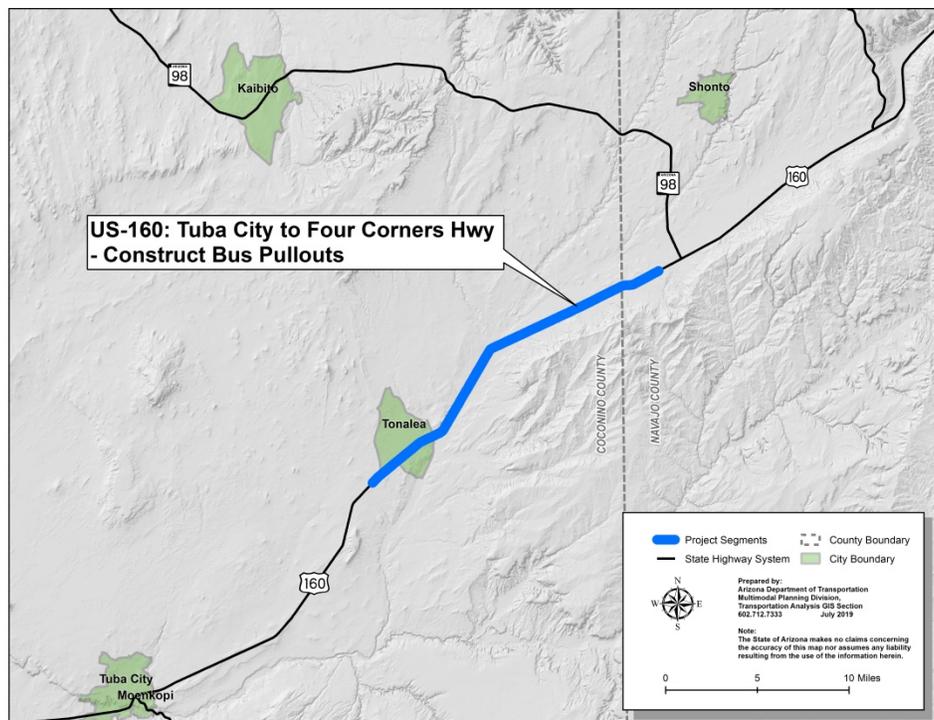
% OVER ESTIMATE: 64.0%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 2

RECOMMENDATION: AWARD



***ITEM 7b:** BOARD DISTRICT NO.: 1

Page 282

BIDS OPENED: JUNE 7, 2019

HIGHWAY: CITY OF GLENDALE

SECTION: CAMELBACK RD; 51ST AVE. TO 91ST AVE.

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: CMAQ-GLN-0(253)T: 0000 MA GLN T007601C

FUNDING: 94.3% FEDS 5.7% LOCAL

LOW BIDDER: CONTRACTORS WEST, INC.

LOW BID AMOUNT: \$ 1,694,975.80

STATE ESTIMATE: \$ 1,156,178.85

\$ OVER ESTIMATE: \$ 538,796.95

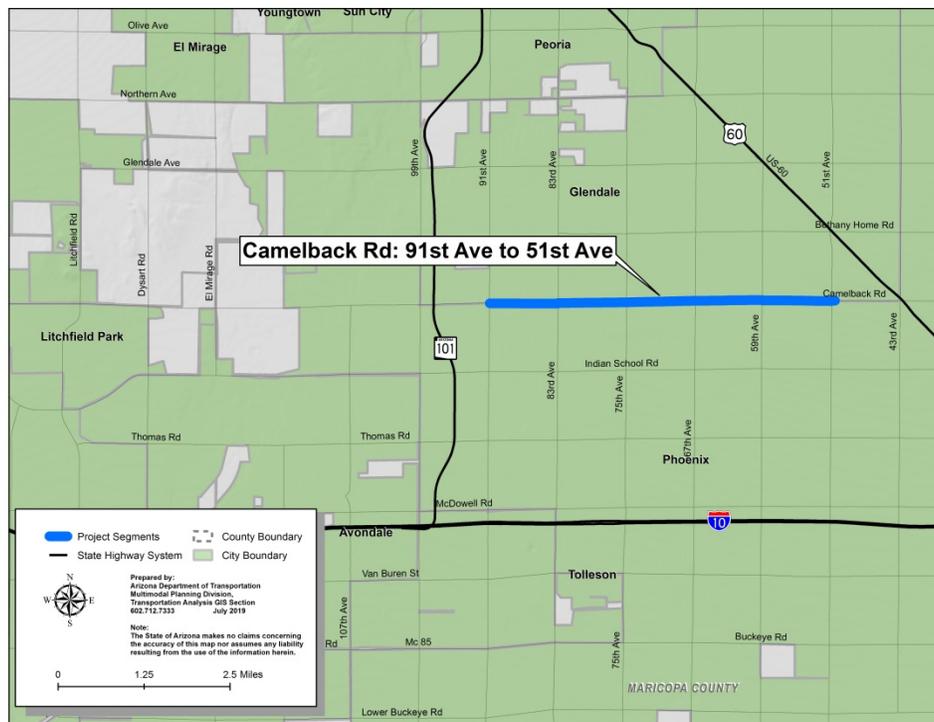
% OVER ESTIMATE: 46.6%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 1

RECOMMENDATION: REJECT BID



ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

440 Working Days

The proposed project is located in Pinal and Gila Counties on SR77 just south of Winkelman at milepost 134.50 approximately 0.2 miles South of SR177. The work consists of removing the existing six-span steel girder bridge and constructing a new six-span bridge, cast-in-place concrete deck. The work also includes placing new asphaltic concrete and asphaltic concrete friction course, pavement markings, guardrail, and other related work.

Bid Opening Date : 6/21/2019, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
077 SW 134 H841601C 077-A-(210)T	TUCSON-ORACLE JCT-GLOBE HWY.	GILA RIVER BRIDGE #20151 SouthEast District	16316

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$12,572,753.90	SUNDT CONSTRUCTION, INC.	2620 S. 55TH STREET TEMPE, AZ 85282
2	\$12,750,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 Drivers Way Tempe, AZ 85284
	\$12,966,809.90	DEPARTMENT	
3	\$13,313,744.49	AMES CONSTRUCTION, INC.	8333 E. HARTFORD DRIVE SCOTTSDALE, AZ 85255
4	\$13,867,464.55	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Apparent Low Bidder is 3.0% Under Department Estimate (Difference = (\$394,056.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY JUNE 21, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO 077 SW 134 H841601C
PROJ NO STBG-077-A(210)T
TERMINI TUCSON – ORACLE JCT – GLOBE HIGHWAY (SR 77)
LOCATION GILA RIVER BRIDGE STR. # 20151

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
077	134.52 to 134.80	SOUTHEAST	16316

The amount programmed for this contract is \$16,810,000. The location and description of the proposed work are as follows:

The proposed project is located in Pinal and Gila Counties on SR77 just south of Winkelman at milepost 134.50 approximately 0.2 miles South of SR177. The work consists of removing the existing six-span steel girder bridge and constructing a new six-span bridge, cast-in-place concrete deck. The work also includes placing new asphaltic concrete and asphaltic concrete friction course, pavement markings, guardrail, and other related work.

The time allowed for the completion of the work included in this project will be 440 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.13.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	JALAL KAMAL	(Jkamal@azdot.gov)
Construction Supervisor:	Chris Olson	(colson.consultant@azdot.gov)

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: MAY 10, 2019

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

185 Working Days

The proposed project is located in Coconino County within the Coconino National Forest on State Route 89A, MP 374.84 to MP 386.60, north of City of Sedona to south of the City of Flagstaff. The work consists of pavement rehabilitation. The work includes milling and repaving, bridge deck rehabilitation; guard rails, pavement marking, rumble strips, shoulder build-up, seeding and other related work.

Bid Opening Date : 6/21/2019, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
089A CN 374 F004701C A89-B-(221)T	PRESCOTT- FLAGSTAFF HIGHWAY (SR 89A)	SEDONA CITY LIMITS-BEAR HOWARD NorthCent District	8170

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$8,270,015.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
	\$8,386,388.31	DEPARTMENT	
2	\$9,963,238.40	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281
3	\$10,179,958.51	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318
4	\$10,257,700.00	Sunland Asphalt & Construction Inc.	775 West Elwood Street Phoenix, AZ 85041

Apparent Low Bidder is 1.4% Under Department Estimate (Difference = (\$116,373.31))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 21, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO 089A CN 374 F004701C
PROJ NO STBGP-A89-B(221)T
TERMINI PRESCOTT- FLAGSTAFF HIGHWAY (SR 89A)
LOCATION SEDONA CITY LIMITS - BEAR HOWARD DR

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 89A	374.84 to 386.60	NORTHCENTRAL	8170

The amount programmed for this contract is \$10,912,000.00. The location and description of the proposed work are as follows:

The proposed project is located in Coconino County within the Coconino National Forest on State Route 89A, MP 374.84 to MP 386.60, north of City of Sedona to south of the City of Flagstaff. The work consists of pavement rehabilitation. The work includes milling and repaving, bridge deck rehabilitation; guard rails, pavement marking, rumble strips, shoulder build-up, seeding and other related work.

The time allowed for the completion of the work included in this project will be 185 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 10.06.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

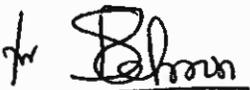
A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Vian Rashid	(VRashid@azdot.gov)
Construction Supervisor:	Timothy Fish	(TFish.Consultant@azdot.gov)



Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 05/29/2019

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

225 Calendar Days

The proposed work is located in the Town of Paradise Valley in Maricopa County on Lincoln Drive. The work consists of constructing new sidewalk, retaining walls, signing, striping, irrigation and landscape restoration and other related work.

Bid Opening Date : 6/21/2019, Prequalification Required, Engineer Specialist : Young Jedidiah

Project No.	Highway Termini	Location	Item
0000 MA PVY T008101C PVY-0-(204)T	LINCOLN DRIVE	LINCOLN DR - 32ND ST TO SCOTTS Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,015,634.60	DEPARTMENT	
1	\$2,188,000.00	VISUS ENGINEERING CONSTRUCTION, INC.	1831 NORTH ROCHESTER MESA, AZ 85205
2	\$2,467,253.10	D B A CONSTRUCTION INC.	P.O. BOX 63035 PHOENIX, AZ 85082-3035
3	\$4,089,854.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040

Apparent Low Bidder is 8.6% Over Department Estimate (Difference = \$172,365.40)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 21, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 MA PVY T008101C
PROJ NO CMAQ-PVY-0(204)T
TERMINI LINCOLN DRIVE
LOCATION 32ND STREET TO SCOTTSDALE ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	LOCAL

The amount programmed for this contract is \$2,400,000. The location and description of the proposed work are as follows:

The proposed work is located in the Town of Paradise Valley in Maricopa County on Lincoln Drive. The work consists of constructing new sidewalk, retaining walls, signing, striping, irrigation and landscape restoration and other related work.

The time allowed for the completion of the work included in this project will be 225 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 10.78.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Jedidiah Young	Jyoung2@azdot.gov
Construction Supervisor:	Kirk Kiser	kkiser@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: May 31, 2019

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

85 Working Days

The proposed project is located within the Coconino County and Navajo County along US 160 at mileposts 342.0, 346.3 and 359.8. The work consists of constructing bus pullouts, striping, signing and other miscellaneous work.

Bid Opening Date : 6/21/2019, Prequalification Required, Engineer Specialist : Jedidiah Young

Project No.	Highway Termini	Location	Item
160 CN 342 F005901C 160-A-(207)T	TUBA CITY- FOUR CORNERS HIGHWAY (US 160)	US 160 IR 6731 to SR 98 SouthWest District	8395

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$449,569.65	DEPARTMENT	
1	\$737,338.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
2	\$856,500.02	SHOW LOW CONSTRUCTION, INC.	1801 WEST DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901

Apparent Low Bidder is 64.0% Over Department Estimate (Difference = \$287,768.35)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 21, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO 160 SW 342 F005901C
PROJ NO NHPP-160-A(207)T
TERMINI TUBA CITY- FOUR CORNERS HIGHWAY (US 160)
LOCATION CONSTRUCT BUS PULLOUTS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 160	342.0 to 359.8	Northcentral	8395

The amount programmed for this contract is \$650,000. The location and description of the proposed work are as follows:

The proposed project is located within the Coconino County and Navajo County along US 160 at mileposts 342.0, 346.3 and 359.8. The work consists of constructing bus pullouts, striping, signing and other miscellaneous work.

This project is located on a Native American Reservation, in the Navajo Nation area, which may subject the contractor to the laws and regulations of the Navajo Nation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Navajo Nation on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be 85 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

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<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Jedidiah Young	Jyoung2@azdot.gov
Construction Supervisor:	Steve Monroe	Smonroe@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: Monday, May 13, 2019

ARIZONA DEPARTMENT OF TRANSPORTATION
 INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
 CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

200 Working Days

The proposed project is located in Maricopa County within the City of Glendale along Camelback Road between 51st Avenue and 91st Avenue. The work includes the installation of fiber optic conduit and cables, Ethernet switches, closed circuit television (CCTV) cameras, and other equipment necessary to extend the City's traffic management system.

Bid Opening Date : 6/7/2019, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
0000 MA GLN T007601C GLN-0-(253)T	CITY OF GLENDALE	CAMELBACK RD - 51ST AVE TO 91S Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,156,178.85	DEPARTMENT	
1	\$1,694,975.80	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202

Apparent Low Bidder is 46.6% Over Department Estimate (Difference = \$538,796.95)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: Friday, June 7, 2019, at 11:00 A.M. (M.S.T.)

TRACS No: 0000 MA GLN T0076 01C
Project No: CMAQ-GLN-0(253)T
Termini: City of Glendale
Location: Camelback Rd; 51st Ave to 91st Ave.

ROUTE No.	MILEPOST	DISTRICT	ITEM No.
n/a	n/a	Central	Local

The amount programmed for this contract is \$1,430,042.00. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County within the City of Glendale along Camelback Road between 51st Avenue and 91st Avenue. The work includes the installation of fiber optic conduit and cables, Ethernet switches, closed circuit television (CCTV) cameras, and other equipment necessary to extend the City's traffic management system.

The time allowed for the completion of the work included in this project will be **200** working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, **Disadvantaged Business Enterprises** will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

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This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

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Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Thomas Mowery-Racz	tmowery-racz@azdot.gov
Construction Supervisor:	Joseph Cottrell	jcottrell@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: April 24, 2019