

STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, February 21, 2020
Cochise County Board of Supervisors
Council Chambers
1415 Melody Lane, Building G
Bisbee, AZ 85603

Call to Order

Chairman Hammond called the State Transportation Board Study Session to order at 9:00 a.m.

Pledge

The Pledge of Allegiance was led by Board Member Stratton

Roll Call by Board Secretary

A quorum of the State Transportation Board was present. **In attendance:** Chairman Hammond, Vice Chairman Stratton, Board Member Sellers, Board Member Elters, and Board Member Knight were in attendance. Board Attorney, Michelle Kunzman, was also in attendance. Board Member Thompson participated by teleconference. There were approximately 30 members of the public in the audience.

Opening Remarks

Opening remarks were made by Chairman Hammond

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. Ann English, Cochise County Supervisor
2. Mitch Lindemann, Vice Mayor, Douglas
3. Kara Harris, resident of Cochise County
4. Joy Banks, Councilmember, Huachuca City
5. Kee Allen Begay, Jr., Navajo Nation Council

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Cochise County Board of Supervisors
Council Chambers
1415 Melody Lane, Building G
Bisbee, Arizona 85603

February 21, 2020
9:00 a.m.

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

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CALL TO THE AUDIENCE

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1 (Beginning of excerpt.)

2 CHAIRMAN HAMMOND: Okay. We'll move to the call
3 to the audience. Speakers will have three minutes. I don't
4 have many cards, so we'll go 3 minutes 10 seconds before we --
5 before we hook you. But seriously, it's a time to listen to
6 what you have to say and we're paying attention.

7 First speaker is Ann English. There you are.

8 MS. ENGLISH: I just wanted to say good morning
9 again, and thank you for coming to Cochise County. Since we
10 haven't had a representative for over a year, we consider all of
11 you our representatives, and so it was our -- it was our hope by
12 hosting you last evening that we could establish a good
13 relationship with you since you do represent us. We have hopes
14 in the future of having someone represent us, but none at this
15 time.

16 One thing I wanted to really compliment you and
17 the organization on was the fact of the going into Mexico and
18 training their truck drivers there so that we have fewer
19 problems on this side of the line, because since we do have a
20 port, we do have trucks coming across. It has really cut down
21 on the problems with that. So thank you for doing that, and it
22 really is a problem -- is a situation that works. So I'm hoping
23 that you'll continue in the future -- that the Department of
24 Transportation will continue that program.

25 And as always, I've been concerned about the

1 pinch points on the system that have always caused -- Davis
2 Road, which is a county road, they have more wide heavy loads
3 than any road in the state of Arizona. And we have one pinch
4 point left, and that's at the 191 and Interstate 10. And I know
5 that there's a problem with the fiber optics, but it's a problem
6 that has a solution. So I'm hoping that, you know, the funding
7 will be available to get that taken care of so that those wide,
8 heavy loads can then go down 191 instead of having to travel all
9 the way to Benson or somewhere else and work their way back
10 through Davis Road, which is a county road, and then get to the
11 border.

12 Because of all the transportation issues
13 emanating from Mexico with the mines and all those things
14 needing heavy equipment, it isn't going to go away. So if we
15 could fix that pinch point, because we've fixed several in the
16 last few years. We have that one remaining, and I know there's
17 been engineering done on it, and I know it's been on the radar
18 but it hasn't been funded, because I think it was -- it is an
19 expensive project to get them off of Interstate 10 and onto 191.

20 We've had a few projects in the -- in this area
21 from the State. We haven't asked for any money recently,
22 because we're hoping to ask you for a chunk when we -- when we
23 get our new commercial port, and we're working very hard on
24 that. We are on the list now for funding. The need has been
25 established, and so within the next five years we hope that we

1 will be generating a more flush economy for the whole state of
2 Arizona and the United States because of the new commercial
3 port, and we're going to need roads in and out of there, so
4 we'll be -- we'll be asking you to be our partners with that.

5 So thank you again for coming to Cochise County.
6 We're always -- want you to feel welcome down here and to enjoy
7 the scenery and the weather. It did turn a little cool today,
8 but if you wait long enough, it will warm up. So thank you for
9 being here.

10 CHAIRMAN HAMMOND: Thank you.

11 By the way, I understand we do have a replacement
12 board member for your district, so that -- it's premature to
13 announce, but go ahead.

14 MS. ENGLISH: Going to (inaudible) soon.

15 CHAIRMAN HAMMOND: Yeah.

16 MS. ENGLISH: Okay. Thank you.

17 CHAIRMAN HAMMOND: Okay. Next is mayor pro tem
18 of Douglas, Mitch Lindemann.

19 MR. LINDEMANN: Good morning, Chairman Hammond
20 and members of the Board. Thank you very much for this
21 opportunity to speak to you. My name is Mitch Lindemann, and I
22 am the vice mayor of Douglas, and on behalf of Councilman
23 Grijalva, who is here today, and Jerene Watson, our city
24 manager, and the mayor and the other council members, I welcome
25 you back to southeast Cochise County, and appreciate you were

1 in -- as you in Douglas last spring.

2 I wanted to briefly speak on the progress made to
3 date on the two-port solution and ask for your consideration of
4 including the proposed new connector road into the ADOT's five-
5 year plan.

6 For three years, the City of Douglas, our local,
7 regional and state stakeholders have been advocating for the
8 two-point solution to alleviate the overcrowding and extended
9 wait times and provide a long-term solution to the daily
10 challenges faced by companies conducting import/export commerce,
11 as well as the crossers looking to visit and spend money here in
12 our city and across the state.

13 In the words of Customs and Border Protection,
14 the existing port is undersized to accommodate current traffic
15 and no longer meets the operational requirements of U.S. Customs
16 and Border Patrol.

17 To that end, the General Services Administration
18 has completed a feasibility study last November confirming the
19 long-term solution for Douglas is to take the trucks out of
20 downtown and to modernize the existing port, plus -- hence the
21 two-port solution.

22 Projected the construction -- excuse me. Number
23 two is the project construction timeline to begin funding in
24 2022 with procurement design starting in 2023.

25 Number three, has committed with the EPA to

1 conduct a corridor study beginning in March with the City and
2 stakeholders to connect the existing port and the areas of
3 commerce to the new location.

4 The City has accelerated our legwork in 2019 as
5 you can see from the timeline handout, and we have committed to
6 an 80-acre donation of land to the federal government to build
7 the new port of entry at the location designated along James
8 Ranch Road.

9 In fact, Director Halikowski sent a letter to
10 Douglas Mayor Robert Uribe in December of 2018 advising that
11 ADOT would participate in a technical team for the new port and
12 provide us with the engineering design for the connector road
13 from the State Route 80 to the border, approximately one and a
14 half miles.

15 The technical project team has included 20
16 stakeholders from around the state, including our utilities, the
17 County, ADOT, ACA, and other key stakeholders that will
18 participate in the full buildout of the port and its
19 infrastructure.

20 Our Congressional delegation is working with us
21 on a funding request of \$175 million to pay for the Douglas
22 two-port solution. One of the key determining factors for
23 projects like this to move forward is the necessary support
24 infrastructure, and the road is perhaps the most important one.

25 I cannot overstate the importance of this new

1 road. To put things into context, in 2019, in northbound
2 traffic, Douglas was the gateway to -- for 26,588 trucks,
3 1.5 million cars, and 3.6 million people, and that does not
4 complete the picture. Once you include southbound traffic,
5 Douglas is the gateway for 53,000 trucks, over 3 million cars,
6 and over 7.2 million people.

7 Industry experts estimate that those 53,000
8 trucks represent over \$4 billion worth of U.S.-Mexico trade.
9 The new connector road will be one of Arizona's principal
10 corridors from day one.

11 I want to take this opportunity to publicly thank
12 Director Halikowski and his team for the continued partnership
13 on our transportation issues. While we continue our work with
14 ADOT on multiple fronts, this state investment is clearly one
15 that qualifies as a high impact/low cost project.

16 And as Mrs. English had just said, the mining
17 companies are not going away, and we always hope for the best
18 for that, too, and we want to facilitate those kind of
19 businesses. So I thank you for your attention and look forward
20 to addressing any questions you may have. Excuse me.

21 CHAIRMAN HAMMOND: Thank you.

22 MR. LINDEMANN: Thank you.

23 CHAIRMAN HAMMOND: Our next speaker is our old
24 friend, Kara Harris.

25 MS. HARRIS: Good morning. (Playing music.)

1 MR. ROEHRICH: A little bit more impressive if
2 you sing that.

3 MS. HARRIS: Jim Reeves and I both welcome you.
4 Of course, he's dead and he's not here to greet you, but I am.

5 While they're talking about the port of entry in
6 Douglas, I'd like to also address the port of entry in Nogales,
7 because as a person who rides my bike -- we all know I'm a
8 moving target on 82 -- I have seen an increase of commercial
9 traffic since that port has opened. Nobody has addressed this
10 issue. These 18-wheel commercial vehicles love to circumvent
11 Highway 119 -- or I-19 and I-10 and down through my world.

12 Now, with me, with about 18 inches to ride on my
13 bicycle, when I get two 18-wheelers, one going east, one going
14 west, believe me, I repent, and I quickly pray I don't get
15 killed on this road. I also talked to the Tucson sector after I
16 came, I think, to the last board meeting where you guys were
17 over in Sahuarita. I called the Tucson sector, or I wrote them.
18 I emailed them, and they promised to address the fissures on the
19 eastbound lane, which do this when I have two 18-wheelers,
20 because the -- on the right side of that white line where I'm
21 supposed to ride as a bicyclist, because I don't challenge cars.
22 They're bigger than me. The fissures are horrible eastbound.

23 I mean, it is, like, difficult to ride as a
24 bicycler. I've seen less traffic from bicycle clubs coming from
25 Sonoyta to Sierra Vista, which also, board of supervisors,

1 Robert Searle, who's going to be on this board, impacts our
2 economy, because these bicycle clubs love to come down here and
3 ride.

4 And so 82 is not just about me, lone bicycle
5 rider from Mustang Heights Road to 90 where I'm finally safe.
6 It's also about people coming down to our county and bringing
7 revenue in as bicyclists and tourists. And so I don't know what
8 the solution is, and you guys know I've sat and listened for a
9 couple years. So I know the dollars are tight. I know the
10 Governor took some of your money and gave it to Red For Ed,
11 which irritated me also, and the poor ADOT guys out there, where
12 they see me on their bikes [sic], they all run in their trucks
13 and hide, because they know I'm going to come complain to them,
14 and of course, it's not in their power.

15 And so while I appreciate all of the things in
16 the state, I just hope that our rural communities don't get
17 missed. And I know Board Member Stratton has recognized that,
18 and I know that, you know, it's a hard -- hard when you you've
19 got a little pool of money and you've got to spread it over the
20 state.

21 And I drive in Tucson, and I drive in Phoenix,
22 and I'm glad for the infrastructure changes with these bridges
23 you've had to do, and I appreciate it. I appreciate what's
24 happened at our bypass, at 90 and Buffalo Soldier. That really
25 has improved things for Cochise County.

1 So I just thank you, and I'll see you in Marana.

2 UNIDENTIFIED SPEAKER: Bravo.

3 CHAIRMAN HAMMOND: Thank you very much.

4 All right. The next speaker is Joy Banks, Board
5 Member, Sierra Vista MPO.

6 MS. BANKS: Well, good morning. This is my first
7 State Transportation Board meeting. Huachuca City, I'm also a
8 council member on the Town of Huachuca City, and we have really
9 enjoyed the partnership that we have with ADOT. In Huachuca
10 City, we needed a preemptive signal to allow our fire trucks and
11 police to leave the station, and Route 90 has no stoplights at
12 all through Huachuca City. It's just a little two-mile stretch
13 of road, but the preemptive signal that ADOT is helping us with
14 is going to be a massive improvement there, and we really
15 appreciate that.

16 But I'd also like to kind of encourage -- I know
17 it's the Governor that appoints our District 3 representative,
18 you know, to the Board, but you know, I'm really hoping that
19 very shortly that that person can take their place and that we
20 can again have that representation, because we need it for the
21 Sierra Vista MPO. We need that representation. So it's a very
22 needed spot.

23 And we're just a tiny part of the state, but we
24 appreciate everything that's done on every road in Arizona,
25 because it increases the tourist dollars that are spent here.

1 So I just thank you for coming, and I look forward to seeing you
2 again. All right.

3 CHAIRMAN HAMMOND: Thank you very much.

4 Our final speaker, I believe, Kee Allen Begay,
5 with the Navajo Nation Council.

6 MR. BEGAY: Good morning, board members, Chair,
7 Vice Chair, community members (inaudible) in attendance. My
8 name is Kee Allen Begay, Junior with the Navajo Nation. I am
9 the council member serving on the Transportation Committee at
10 the Navajo Nation Council.

11 Several areas that I continue to advocate and
12 continue to ask for your support, and I do appreciate ADOT
13 director and the administration, staff continuing to help assist
14 our requests in the northern part of the state of Arizona.
15 Highway 191, continue to advocate and sincerely ask if there
16 could be a second application be submitted regarding the BUILD
17 application, if that's possible. I appreciate that.

18 There's a streetlight project that we're
19 continuing to ask the ADOT board to do at several communities
20 along the 191, a streetlight project.

21 And also working with some -- our legislators
22 from District 7 and also some of the Governor's staff. There's
23 a proposed broadband corridor along some of these -- I-40 and
24 some of the interstate. I'm making a recommendation if -- if
25 the -- if 191 or one of the state right-of-way would be selected

1 as going north from I-40 on the northeastern part of the state
2 of Arizona, specifically on the Navajo Nation, so that's one
3 area that I would ask if we could be able to sit down with the
4 ADOT administration to see if that's possible and how we can
5 work on that particular project, bring broadband services onto
6 the northern part of the state.

7 House -- there's several House bills that we're
8 asking for for several projects on the 191, and also a safety
9 study at one of the intersections on 191 as well.

10 So this is my, again, continuing to ask for your
11 support, and I appreciate your service. Thank you.

12 CHAIRMAN HAMMOND: Thank you very much. That
13 will close the call to the audience.

14 I might mention, by the way, there's a couple of
15 bills winding their way through the Legislature on funding for
16 infrastructure. Little support and little contact to your
17 Congress or your legislatures and that sort of thing might go a
18 long way to see if something happens this year, because we would
19 like to fund a lot of projects that we are unable to.

20 Next agenda item is the director's report. Do we
21 have anything from the sub-director?

22 MR. ROEHRICH: Thank you, Mr. Chair, and yes, the
23 sub-director does have a couple comments.

24 So first off, the director does apologize. An
25 issue just came up just yesterday. He was planning to be here,

1 and he had to be down for an event that -- in Phoenix. I
2 believe the Governor and staff, and so he was asked to be there.

3 The second thing is we've already been alluding
4 to it, but we were just notified a couple days ago that the
5 Governor's moved forward with appointing two new board members:
6 Robert Searle has been identified here, as well as Jenn Daniels
7 from -- she's the mayor of Gilbert. That will fill in the
8 District 1 representative in the East Valley, which means this
9 will be Mr. Sellers' last board meeting, finally. Five -- six
10 plus years. He's extended his tour. And then it fills in the
11 vacant District 3 position that Mr. Cuthbertson has vacated.

12 We expect to reach out to them this week, start
13 all the necessary paperwork and that. By the next board
14 meeting, they will be able to participate again. We'll have to
15 work it out with them about schedules and make sure that it
16 accommodates other things that they have. But -- so we will
17 start that coordination immediately and get those members
18 oriented and back onto the Board.

19 That's all I have, Mr. Chair.

20 CHAIRMAN HAMMOND: Thank you very much.

21 Okay. We'll now move on the district engineer's
22 report with Kurtis Harris.

23 MR. HARRIS: Good morning all. I think this is
24 the --

25 MR. ROEHRICH: No. That's the recorder. I don't

1 know that we have a remote. You have to pass.

2 MR. HARRIS: Okay.

3 MR. ROEHRICH: Kurtis, I think you can stand
4 behind that.

5 MR. HARRIS: All right.

6 MR. ROEHRICH: (Inaudible) standing in front of
7 that.

8 MR. HARRIS: Well, thank you, Ann, and Cochise
9 County for the wonderful dinner last night at the Gadsden. It
10 was really nice to see how the hotel's been remodeled and was
11 really beautiful. Thanks for doing that.

12 Again, I'm Kurt Harris. I'm the relatively new
13 assistant district engineer out of Globe, out in southeast, and
14 I was the former maintenance engineer out of Flagstaff, Prescott
15 and Kingman. So rural areas have been kind of in my past. And
16 this is my first rodeo here to the Board. Okay.

17 MR. ROEHRICH: Is it on, Lisa? (Inaudible) click
18 on the district engineer's.

19 MR. HARRIS: I think he's got to pull it up.
20 There it is.

21 All right. Expand that out.

22 I thought I'd put this photo on there. Kind of
23 shows the Apache Trail, and where a lot of people don't know
24 about where we had the Woodbury fire, and then subsequently, the
25 tropical storm Lorena. That's the large rock fall actually at

1 Fish Creek Hill, Milepost 223.5. And you can't really see under
2 that rock fall, but half the road has been knocked off as well.
3 So that's why that's under long-term closures for now, but I
4 thought I'd just share that with all of you folks.

5 And to kind of review, this is our Southeast
6 District. Of course, Bill Harmon is here as your district
7 engineer, and then Brian Jervas, who's the other assistant DE out
8 of Safford, and then myself in Globe as well. And then Ty and
9 George are superintendents, and ASO. So we have a huge area to
10 cover, really a rural area, not with any large cities and so on.
11 I'm sure the Board understands all that.

12 And our recently completed projects, you see
13 we've done a lot of local projects around Globe that we're in
14 the finishing phases or have finished itself. And you know,
15 being part of this rural area, I'm active within the CAG,
16 Central Arizona Governments, and it's interesting to see how the
17 Town of Globe actually got a lot of money to come in and do a
18 lot of improvements in downtown, a pavement rehab, sidewalks.

19 Pinal County, the Kelvin Bridge modernization has
20 just been completed. Right now we're just waiting for the
21 vegetation to be finally closed out. We're almost at that
22 point, too. And then the pavement rehab farther south in
23 Safford, on US-191, which is going to be a big part of our
24 ongoing projects.

25 And then here's some photos. We've got this one

1 showing the old bridge with the new bridge.

2 And if I'm going too fast, just let me know.
3 I'll slow down, but I want to be respectful to everybody's time
4 here.

5 Again, here's more recently completed projects.
6 This is more in the southern part of our -- or what we call the
7 eastern half of our district. Bylas, which was really a light
8 improvement project on the -- for the San Carlos Apache Tribe,
9 and we have some safety improvements there. And US-70, again,
10 in Safford. A pavement pres. on 191, and you're going to see a
11 lot. Glance Creek modernization, that's been completed.

12 And we added this picture with the tribal members
13 looking at the hawk, pedestrian crossing there, which is kind of
14 interesting to the Board that there's actually local dogs now
15 that know how to use that. If you drive through Bylas, you
16 might see a dog with their puppies waiting on the line, and they
17 cross right here.

18 And then more recently completed, the Freeport
19 McMoRan, which is really Bill and Brian's area, where they had
20 their bridge challenge relocating in there. Morenci Canyon.
21 That was kind of an emergency project. Took a lot of our time.
22 Mountain Avenue and then the Town of Thatcher. A lot of local
23 projects.

24 Now we're in the projects that were currently
25 under construction. Ramboz Wash, it's the extension of a

1 passing lane that we're currently moving earth on. They're --
2 that's going to extend that passing lane. It looked like there
3 was a lot of racing that was happening on the eastbound side of
4 70. Show Low Construction's doing that. Hope to get that --
5 most of it done through this summer.

6 The Pinto Creek project was a whole
7 reconstruction. The blasting's finally done. So we're going to
8 see a lot more movement in the corridor. Most of the work's now
9 done is off the main lane, will be down in the bridge --
10 footings and piers. That's a big project. A lot of
11 environmental constrictions with the cactus and so on, but we're
12 progressing pretty well on that.

13 And Mineral Creek Bridge scour, we're hopefully
14 working on that before too long. We hope to finish that job
15 within a month or two. It's -- we should be moving pretty
16 quick.

17 And then the Gila River Bridge is challenging
18 based on the pier decks, getting the access for these large
19 drill equipment to move from the pier shafts to the abutments,
20 and they took half the bridge down, and now there's an issue
21 with the load capacity of the bridge to move the concrete trucks
22 and the drill rigs over that, but they're overcoming that slowly
23 but surely.

24 And these are just some pictures. These are
25 recently, as of last week. Ramboz Wash. And there's a --

1 one -- everybody likes to see things go boom. Top left of the
2 blast, which is done. Challenges, we might have to relocate a
3 power pole on top of the hole, because it seems like there's a
4 fissure plane that's opening up, a tension crack. That's
5 something that you never, you know, suspect during construction,
6 but working with The Forest Service and APS on that. And that's
7 the big access road that's going to be there. Now, that will
8 all have to be rehabbed at the end of the project, part of the
9 Tonto Forest Service. So that access road won't look like that
10 once the bridge is completed. That's looking east from -- from
11 eastbound on that.

12 And here's Mineral Creek Bridge. That's part of
13 that scour protection. They're going to put a concrete pad in
14 there to protect that bridge.

15 And that's ongoing with the Gila Bridge, pouring
16 the pier -- forming the pier caps right there. And fortunately
17 we haven't -- we're using the auto signals on that bridge, and
18 we haven't had any traffic issues that we were anticipating,
19 especially with the Pinto Creek, and that was our detour route,
20 and we really haven't had any issues, fortunately.

21 And continuing on, the projects under
22 construction, is their Superior County line, replacing
23 guardrail. That's a really important project, and fortunately
24 we've had very little issues with the traffic control since
25 we're having to take out lanes and replacing part of the

1 guardrail, which has to meet MASH standards now, which is higher
2 and a whole different head assembly on all of the terminal ends
3 on the guardrail. And then we hope to be starting to pave on
4 that in -- once the temperatures get up, probably April, and
5 we'll be paving all the way into June, July, which is really
6 important, because we're having distressed pavement in that.

7 In the town of Clifton, there's the Zorilla
8 Street Bridge. Brian probably knows a lot more about that than
9 I do. And then the 151 Back Country Byway, 191, the drainage
10 improvements, and the Baumkirchner Bisbee roundabout that's here
11 in this town that there should be going toward the end.

12 This is that Superior County line. I thought we
13 had this picture in there. The contractor had to purchase this
14 machine. It's about half a million dollars, from Italy, and
15 it's a rock cutting to put in those -- the posts for the
16 guardrail, because of the amount of rock within US-60. Kind of
17 showing what -- how our maintenance guys have to -- the
18 challenges of all the rock that's within that corridor takes a
19 lot longer time and so on. But they're getting it done.

20 And that's just a picture of improvements on
21 storm drain.

22 That's part of the roundabout that I can get. I
23 think they're advanced. That's an older picture. We've gotten
24 a lot more past that.

25 And these are our proposed projects in

1 development. We have US-60, Waterfall Bridge, and it's supposed
2 to advertise fiscal year '22. That's going to be tied in,
3 hopefully, with the Queen Creek Bridge. Same thing, fiscal year
4 '22. It's still in the bridge group on scoping and design. And
5 O'Carrol Canyon. That's to be advertised in fiscal year '24.
6 Rattlesnake, and emergency flood repair on State Route 366.

7 Pitchfork Creek Bridge, East Willcox, Pintek and
8 so on. I guess I should probably add into here as well is our
9 Tonto Bridge, which looks like that's going to be part of the
10 Governor's, potentially, administered by ADOT and Tonto Basin.
11 That's off our system that we might be managing as well. That
12 might happen or not. I'm not sure at this point in time, but I
13 understand that would be one of our jobs that they would
14 administer during the construction of that bridge.

15 And then I thought I'd add this on there as well.
16 That's showing our largest loader and what of the rock fall that
17 just happened about three weeks ago on US-60 just west of Globe,
18 and fortunately the Pinto Creek Valley Mine -- the Pinto Valley
19 Mine, Capstone was in the queue, and they offered to bring their
20 loader in and helped us remove that rock to get the road open.

21 So safe travels when you're in (inaudible) those
22 canyons, when it's raining in the winter, because rock falls are
23 fairly -- a common occurrence. A lot of people don't see it
24 because our maintenance crews are so quick to use our rock plows
25 to clean off the roads, but it's constantly happening.

1 I'm actually doing to work with our EIT and the
2 geotech group to put in some strain gauges to look and monitor
3 some fissure, fracture planes within the rocks within the
4 canyons there, in Salt River Canyon and then also out of
5 Superior, Devil's Canyon.

6 That's all I have. I'm open to questions for
7 anybody.

8 CHAIRMAN HAMMOND: I have a question. On the
9 Tonto Basin Bridge -- not the basin. The allocation from the
10 Governor, is that going to be sufficient? Do you have an
11 estimate on how much --

12 MR. HARRIS: I have no idea --

13 CHAIRMAN HAMMOND: No idea?

14 MR. HARRIS: -- other than the details about
15 that. Floyd might be able to answer more about that.

16 MR. ROEHRICH: That's what I was going to say.

17 MR. HARRIS: (Inaudible.)

18 MR. ROEHRICH: -- probably have the district --
19 or the state engineer talk, because he's been coordinating those
20 activities, Mr. Hammond.

21 CHAIRMAN HAMMOND: Okay. Okay. Thank you.

22 MR. HARRIS: You got it. Welcome. Thank you for
23 having us. I'll just leave this here.

24 MR. ROEHRICH: Thank you.

25 CHAIRMAN HAMMOND: (Inaudible.) Got a lot going

1 on.

2 Okay. We'll now move on to the consent agenda,
3 and I understand Mr. Roehrich has a comment to make before we --

4 MR. ROEHRICH: Yeah. Thank you, Mr. Chair.

5 On the consent agenda, two quick notes. One,
6 we'll see we did do an addendum to make sure that we had
7 numbered it right. We had -- it had misnumbered as an Item 4,
8 but it's an Item 3. And then specifically on Item 3I, which is
9 also part of the agenda, you'll notice that the low bid is
10 actually under the State's estimate by \$7,022. It is
11 misidentified as over. So administratively, we are just making
12 those corrections, and it is still eligible and qualified to be
13 on the consent agenda. But that's the only clarifications that
14 we have for consent.

15 CHAIRMAN HAMMOND: Thank you.

16 Do we have a motion to approve the subsequent
17 agenda as submitted?

18 MR. KNIGHT: Mr. Chair, move to approve the
19 consent agenda as corrected.

20 MR. ELTERS: Second.

21 CHAIRMAN HAMMOND: Okay. Any discussion?

22 All in favor?

23 BOARD MEMBERS: Aye.

24 CHAIRMAN HAMMOND: Opposed? We have a consent
25 agenda.

1 We'll move on to the financial report. I
2 understand Kristine's not here, but...

3 MR. ROEHRICH: Just give me a minute, Mr. Chair.
4 I'll old and fat. I don't move that fast. If I'd have been on
5 the ball, I would have started moving while you guys were doing
6 your motion.

7 UNIDENTIFIED SPEAKER: Call to the audience?

8 MR. ROEHRICH: Yeah. Did you hear that? Why
9 don't you just say I should have started here from the beginning
10 of the meeting.

11 I do have to send regrets. An issue came up late
12 last night with the CFO, Kristine Ward, that required her to
13 stay back. So I'm a late minute addition.

14 So I do have a couple of points I do want to
15 identify, and then, obviously, she expects to be back next
16 month, and then she'll be able to discuss more the specifics.

17 Oh, I see it. The -- it's getting ready to go.

18 Along with financial report, we are tracking all
19 of the bills that you said as well as the financial impacts to
20 them. There are a number of transportation-related bills.
21 We've been sending you the weekly updates, and we'll continue to
22 do that, and as we gather more information, we'll be able to
23 address those as well. But we're looking at those fiscal
24 impacts as well as impacts to delivering the rest of the program
25 if we get a bunch of projects handed to us at the same time,

1 what our staffing requirements are going to be and that. So the
2 state engineer and his team have been addressing those quite
3 significantly, and Kristine has been looking at them from the
4 financial aspects of it.

5 So just a couple things I want to point out -- or
6 she was pointing out. We are right really on our forecast.
7 Revenues are been pretty consistent, just slightly under
8 forecast, but not to the degree that would impact the current
9 five-year program. But what it does obviously mean, and when we
10 had the study session back in January, there's not a lot of
11 significant growth in revenues in the program to expand the
12 program.

13 There's a couple little things that she presented
14 before and we're continuing to track that as we go through the
15 public hearing process, and eventually lead to when we approve
16 the -- have the Board approve the program in June. But our
17 revenues are steady. The current program is fine. There's
18 nothing impacting that. But we're really seeing just no growth
19 and just basically continuing meeting right on our forecast.

20 And that's pretty much the same for the Regional
21 Area Road Fund in Maricopa County. You're seeing that it's
22 right within the forecast, which again means that there's really
23 no opportunities to make major adjustments to that program as
24 well as they continue to work with MAG and monitor that. So
25 we're basically just staying even as best we can.

1 On the federal program, there was a notice of the
2 BUILD grant, the next round of BUILD grant, and I already know a
3 couple speakers had talked to it before. I think Greg Byres in
4 the MPD report might talk a little bit about that. So we're
5 continuing to strategize on how best we can compete for those.

6 And then as far as the extension of the highway
7 bill, that's still something that does expire, as Kristine had
8 mentioned, later this year, unless there's continuing
9 resolutions or Congress does some actions with that.

10 At this point, that's all really I have to say.
11 There's obviously more that she probably would have gotten into,
12 but you know, obviously you have to wait until next month, or if
13 you have individual questions, you could give her a call or me a
14 call, and we can follow up on any information you need.

15 Mr. Chair, that's all I have.

16 CHAIRMAN HAMMOND: Maybe you can just basically
17 roughly answer to this question. The amount of money the
18 Governor's allocated and versus what's been submitted to access
19 that money, what's the delta?

20 MR. ROEHRICH: Well, the -- I do not know that.
21 I know that we're probably talking more than a couple hundred
22 million dollars worth of all the improvements when you look at
23 adding up all the bills. I don't know if that means they all
24 get into the -- into ultimate approved by the legislation and
25 the Governor signs them into law. But it could be, you know, a

1 couple hundred million dollars worth of additional improvements
2 if -- if everything would get through, you know. I don't know
3 if Greg or Dallas have anything more specific. I -- top of my
4 head, I just don't have what it is, but it's significant.

5 CHAIRMAN HAMMOND: Yeah. I didn't add it up, but
6 it looked like a lot more than available.

7 MR. ROEHRICH: But again, if you remember, those
8 bills -- most of those bills end up coming General Fund money.
9 So it's adding funds to the program. It doesn't reprogram or it
10 doesn't pay what the Board has been acting on. It doesn't do
11 any of that. These are all additive items that either
12 accelerate projects or bring projects in that weren't in there
13 with General Fund money. So it should not impact any of the
14 existing program.

15 CHAIRMAN HAMMOND: That goes to my question on
16 the Tonto Basin. If it's -- if what they put in there doesn't
17 pay for the project, does the project not happen or does ADOT
18 pull it out of their budget if it's been legislated?

19 MR. ROEHRICH: Mr. Chair, I think we'd have to
20 look at what the language of the bill is. Usually those bills
21 are -- they're 100 percent funded by this legislature. If there
22 isn't sufficient funds, we would go back to whoever sponsored
23 the bill or who is the owner of that project -- in this case the
24 county -- and say if there's additional funds needed, they would
25 have to provide it.

1 CHAIRMAN HAMMOND: Okay.

2 MR. ROEHRICH: We don't expect that it's funds
3 that would come out of the program.

4 CHAIRMAN HAMMOND: Thank you for that
5 clarification.

6 Board Member Stratton.

7 MR. STRATTON: I can address that if you'd like,
8 Mr. Chair.

9 CHAIRMAN HAMMOND: Yeah. To the extent Floyd was
10 inadequate --

11 MR. ROEHRICH: Absolutely. If Mr. Stratton has
12 information, that's... I think didn't realize there was only
13 four when we added chairs to that. (Inaudible) only three
14 supervisors, it looks like, so we added chairs, so --

15 MR. STRATTON: So being fairly familiar with the
16 project, it was designed when I was the public works director.
17 I've been in contact with the County, and they've recently had a
18 update of the cost done as soon as last year. And it depends on
19 which bill goes through, the 15 or the 20 million, but they are
20 prepared to help if need be with some money of their own. But
21 it has been their request that ADOT administer the project.

22 MR. ELTERS: Thank you.

23 Floyd, I think you answered my question, or at
24 least a good part of it. But it sounds like most of those bills
25 are going to toward new projects, not existing ones. I don't

1 know how accurate that statement is, but it seems that way.

2 As you track those bills, could you keep an eye
3 on which one of them are for projects that are in the program
4 and which ones aren't so at least we as a board have a feel for,
5 you know, if five projects in the program are getting funded and
6 they're worth X dollars, we know that those dollars will be
7 available for reprogramming? So just curiosity and interest.

8 MR. ROEHRICH: Mr. Chair, Mr. Elters, that is
9 exactly why Kristine is looking at the budget and the financial
10 aspect of and tracking that as well, as Greg is doing through
11 the programming, the director of Multimodal Planning is doing
12 through the programming perspective.

13 So we all understand what the impacts are,
14 because the impacts are not only financial. It's resources as
15 well, because it means more projects for our team to have to get
16 involved in delivering them, what they currently are doing, and
17 so there's a big resource impact, not just financially, but
18 resources as well. We're tracking all of that.

19 MR. ELTERS: Thank you.

20 MR. ROEHRICH: Thank you.

21 CHAIRMAN HAMMOND: Thank you, Ms. Ward. Okay.

22 MR. ROEHRICH: I've got to curl my hair.

23 CHAIRMAN HAMMOND: Okay. We'll move on to Agenda
24 Item 5, with Greg Byers, five-year plan. You going to tell us
25 something new?

1 MR. BYRES: I think you've kind of seen this
2 slide show, but we're going to go through it.

3 So Mr. Chairman, board members, good morning. We
4 are requesting from the Board approval to take forth the
5 tentative five-year program for public hearings. So I'll go
6 through the five-year program.

7 So we're going to go through the background, an
8 overview of the asset conditions, our P2P process, the tentative
9 five-year delivery program, as well as MAG and PAG's program,
10 the airport program, and the next steps going through this
11 process.

12 So as far as background goes, this five-year
13 tentative program was developed collaboratively through the
14 State Transportation Board, all the different transportation
15 divisions as well as our regional partners. It demonstrates how
16 federal and state dollars will be obligated over the next five
17 years. This is approved on an annual basis, with the fiscal
18 year starting on July 1st, and must be a constrained program
19 through the five years.

20 So just a look at the assets of the system
21 itself. As of right now, the value of our system is at
22 \$22.9 billion. However, if it was to be replaced today, we're
23 talking somewhere in the neighborhood of \$300 billion.

24 We're going to go through the different parts of
25 the infrastructure, including bridge -- bridges and pavement.

1 So as we go through it, we've broken down the conditions of
2 those assets in good, fair and poor. So for bridges, if it's in
3 good condition, it's -- the primary structure components have no
4 problems or only have minor deterioration. If it's in fair
5 condition, its primary structural components are sound but have
6 some concrete deterioration or erosion around the piers or
7 abutments that are caused by scour. And if it's in poor
8 condition, we have advanced concrete deterioration, scour or
9 serious affected primary structure components. A poor condition
10 bridge is not unsafe. If it is unsafe, we close those bridges.

11 So as of 2018 data that we have, we're currently
12 looking at 59 percent of the bridges are in good condition, 40
13 percent are in fair condition, and we have 1 percent that is in
14 poor condition.

15 For our pavements, again, we break it into good,
16 fair and poor. For a good pavement, it's a smooth road surface
17 with little cracking and no ruts or potholes. For fair
18 condition, it's moderate amounts of cracking that lead to
19 increased roughness of the road surface, has shallow ruts in the
20 wheel path. Poor condition, there's numerous cracks, it's a
21 rough road surface, ruts in the wheel path, potholes and
22 disintegration of the road surface.

23 So we break down our pavements into three
24 different criteria. The first one as being interstates, and for
25 our interstate roadways, we're at 53 percent good, 46 percent

1 fair, and 1 percent poor. Federal Highway requirements in our
2 asset performance measures, we're looking at having a maximum of
3 5 percent poor is -- that's as far as we can go. So we're well
4 below that 5 percent at this point.

5 Looking at the national highway system,
6 pavements, we are at 35 percent good, 62 percent poor or fair,
7 and 4 percent poor. And again, that's for all of the national
8 highway system pavements.

9 For our non-NHS system, we're at 23 percent good,
10 71 percent poor -- or fair, and 6 percent poor. And if you look
11 at those trends, they're not going in the direction that we'd
12 really like to see them go. Hopefully we'll be working with
13 that, but it's -- actually comes down to funding as we go
14 forward.

15 So as we go through the rest of the presentation,
16 we need to start addressing the different investment categories.
17 So we've broken those into three different categories. We have
18 preservation, modernization and expansion. This gives you a
19 definition of what those are. Preservation is investment to
20 keep the pavement smooth and maintain bridges. Modernization
21 takes on non-capacity investment improvements, mostly safety and
22 operations, and expansion is just that. It adds capacity to the
23 highway system.

24 Going through our P2P system, we actually take
25 and break down preservation a little bit further. We break it

1 down into the pavements and bridge, and this gives you a little
2 bit -- a little better idea of the different criteria that we're
3 looking at was we go through those different investment
4 categories. I won't read those off, but it kind of gives you a
5 better -- a little better idea.

6 As far as the five-year program goes, this is
7 what it's going to look like. The green is our preservation
8 projects. The reddish color is a -- the modernization projects.
9 The purple in there is our development costs. The yellow is
10 planning costs, and the blue is our expansion projects. That
11 black horizontal line that you see going across there is our
12 target value for preservation. And you can see the blue arrows
13 down below it have the differential between what we're looking
14 at in each of those years between our target and what we're
15 expected to take and put forth in preservation. If you look in
16 '23, we've actually exceeded that value in this current five-
17 year program, as well as in '25.

18 MR. ELTERS: Mr. Chairman.

19 CHAIRMAN HAMMOND: Yes.

20 MR. ELTERS: Greg, I know you probably won't have
21 the answer to this, but it's a thought, and maybe you could come
22 back with some insight.

23 Looking at the bridges as well as the interstate
24 and the trend, between 2010 and 2020 we've dropped about 20
25 percent, from somewhere in the upper 70s to somewhere in the

1 upper 50s. Given the increase that we're putting into system
2 preservation in '21 through '25, is there a feel of the
3 relationship between that increase and what's that going to do
4 with the system as far as at least stopping the decrease and
5 maybe even reversing that trend?

6 MR. BYRES: So Mr. Chairman, board member, it --
7 one of the things that we're doing right now is we're actually
8 going through a process, and it will be in place next year when
9 we're coming through this same process.

10 One of the things that we're doing is we're
11 looking at changing up how we're selecting projects. This is
12 actually being mandated by Federal Highway, and instead of
13 basically going through a worse first scenario, we have to go
14 through a life cost analysis. So we're actually implementing a
15 whole new pavement program, pavement management system, as well
16 as a bridge management system, that will take and help us to
17 determine exactly which bridges, which projects are the most
18 efficient, most effective use of our dollars as we go through
19 the entire system. So that's one of the biggest changes that
20 we're getting ready to make.

21 One of the good things that this -- both of these
22 systems will do is they'll allow us to start running scenarios
23 where we can do just exactly -- answer the question you just
24 asked, to see exactly where those trends are going, whether or
25 not we start making increases in the system or at least give us

1 the dollar values that it's going to take to reverse that trend.
2 So that's -- we're in there right now. We're doing the testing
3 on both of those systems today. So we're trying to put those
4 together so they will be up and running and accurate for our
5 next round of five-year programing.

6 MR. ELTERS: Thank you, Mr. Chair.

7 MR. BYRES: As we go forward, one of the reasons
8 that we utilize our P2P process as we see it today, and it will
9 still be in use even with these pavement and bridge management
10 systems as we go forward, we use those to prioritize our
11 projects basically due to funding. We have a finite amount of
12 funding, and we're looking for the highest values with the
13 greatest need.

14 We also have performance measures that we have to
15 satisfy for Federal Highway, as well as our own performance
16 measures that we go through on an annual basis, as well as short
17 terms to see where we're going in the process.

18 And then, of course, we have compliance with the
19 objectives and goals of the Long Range Transportation Plan,
20 which is approved by this board.

21 There it is.

22 In that P2P process, again, like I said, we'd
23 broken it down into pavement preservation, bridge preservation,
24 modernization, expansion. This kind of gives you an idea of,
25 one, it's the values that we're targeting, for each of those,

1 but it gives you also an idea of some of the objectives in our
2 scoring that we put forth through the P2P system. And you can
3 see that it's not the same in all four categories, because they
4 have different criteria as we go through it. So it's -- it's
5 all dependent.

6 One of the big things that we've done through the
7 years with the P2P is take and work that different scoring
8 mechanism to reflect exactly what it is, what our goals are and
9 our objectives to make sure that we're hitting those targets.

10 Once we take those projects and -- that are
11 prioritized, we take and compare them back through the goals of
12 the Long Range Transportation Plan. We implement those along
13 with MAG and PAG, put them into the five-year program, and
14 that's what's coming through to the -- with the tentative
15 program that we have today.

16 This is a look at a comparison between last year
17 and this year for the five-year program. This is the entire
18 program, which includes MAG and PAG, that has 40 percent in
19 preservation, 48 percent in expansion, and 12 percent in
20 modernization, as compared to the 2020-2024 five-year program.
21 You can see that it's staying pretty much about the same as we
22 go forward.

23 When we take and isolate out just the Greater
24 Arizona portions of the state, that's still -- little -- little
25 different look to it. We've got 67 percent in preservation, 12

1 percent in expansion, and 21 percent in modernization.

2 So as we get into FY '21, this is a look at our
3 expansion projects. We've got a project on SR-69. That's the
4 Prescott Lakes Parkway. We also have the project on I-17,
5 Anthem to Sunset Point. We -- also looking at the I-10 project.
6 That's being broken up into actually two separate projects.
7 There's the Gila River Bridge, and then the first segment of the
8 I-10 widening.

9 What we've got in the program right now is broken
10 up into \$60 million, which 10 of that is for design, 50 of it is
11 for construction. There's also an additional 28 million that is
12 coming out of the executive recommendation for the Gila River
13 Bridge itself through there. And then there's also a
14 9.8 million recommendation for broadband, which we're -- is put
15 in as actually -- we're calling that safety corridor funding.
16 That was coming through the Governor's office.

17 As we get into '22, we only have one project that
18 we're looking at. Again, this is completion of I-17 or follow-
19 up of I-17, not completion.

20 And then in '23, we're looking at the first
21 segment of our I-10 project. Again, this is a widening between
22 Phoenix and Tucson through the Gila River Indian Community.

23 In FY '24, we've got the Kingman TI that we're
24 looking at on US-93.

25 In '25, there is currently no expansion projects

1 that we have in the program.

2 MR. ELTERS: Mr. Chair.

3 CHAIRMAN HAMMOND: Yes. Board Member Elters.

4 MR. ELTERS: May I?

5 I wanted to stop Greg earlier and make the point
6 that this is a good place as any. So FY 2025, no expansion
7 projects. For everybody in the audience, that means no new
8 projects, no widening, no major projects, and while it's great
9 that we hear about these various bills going through the
10 Legislature now, and likely will -- some of them will be
11 enacted, and we'll get some money from the Treasury into
12 transportation. That could all change next year if the economy
13 changes, and we've been -- we went through that before, about
14 12, 13 years ago, between '06 and '08, and then the downturn in
15 the economy.

16 I guess my point is here, as you present your
17 need and share your thoughts with this board, to just keep in
18 mind that this board gets to allocate what's available, and the
19 Board will not be allocating any projects in 2025 because there
20 will not be any money for expansion. So as you interact -- and
21 I'm not advocating for it. I'm only suggesting that as you
22 interact with -- whether you're just a citizen of any community
23 or an elected official, as you interact with your Legislature
24 and others, Governor's office, you may want to just point that
25 out. That one shot, one-time shot in the arm isn't going to

1 meet the need and reverse the trend. We need a sustainable
2 revenue stream. Thank you.

3 MR. STRATTON: Mr. Chair.

4 CHAIRMAN HAMMOND: Well said.

5 Board Member Stratton.

6 MR. STRATTON: Greg, of the Greater Arizona
7 money, what percent is on freeways?

8 MR. BYRES: I don't have that number right off
9 the top of my head. I can certainly get that for you. It's --
10 I just --

11 MR. STRATTON: I believe I asked that question
12 last meeting, also.

13 MR. BYRES: Yes, and we've -- in putting
14 everything together, we're just now getting the projects
15 themselves sorted out. So I don't have that number for you.

16 MR. STRATTON: I'd appreciate it next meeting.

17 MR. BYRES: I will --

18 MR. STRATTON: And also, I'd like to know how
19 many lane miles on the freeway and how many lane miles of other
20 roads in Greater Arizona are there in comparison?

21 MR. BYRES: I can certainly get you that.

22 MR. STRATTON: Thank you.

23 MR. BYRES: Yeah.

24 MR. KNIGHT: Mr. Chair, just trying to add to
25 Mr. Elters' comment. You know, we hear from the Legislature

1 that because there is a surplus of money now, that they are
2 anticipating looking at tax cuts and giving money back and, you
3 know, I think it's come to us as private citizens to remind them
4 that when it was tough times and we were in a recession, they
5 swept our money, and our roads have continued to deteriorate
6 ever since then and because of that.

7 Now that there's an excess, they should be
8 looking, in my opinion, and it's going to take us as citizens to
9 remind them that maybe it's time now to look at a revenue stream
10 to replace -- to help replace the money that they swept for all
11 those years that have led to our roads being in the condition
12 that they're in, and if we had more money for pavement
13 preservation, then we would have more money for expansion and
14 modernization.

15 But in my opinion, giving it back to us in tax
16 cuts so we can ride on roads with potholes everywhere is just
17 not a commonsense answer. And so it's going to take us as
18 citizens speaking to our Legislature to say, look, we don't want
19 the money back. We want you to use it where it needs to be
20 spent, where you took it in the first place, and that's to our
21 highway infrastructure. Thank you.

22 MR. SELLERS: Mr. Chair.

23 CHAIRMAN HAMMOND: Board Member Sellers.

24 Ex-Board Member Sellers.

25 MR. ROEHRICH: Soon-to-be-ex-board member.

1 CHAIRMAN HAMMOND: Soon.

2 MR. SELLERS: Yeah. And I'd just like to also
3 make a point that one-time money makes nice headlines, but it
4 does not give us a plan for the future and does nothing to
5 maintain our system.

6 CHAIRMAN HAMMOND: Thank you. Enough said on
7 that, and I think you would welcome some more money, Greg,
8 right?

9 MR. BYRES: Oh, yes.

10 So we'll continue on. This is what it looks like
11 in our development years. They go out from 2026 through 2030,
12 and we're pretty much just staying an even keel with the
13 majority of the funding being utilized for preservation.

14 In the MAG region, what you're looking at here is
15 a map that shows all of the projects that MAG currently has.
16 This is basically all of the projects that came through the
17 rebalancing that was approved by MAG in September. That's the
18 latest information that's been approved by MAG, or by the
19 Regional Council anyway. So that's exactly what we have in the
20 program as of right now.

21 As far as PAG goes, these are the projects that
22 they currently have in their tip that are going forward in the
23 program. So they've got several projects. They have projects
24 on I-19, I-10, SR-77, as well as projects on 210.

25 As far as aeronautics go, we have their tentative

1 program. They have basically three programs that they're
2 putting forth. We have the federal/state/local program that's
3 being funded at \$5 million, the state/local program that's being
4 funded at \$10 million, and then we have the APMS, or the Airport
5 Pavement Management System, which is at \$7 million. Grand
6 Canyon Airport is also being funded at \$15 million, and state
7 planning services at 1.1 million, for a total of \$38.1 million.

8 Next steps, with approval of this tentative
9 program to go forth for public hearings, we will have a public
10 hearing in Marana on March 20th, in Flagstaff on April 17th, and
11 in Phoenix on May 15th. There will be a study session held June
12 2nd in Phoenix to go through the comments that we have developed
13 through the public hearings. We'll present the final program
14 June 19th in Payson, and the program's to be delivered to the
15 Governor by June 30th for the start of the fiscal year, which is
16 July 1st, 2020 -- 20 -- yes.

17 So with that, if there's any other questions.

18 MR. ELTERS: I think you meant to say for the
19 fiscal year 2021, right?

20 MR. BYRES: 2021.

21 MR. ELTERS: And with that, I so -- I move for
22 approval.

23 CHAIRMAN HAMMOND: We're not moving right now
24 on -- this is just for information.

25 MS. PRIANO: No.

1 MR. BYRES: No. This is a motion. So I went
2 ahead --

3 CHAIRMAN HAMMOND: Oh, okay.

4 MR. BYRES: -- and prepared a statement for you.

5 CHAIRMAN HAMMOND: Oh, excuse me. I can't read.
6 Maybe the type should be bigger.

7 Okay. Motion to approve the tentative 2021-'25.
8 Did you make a motion?

9 MR. ELTERS: I did. I make a motion to approve
10 the 2021-2025 Five-Year Transportation Facilities Construction
11 Program for public hearings and comment.

12 MR. KNIGHT: Second.

13 CHAIRMAN HAMMOND: Okay. More discussion?
14 Comments?

15 All in favor?

16 BOARD MEMBERS: Aye.

17 CHAIRMAN HAMMOND: Opposed? Okay.

18 MR. ROEHRICH: Mr. Chair, I would just like to
19 verify. Mr. Thompson, were you able to hear that motion?

20 MR. THOMPSON: Can you hear me?

21 MS. PRIANO: Yes. Yes.

22 MR. THOMPSON: I'm an aye.

23 MR. ROEHRICH: Thank you, Mr. Thompson. Thank
24 you, Mr. Chair.

25 MR. BYRES: Thank you.

1 CHAIRMAN HAMMOND: Thank you, Greg.

2 MR. THOMPSON: Did you get that?

3 MR. ROEHRICH: Yes. Yes. Thank you,

4 Mr. Thompson. We recorded you as an eye for the motion --

5 MR. THOMPSON: Yes.

6 MR. ROEHRICH: -- to move forward with the
7 tentative program.

8 CHAIRMAN HAMMOND: Okay. Greg, you're still in
9 the hot seat under Agenda Item 6, Multimodal Planning Division.

10 MR. BYRES: So Mr. Chairman, board members, I
11 just have a couple things I wanted to go through. First off, I
12 do have some lane mile numbers for you. In 2018 we had
13 interstate miles, there's center line miles, we have 1,168.5.
14 For lane miles on interstate, we have 5,175.5. I don't know if
15 you're interested, but if we go through our -- I don't have --
16 oh, on our NHS system, we have -- center line miles, we have
17 3,194.1. And for our lane mileage, we have 12,936.2.

18 MR. STRATTON: Thank you.

19 MR. BYRES: There's a couple things I'd like to
20 go through with the Multimodal Planning report. The first one
21 is we currently have a INFRA grant notice of funding opportunity
22 that is out. It is due February 25th. We are in the process of
23 putting together an application. That application would be for
24 a segment of I-10. It would be for a 13-mile segment that
25 stretches from the Gila River Bridge to State Route 387. It's

1 13 miles, and it would also include the Gila River Bridge in
2 that application. So the total ask in the application is
3 \$102 million. So we're putting that forth for the INFRA grant.

4 As Floyd had mentioned earlier, Federal Highway
5 just came out with their BUILD grant notice of funding
6 opportunity earlier this week. So we will start pursuing that
7 as well for potential applications.

8 We did have a report out with Federal Highway on
9 our BUILD grants that we had submitted last round. We had two
10 BUILD grants that we put in. One of them was for US-191. The
11 other was for 95, and from the information that we were given on
12 both of those, on the 191 application, the application itself
13 scored the absolute highest marks it could going through the
14 entire evaluation process. There were 666 grant applications
15 that were put in for the BUILD grant. Of those, 270 made it to
16 the secretary's desk. Of that, 70 -- 75 were actually approved
17 for funding. Unfortunately, 191 made it all the way to the
18 secretary's desk with the highest ratings but just was not
19 selected. There was not enough funding and consequently was not
20 selected.

21 The 95 submittal that we put in was not scored as
22 high. It did not make it up from the first round up into the
23 second round, but it was later pulled from the first and
24 actually placed on the secretary's desk. So it was one of those
25 270 that did make it up to the secretary's desk, but again, due

1 to funding constraints, it was not selected as well. So it was
2 good. We had very good reviews on our applications that we did
3 submit. So it was very good information. It was very good news
4 that we received, but unfortunately, we just were not funded
5 with those applications.

6 MR. KNIGHT: Mr. Chair. When did you say that --
7 the INFRA grant that was due -- they're due sometime this month?

8 MR. BYRES: It's due the 25th of February.

9 MR. KNIGHT: Thank you.

10 MR. BYRES: And there's several other entities
11 across the state that are submitting for INFRA grant, so...

12 That was pretty much what I had for...

13 One of the other things I would like to do is you
14 all had received copies of the tentative program, and if you
15 take a look another those, it's a whole different format than
16 what we've had in the past. So one of the reasons for that is
17 because we're -- we actually are stepping into the 21st century
18 and trying to make everything a little bit more open to the
19 public, very front facing, and so one of the things that's
20 really nice about the program that we now have, it is reflected
21 in an interactive map. So you can actually just go to a map.
22 You can click any -- anywhere on that map and pull up
23 information that's right there that is in the tentative program.
24 It's really slick. It has some really nice features, and Bret's
25 kind of going to do a little doing and pony show for you to show

1 you how that works.

2 MR. ANDERSON: So first of all, I'd like to try
3 to show you how to get there. So if you -- all you need to do
4 is get to -- get to ADOT's web page. So if you get to our home
5 page, I'll just click on -- okay. So there's what -- you would
6 type in ADOT on Google, and it would -- this software works best
7 in Chrome, Google Chrome, and that's the best product for it.

8 Click on ADOT, and then click on this Planning,
9 and then go down here, click on this Transportation Programs --
10 oh, excuse me -- this Transportation Programing. Click on that,
11 and then there's another tab in here that says State
12 Transportation Improvement Program. Click on that STIP, then
13 click on this little link right here. It says eSTIP, the very
14 top bullet. Click on that, and that will bring up the list of
15 projects. And so here's the projects that are currently
16 approved in the 2019 STIP.

17 One thing that is -- that I would like to point
18 out on this is the Board -- you guys do a lot of work, and you
19 help -- we appreciate the work that you do. And you -- and our
20 program and our book is good for about a month, but then come
21 July and August, you approve new projects and we have to go to
22 the book, and then you have to go to the (inaudible) page. But
23 this tool that you have here, you'll be able to pull things up.
24 Each project you pull up -- each project, it will have the
25 latest and greatest information on site. So that's something

1 that we're really excited to have happen.

2 As Greg was talking about -- I don't want to take
3 too much time -- here's an interactive map. You can click on
4 this map and then zoom right to the projects that you're going
5 to try and go to. (Inaudible.) It does take a second
6 (inaudible) information. So that pulls up that specific
7 information. Something that's (inaudible) 2019. It's a
8 \$1.2 million pavement pres. project. And you can click on this
9 TIP ID right here, and it brings up -- exactly that page that
10 you have in your book.

11 And so that's -- that's what we're trying to go
12 to, and hopefully as each of you maybe bring your tablets, or if
13 you haven't, we'll still provide the hard copies of things.
14 We'll still be able to do that, but that document that you have
15 there was 300 pages, and the idea is to be able to bring things
16 to an electronic format to be able to (inaudible).

17 That's pretty much all I had. There is some --
18 you can click on this, look at the funding history, where it's
19 been, the amendment history, if that's anything that's happened
20 with that project. Looks like there's just been one version.
21 It's a simple pavement pres. project. So there's many pages of
22 that, and then you just click the back button to get back to the
23 main screen.

24 And that's -- that's pretty much it. So if you
25 have any questions, I'll be glad to answer them.

1 MR. BYRES: Thank you, Bret.

2 One of the big things is, again, just for
3 transparency's sake, this is open to the public. Anybody can
4 access this information. So it's -- it makes it very simple,
5 and as Bret was saying, as things are updated, as -- as a matter
6 of fact, we're getting ready to do PPAC right now. As the Board
7 approves it, we go through, it is instantly updated. So all of
8 this information is instantaneous for -- not instantaneous, but
9 at least fairly quickly updated.

10 And with that, that's the end of my report.
11 Thank you.

12 CHAIRMAN HAMMOND: Okay. Thank you.

13 Agenda Item 7, PPAC.

14 MR. ELTERS: Sir? Mr. Chairman.

15 CHAIRMAN HAMMOND: I'm sorry.

16 MR. ELTERS: Could I just follow up?

17 CHAIRMAN HAMMOND: Sure.

18 MR. ELTERS: Greg, on the INFRA grant --

19 MR. BYRES: Yes.

20 MR. ELTERS: -- those are, I believe, larger
21 grants, and there are fewer of them, and so in -- last year
22 there was only one application from this state, and it was from
23 ADOT.

24 MR. BYRES: Correct.

25 MR. ELTERS: And it was successful. Matter of

1 fact, very successful.

2 MR. BYRES: Yeah.

3 MR. ELTERS: However, the BUILD grants are
4 understood -- or are expected to be somewhat smaller, meaning
5 20, 30 versus 100 --

6 MR. BYRES: Correct.

7 MR. ELTERS: -- generally in that order, I
8 suppose. And there were multiple applications from Arizona. I
9 believe last year or the year before we had request of the Board
10 to endorse an application from one of the communities, and I'm
11 just wondering if we should discuss that at some point, the fact
12 that this is just starting, the application period, and maybe
13 just decide if we want to endorse applications from the
14 communities that would be competing with the applications that
15 ADOT would be putting in, and if so, would we do it just with
16 anybody who asks? That's just one comment.

17 The other is the question, and that is as you
18 look ahead and evaluate the applications under this round, would
19 SR-191 and US-95 be included and considered again or how do you
20 -- what's the approach on that?

21 MR. BYRES: Mr. Chairman, board members, yes.
22 There's -- since we did so well with the scoring on 191 and on
23 95, we're -- we will look at seeing whether or not we wanted to
24 put those in again.

25 We have a -- basically a grant committee that's

1 made up of leadership within ADOT that takes and evaluates all
2 of the different projects and whether or not we do put a project
3 forward for a grant or not. We have a standardized process in
4 which we take and do those evaluations. Normally, if we do, we
5 do request support letters from -- mostly from our -- from the
6 Congressional districts, our delegation from the State as well
7 as Governor's office and so forth. That's the norm of what
8 we've been doing in the past.

9 MR. ELTERS: Thank you.

10 MR. KNIGHT: Mr. Chair.

11 CHAIRMAN HAMMOND: Go ahead.

12 MR. KNIGHT: Greg, what's the -- since you've got
13 a grant committee, what's the deadline for them to receive
14 information from a particular project, if we're trying -- if MPO
15 or county is endeavoring to enhance your ability to score and
16 get a better score when you do turn in the grant, so what would
17 be the deadline for that information to come to your grant
18 committee?

19 MR. BYRES: Mr. Chairman, Board Member Knight, we
20 don't have a deadline, per se. If somebody is going to put in
21 for a BUILD grant or an INFRA grant or anything like that, we --
22 and there's multiple other grant opportunities. It's just that
23 these two are the primary transportation grants that we look at.
24 If anybody else wants to do it and wants support or for the
25 State to help in submitting those, as long as we have

1 information 30 days prior to the deadline, we will do everything
2 in our power to help them out. We actually have -- on our
3 website, we have an application for being able to do that.

4 As far as supplementing one -- information that
5 we're submitting, ADOT is submitting, as soon as we come to the
6 conclusion that we are going to submit, we get a consultant on
7 board, and our grant administrator starts contacting people
8 immediately so that we can -- any of the stakeholders that may
9 be involved in that project will get contacted to see if there's
10 any kind of input that we could utilize.

11 MR. KNIGHT: Okay. Thank you.

12 CHAIRMAN HAMMOND: Okay. I think we're ready to
13 move on to Item 7, the PPAC items, for discussion and possible
14 action.

15 MR. BYRES: Thank you, Mr. Chairman, board
16 members. We have three items for PPAC today, and so we'll go
17 ahead and take each one of those separately.

18 So the first one is Item 7A, and this is a
19 request for an increase in budget. This is SR-347 is the name
20 of the project, and we bring this forward with a recommendation
21 for approval.

22 MR. KNIGHT: Mr. Chair. One quick question,
23 Greg. The -- this is a -- MAG is requesting the change orders,
24 so they're responsible for the -- if I read it correctly,
25 they're going to be responsible for the increase?

1 MR. BYRES: Let me check that real quick. Yes.
2 It is -- it is all MAG funded.

3 MR. KNIGHT: Okay. Thank you.

4 CHAIRMAN HAMMOND: Is that a motion?

5 MR. KNIGHT: Yes. Move to approve.

6 MR. ELTERS: I second.

7 CHAIRMAN HAMMOND: Okay. We have a motion by
8 Board Member Knight, second by Board Member Elters. Any more
9 discussion?

10 All in favor?

11 BOARD MEMBERS: Aye.

12 CHAIRMAN HAMMOND: Opposed?

13 MR. THOMPSON: Aye. That's an aye.

14 MR. ROEHRICH: Yeah. Mr. Chair, just to
15 acknowledge. Thank you, Mr. Thompson. Mr. Thompson did vote
16 aye on Item 7.

17 MR. BYRES: Mr. Chairman, next item is 7B. This
18 is a project on I-10, US-191 TI, and this is a request for
19 deletion of the project. And again, we bring this forward with
20 a recommendation for approval.

21 MR. STRATTON: Move to approve.

22 MR. KNIGHT: Second.

23 CHAIRMAN HAMMOND: We have a motion by Board
24 Member Stratton, a second by Board Member Knight for approval of
25 Item 7B as in presented.

1 All in favor?

2 BOARD MEMBERS: Aye.

3 CHAIRMAN HAMMOND: Opposed? Okay. Next project,
4 Item 7C.

5 MR. BYRES: So this is -- this project is on
6 SR-77. This is McGee left turn lanes. This is a PAG project
7 which is funded by the PAG RTA, and this is to establish the
8 design of that project. And again, we bring this forward with a
9 recommendation for approval.

10 MR. STRATTON: Move to approve Mr. Chairman.

11 MR. ELTERS: Second.

12 CHAIRMAN HAMMOND: Okay. We have a motion by
13 Board Member Stratton, a second by Board Member Elters for
14 approval.

15 All in favor?

16 BOARD MEMBERS: Aye.

17 CHAIRMAN HAMMOND: And that will be set for Item
18 7C. Thank you.

19 MR. BYRES: Thank you.

20 CHAIRMAN HAMMOND: Okay. Thank you, Greg. You
21 were in the hot seat for three items.

22 All right. Dallas Hammit, state engineer's
23 report.

24 MR. HAMMIT: Thank you, Mr. Chair.

25 Currently the -- we have 79 projects under

1 construction, totaling 1.7 -- almost .73 billion dollars. In
2 January we finalized 10 projects totaling 17.8 million, and year
3 to date, we have finalized 64 projects.

4 A couple updates. One, SR-260, we have selected
5 a consultant on that project. WSP is the consultant that went
6 through the process. We are working to negotiate the contract,
7 and what I've asked the team to do, to do a limited notice to
8 proceed, which gives initial money that they could start early
9 while we're negotiating the big contract. So we're not waiting
10 to get everything done before we start it. So they are working
11 towards that.

12 There was a question on Tonto Basin. We were
13 asked to do an estimate. Our estimate that we presented for
14 construction only was \$22 million. If you add in
15 administration, we got in some contingencies, what we submitted
16 to the Governor's office was in the neighborhood of 27 to
17 28 million dollars. And I was leery on that, because I've been
18 at this board the last three meetings, and this one is not an
19 exception, where I missed it by a 100 percent. So -- and this,
20 again, it will be in a rural area that it will be hard to get
21 materials. Not as much as some of the others, but again,
22 it's -- it will be challenging. So to answer that question, the
23 -- if you add administration and everything else, we were
24 concerned with that cost.

25 CHAIRMAN HAMMOND: Board Member Stratton.

1 MR. STRATTON: Dallas, I noticed in one of the
2 bills Representative Cook designated the Bar X crossing as the
3 site of bridge. When Gila County did the study, came up with
4 the store crossing as the best site, and that's what the design
5 and environmental studies have been done for. Would that site
6 be used, the store crossing? That's what I was speaking to
7 earlier, thinking the store crossing. Will that bill be
8 reconciled back to the store crossing, or will it be designated
9 Bar X where they would have to start from ground zero with
10 environmental and design all over again.

11 MR. HAMMIT: Mr. Chairman, Member Stratton, I've
12 been focusing on the Gila County submittal, so I may not be
13 fully up to date on what other ideas -- all of the reviews that
14 we have done have been on the work Gila County has done to date.
15 We are working with them and their consultant to look to update
16 the environmental document and to work a -- the 404. The 404
17 was never submitted. They had some other work. At one time
18 they were going to do two projects. They could fund one. They
19 got the 404 for that one, but for this bridge, it had not been
20 submitted. So we're working with them to help expedite as much
21 as we can that process to go through the 404, and then the
22 environmental. A lot of it will be working with the forest.

23 MR. STRATTON: Thank you.

24 MR. HAMMIT: There were -- Mr. Chairman, if I
25 may, there was another question I think Mr. Elters asked on

1 money on currently -- proposed on currently funded projects. I
2 do have two. There -- both of them are in the MAG region on
3 I-10. They -- there's a project on west I-10 so near Buckeye.
4 There was money proposed on it, and then additional money for
5 the Broadway Curve.

6 On both of those cases, there's funding
7 challenges. So if they fund that, it wouldn't free up funds.
8 It just helps complete a shortfall in funding. There may be
9 others that I'm not aware of. I can -- we can look at that
10 more, but I did know of those two that have come through. But
11 again, they wouldn't free up money. It just fills a hole that's
12 in place today.

13 And that's all I have for the state engineer's
14 report.

15 CHAIRMAN HAMMOND: Thank you. Dallas. Where are
16 we now? We are on Agenda Item 9, construction contracts.
17 Dallas.

18 MR. HAMMIT: Thank you, Mr. Chair, and thank you,
19 Board, for approving the five projects on in the consent agenda.
20 I haven't had five in consent in a long time, so that was good
21 news. There are still five that we need to address.

22 I do want to, you know, point out that Item 4I,
23 we got within \$7,000 on 15 million. So we hit that one pretty
24 close. We haven't been that close in a long time.

25 So with that, year to date, we are within 5.5

1 percent of the engineer's estimate, but again, a big part of
2 that was the Tucson project, the Ruthrauf project that came in
3 way under. So it is a little misleading in there.

4 Moving on to the first project for justification,
5 Item 9A, if that works for the Chair, it is a bridge
6 rehabilitation project. On that project, the -- let me get the
7 slide going, catching up with me. The low bid was \$736,965.
8 The State's estimate was \$1,116,443. It was under the State's
9 estimate by 379,478. If -- this is -- project is a repair
10 project where we used (inaudible) stringing of girders that have
11 been hit, either a high load or something hit our girders, and
12 we need to repair it. We got better than expected pricing on
13 that. The Board -- or the department has reviewed the bid and
14 believes it is a responsive and responsible bid and recommends
15 award to J. Banicki Construction.

16 MR. STRATTON: So moved.

17 MR. KNIGHT: Second.

18 CHAIRMAN HAMMOND: Okay. We have a motion to
19 approve by Board Member Stratton, a second by Board Member
20 Knight for Item 9A. Any more discussion?

21 All in favor?

22 BOARD MEMBERS: Aye.

23 CHAIRMAN HAMMOND: Opposed?

24 Okay. Item 9B.

25 MR. HAMMIT: Thank you, Mr. Chair.

1 Item 9B is a deck replacement project. The low
2 bid on this project was \$5,662,168. The State's estimate was
3 \$4,722,317. It was over the State's estimate by \$939,851, or
4 19.9 percent. We saw higher than expected pricing pretty much
5 on all of our bridge items and then our concrete approach items.
6 But in reviewing the project, the department believes it is a
7 responsive and responsible bid and recommends award to Vastco,
8 Inc.

9 MR. THOMPSON: Chairman, I would move for
10 approval.

11 MR. ELTERS: Second.

12 CHAIRMAN HAMMOND: Okay. We have a motion for
13 approval from Board Member Thompson, a second from Board Member
14 Elters for approving of Item 9B. Is there any more discussion?

15 All in favor?

16 BOARD MEMBERS: Aye.

17 CHAIRMAN HAMMOND: Opposed? Okay.

18 MR. HAMMIT: Thank you, Mr. Chair.

19 Item 9C is a bridge rehabilitation. We're doing
20 some repair work around this structure on I-40. The low bid was
21 \$359,631. The State's estimate was \$282,090. It was over the
22 estimate by \$77,541, or 27.5 percent. We saw higher than
23 expected prices in the traffic control and some of the repair
24 work along the bridge. But in review of the bids, the
25 department believes it is a responsible and responsive bid and

1 recommends award to Fann Contracting.

2 CHAIRMAN HAMMOND: This one going to die for lack
3 of a motion?

4 MR. KNIGHT: Move to approve.

5 CHAIRMAN HAMMOND: Okay.

6 MR. ELTERS: Second.

7 CHAIRMAN HAMMOND: All right. We have a motion
8 for approval from Board Member Knight, second from Board Member
9 Elters to approve Item 9C. Any more discussion?

10 All in favor?

11 BOARD MEMBERS: Aye.

12 CHAIRMAN HAMMOND: Opposed? The motion carries.
13 Okay. Item 9D.

14 MR. HAMMIT: Thank you, Mr. Chair.

15 Item 9D is a bridge deck replacement project on
16 State Route 73. On this one the low bid was \$3,772,173. The
17 State's estimate was \$1,913,508. It was over the State's
18 estimate by \$1,858,665, or 97.1 percent. We saw higher than
19 expected pricing in the removals of the structural concrete, the
20 concrete and the structural concrete.

21 We went and looked at it closer. There was only
22 one bid on this project. They're saying it is remote. They
23 would have to house their crews. Just a workforce challenge.
24 It was part of the problem.

25 In talking to industry, we're looking at other

1 options. There are techniques where we could do a cast in
2 place, where we build deck segments and do a segmental
3 replacement. We're looking at that option. That way we don't
4 have the labor challenges in remote areas. We could do it and
5 move it in. But we are looking for other options, and with
6 that, we would request the Board to reject all bids, and the
7 department would bring it back at a later time.

8 MR. THOMPSON: Chairman, I would like to know
9 exactly what the time we're talking about to bring it back to
10 the Board.

11 MR. HAMMIT: Mr. Chairman, Mr. Thompson, in --
12 right now we don't have that date. We're looking at different
13 options to re- -- redesign it and then to rebid it, but I would
14 know that within a month. But until I know what option we would
15 use to restructure it, I don't have the answer at this time.

16 CHAIRMAN HAMMOND: Okay.

17 MR. THOMPSON: Chairman, with that, I'd like to
18 move for approval, rejecting the bid.

19 MR. KNIGHT: Second.

20 CHAIRMAN HAMMOND: Okay. We have a motion for
21 approval from Board Member Thompson, a second from Board Member
22 Sellers to reject all bids under Item 9D. Any more discussion?

23 All in favor?

24 BOARD MEMBERS: Aye.

25 CHAIRMAN HAMMOND: Opposed? Motion carries.

1 MR. HAMMIT: Thank you, Mr. Chair.

2 CHAIRMAN HAMMOND: 9E.

3 MR. HAMMIT: The last item, this is a roadway
4 widening project in Mohave County. This project, the low bid
5 was \$1,742,759. The State's estimate was \$1,496,438. It was
6 over the State's estimate by \$246,322, or 16.5 percent. We saw
7 higher than expected pricing in the roadway excavation and in
8 the asphalt concrete itself. We have reviewed the bids and
9 believe it is a responsive and responsible bid and recommend
10 award to Show Low Construction, Inc.

11 MR. KNIGHT: Mr. Chair, move to approve.

12 MR. STRATTON: Second.

13 CHAIRMAN HAMMOND: Okay. We have a motion to
14 approve from Board Member Knight, a second from Board Member
15 Stratton to approve Item 9E. Discussion?

16 All in favor?

17 BOARD MEMBERS: Aye.

18 CHAIRMAN HAMMOND: Opposed? The motion carries.
19 That completes our contract review.

20 We're now under Item 10, which is suggestions for
21 future items, either in session or by Board.

22 MR. ROEHRICH: Mr. Chair, just two real quick
23 comments. Just a reminder that -- Mr. Byres brought this up
24 earlier. The next meeting is March 20th. It is in Marana, and
25 that's the first of the public hearings. And I have Mr. Elters'

1 request about having an agenda item for the Board to discuss
2 letters of recommendation for -- I guess what would be coming
3 around is the next BUILD grant. And I know we just got the --
4 what is the deadline for that?

5 MS. PRIANO: (Inaudible.)

6 UNIDENTIFIED SPEAKER: It's in May.

7 MR. ROEHRICH: It's in May. So I think if the
8 Board wanted to address that from a policy perspective, either
9 March or April. I would wait no later than that month to agenda
10 it. So we're going to start getting the requests as people
11 start getting closer to the May date of when it's proposed. I
12 think it's an ideal time if the Board wanted to agenda that
13 topic and talk about a policy discussion on the direction
14 moving -- you would like to make moving forward, if you're
15 giving recommendations to grant applications from people outside
16 of -- entities outside of the -- of ADOT. So I would like to
17 say that could be the agenda for March would be a perfect time
18 frame to have that.

19 CHAIRMAN HAMMOND: In Marana. Would that be your
20 pleasure?

21 MR. ELTERS: That would be great. Thank you.

22 CHAIRMAN HAMMOND: Okay. Thank you, Floyd.

23 Any other items? Motion for adjournment.

24 MR. STRATTON: Motion.

25 MR. ELTERS: Second.

1 CHAIRMAN HAMMOND: Okay. We have a motion and a
2 second. We are adjourned.

3 (Meeting adjourned at 10:39 a.m.)

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Adjournment

A motion to adjourn the February 21, 2020 Transportation Board meeting was made by Board Member Stratton and seconded by Board Member Elters. In a voice vote, the motion carried.

Meeting adjourned at 10:39 a.m. MST.



**Michael Hammond, Chairman
State Transportation Board**



**Floyd Roehrich, Jr., Executive Officer
Arizona Department of Transportation**