

**STATE TRANSPORTATION BOARD MEETING MINUTES**

9:00 a.m., Friday, December 15, 2017

Arizona Department of Transportation

Administration Building Auditorium

206 S. 17th Avenue

Phoenix, AZ 85007

**Pledge**

The Pledge of Allegiance was led by Board Member Jack Sellers.

**Roll call by Board Secretary Linda Priano**

**In attendance:** Deanna Beaver, William Cuthbertson, Joe La Rue, Jack Sellers, Mike Hammond, Jesse Thompson and Steve Stratton.

**Absent:** None.

There were approximately 30 people in the audience.

**Opening Remarks**

Chairwoman Beaver recognized that it was Board Member Jesse Thompson's birthday and everyone sang. She thanked ADOT staff, especially Rob Samour and Carmelo Acevedo for the tour of the Loop 202 South Mountain and stated it was now more clearly understood why things were done the way they were. Jack Sellers echoed Chairwoman Beaver's comments adding the staff did an outstanding job on the tour and that it was very informative.

Chairwoman Beaver thanked Parker Motor Company, Inc., who sponsored her recognition reception Thursday evening and thanked the board members for the beautiful artwork she had been given from them. She also thanked past Board Member, Arlando Teller, for the totes each member had received. Chairwoman Beaver did a "history minute" and read an article from the *Graham Guardian*, dated June 13, 1913, regarding the state fair auto races that would take place from El Paso via Douglas, Bisbee, Tucson, Florence, Mesa, and Tempe to Phoenix over the so-called State Highway.

Board members thanked both Chairwoman Beaver and Board Member Joe La Rue for their service. Chairwoman Beaver recognized ADOT staff and added she had a special appreciation for the road crews and the work they do. She stated she has really enjoyed and learned so much during her term. Board Member La Rue added that his term was also coming to an end and that sitting on this board was an eye opening experience. He added each board member brings value to this board. He also discussed the progress ADOT and the state have made. He thanked Director Halikowski and the ADOT staff for all the work they do.

**Title VI of the Civil Rights Act**

Floyd Roehrich reminded all attendees to fill out survey cards to assist our Civil Rights Department.

**Call to the Audience:**

The following members of the public addressed the Board:

1. Christian Price, Mayor, City of Maricopa, re: Thanked the board members for attending the SR347 Overpass Groundbreaking on November 20. He also thanked Chairwoman Beaver and Joe La Rue for their service and dedication while on the board and wished everyone a safe holiday.

2. Travis Ashbaugh, Transportation Planning Manager, CAG, re: discussed the limited funding allocated for I-15 and encouraged ADOT to look for additional funding. He also discussed and submitted CAG Resolution 2017-02, I-15 Roadway Improvement Funding, to the board.
3. Lisa Otondo, Senator, Legislative District 4, Arizona, re: Spoke on agenda item 14 when it was presented.

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(Beginning of excerpt.)

CHAIRWOMAN BEAVER: Okay. We'll move now to the Director's report. Mr. Halikowski.

MR. HALIKOWSKI: Thank you, Madam Chair, and I'm going to try and be pretty brief here.

But last week I was in a Arizona-Mexico Commission meeting with the governor from Arizona and the governor from Sonora, and both governors are very adamant and enthusiastic about continuing their relationship between Arizona and Sonora. As you know, we do over \$18 billion of trade with Mexico every year, and so they're an important economic counterpart for Arizona.

And so obviously they want us to collaborate in every way that we can, and what we're doing a lot of is looking at the ports infrastructures or border master plan, and also doing a binational study, not just with the state of Sonora, but with the Mexican federal government and a number of other Mexican states on the main highway from Mexico City into Arizona, which is MX-15. It's a one-of-a-kind study in the nation where a state has (inaudible) in this, and our goal will be to continue to improve and bring more trade into Arizona and Mexico, thereby improving the economies in both countries.

So the governor has asked us to really look at new projects and ways of working with our business partners in Mexico, and couple of the things I want to highlight is the

1 fact that we have a Border Liaison Unit now made up of our  
2 enforcement officers. As you can imagine, when a Mexican truck  
3 shows up at the port of entry, if there is a mechanical fault or  
4 a driver issue, it can put that truck out of service for days or  
5 results in some pretty heavy fines.

6 And what we are doing now is we are sending a  
7 group of our officers into Mexico, our Border Liaison Unit, and  
8 we're holding classes with Mexican drivers in Spanish, and we're  
9 training them on American truck safety standards so that when  
10 they show up at the port, a lot of these mechanical issues have  
11 been taken care of. And as you can imagine, this results in a  
12 much speedier port process, because we're not having to pull  
13 trucks out of line that are otherwise safe for further  
14 inspection.

15 So again, this is a one-of-a-kind program in the  
16 country. No other states are doing it, but California and Texas  
17 have already asked for our materials, because they would like to  
18 begin teaching their regular across-the-boarder drivers, also.  
19 So we have trained almost 300 Mexican drivers. They have to  
20 pass a 65-question test at the end of this. And so what we are  
21 seeing now is far less trucks showing up with mechanical  
22 problems at our ports of entry, which is speeding the process.

23 In addition, we had a bad reputation in San Luis  
24 at our port of entry there for overinspecting, and we were  
25 losing cargo to California, to Mexicali in particular. We are

1 now based on our BLU, Border Liaison Unit, interaction, we've  
2 seen an almost 9 percent increase in cargo coming back to San  
3 Luis because of the expeditious way and the relationship we've  
4 built with Mexican drivers and companies. So our BLU program  
5 has been a pretty big success.

6 The other initiative the governors are looking at  
7 very much is improving tourism. And as you know, Mexico when  
8 you look at tourists, statistics -- I was just at a  
9 transportation and trade corridor alliance yesterday -- they are  
10 the largest, by far, group of people coming to Arizona for  
11 tourism. But also, we have a number of people going into  
12 Mexico, especially to Rocky Point, and seeing those numbers  
13 increase.

14 So again, we have innovated a program whereby we  
15 are using our traffic incident management staff to work with the  
16 governments in Mexico, specifically in Sonora, and teaching them  
17 how to plan to make that 100-mile drive between Arizona and  
18 Rocky Point safer. By our studies and working with them, we  
19 identified a six kilometer area of that corridor that is high in  
20 accident problems, and so what we're doing is teaching them  
21 better enforcement and how to now begin to stage their emergency  
22 vehicles much like we do on our safety corridors here with DPS  
23 so that we make that corridor safer and less prone to crashes  
24 for our tourists going to Rocky Point.

25 We also plan to work with them to sign the

1 highway in both languages, because I can tell you my first trip  
 2 there in the '80s, I had to turn to my friend and say, "What  
 3 does 'curva peligrosa' mean anyway?" So a lot of folks might  
 4 not understand that's a dangerous curve coming up. So we're  
 5 working closely to boost tourism with our Mexican counterparts,  
 6 and a Rocky Point safety corridor is something that we'll keep  
 7 working on and announce further and market to our tourists  
 8 heading into Mexico.

9           The other thing I just wanted to brief you on a  
 10 little bit is the SR-189 project in Nogales. We've had a lot of  
 11 cooperation from the City of Nogales, and whether Mayor Price  
 12 agrees with it or not, SR-347 hasn't been the only project we've  
 13 been working on in the state. Sorry, Mayor. But we've been  
 14 working with Santa Cruz County in the private sector. We're  
 15 getting very close to coming back to the Board with a proposal  
 16 to do northbound and southbound improvements. And some critical  
 17 additional work has come up that we're addressing at the Ruby  
 18 Road interchange and the Rio Rico transportation intersection,  
 19 also.

20           So I think this is going to be another model of  
 21 financial collaboration with local governments and the private  
 22 sector. We'll have some more information for you in 2018, but  
 23 very soon we'll be meeting with the folks in Nogales and talking  
 24 about the numbers, because we're going to need contributions  
 25 from the County, from the City and the private sector to do both

1 phase one and phase two.

2           So as I said, the trade with Mexico is incredibly  
 3 important. It's facilitating legal trade between two major  
 4 world economies, and I can't emphasize enough the governor's  
 5 enthusiasm for working with Governor Pavlovich of Sonora, but  
 6 now expanding our relations out to other states in the federal  
 7 government and Mexico. So those billions of dollars in tourism  
 8 and trade are the real story behind the work that we're doing.

9           Thank you.

10           CHAIRWOMAN BEAVER: We'll move on now to the  
 11 consent agenda. Do we have a motion to approve the consent  
 12 agenda, or does anyone want to pull anything for more  
 13 discussion?

14           MR. STRATTON: Move to approve.

15           CHAIRWOMAN BEAVER: Okay. Motion by Board Member  
 16 Stratton. Is there a second?

17           MR. THOMPSON: Second.

18           CHAIRWOMAN BEAVER: Seconded by Board Member  
 19 Thompson to approve the consent agenda as presented.

20           All those in favor?

21           BOARD MEMBERS: Aye.

22           CHAIRWOMAN BEAVER: All those opposed? The  
 23 motion carries.

24           Okay. We will now move on to Item 3, the  
 25 legislative report. William.

1 MR. FATHAUER: Good morning, board members. My  
2 name is Bill Fathauer. I'm a legislative liaison for the  
3 department.

4 I just wanted to give you a quick update on our  
5 legislative agenda for this session. We had planned to have it  
6 approved by the governor's office at or around the time of the  
7 board meeting, and luckily, they were able to do so last week,  
8 and we have had two bills -- bill proposals approved by the  
9 governor's office. One of them deals largely with preparing the  
10 department statutorily for the rollout of our MVD modernization  
11 project, as many of you are, I know, familiar with. We are in  
12 the middle of a significant overhaul of our MVD databases, that  
13 we worked very closely with our third party contract provider to  
14 provide for a brand-new motor vehicle system to replace the one  
15 that we currently have that I believe has been in place since  
16 about the 1970s.

17 And there's certain statutory changes that will  
18 enable us to prepare for what that new system will enable us to  
19 do, specifically, involving the acceptance of electronic or  
20 digital credentials and other documents. A lot of customer  
21 service friendly options that will now be available to the Motor  
22 Vehicle Division that we need to put into statute to enable us  
23 to roll out.

24 I will have -- once the bill is officially  
25 dropped in January, I think I'll have more information about the

1 exact details of the bill, at the next board meeting, but that  
2 goes largely to prepare us for that rollout, which should be  
3 completed by the end of next calendar year.

4 The second bill that was approved is a part of  
5 our yearly process. The Government Relations Unit at ADOT goes  
6 through all of our Title 28 statutes and looks for things that  
7 are either obsolete or burdensome on our customers and looks to  
8 eliminate those every year. That's one of the governor's big  
9 directives to his agencies, was to get rid of responsibilities  
10 that are no longer necessary or that we no longer complete. So  
11 we've actually looked through Title 28 this year and have  
12 proposed eliminating a significant amount of obsolete  
13 rule-making authority. That should be about 20 percent of the  
14 department's rule-making authority that we can get rid of, make  
15 our job easier and make it an easier experience for our  
16 customers as well.

17 I'm happy to answer any kind of overly -- answer  
18 any questions about the broad legislative package, but like I  
19 said, I'll have definitely more in-depth information for you in  
20 January.

21 CHAIRWOMAN BEAVER: Does anyone have any  
22 additional?

23 MR. SELLERS: Madam Chair.

24 CHAIRWOMAN BEAVER: Board Member Sellers.

25 MR. SELLERS: Yeah. Are you -- have you been

1 involved at all in the -- in the efforts to expand the border  
2 crossing card?

3 MR. FATHAUER: I'm sorry?

4 MR. SELLERS: The border crossing card statewide  
5 with Mexico?

6 MR. FATHAUER: That was not part of our  
7 legislative package. I've not been directly involved in that as  
8 of yet.

9 MR. SELLERS: Thank you.

10 MR. HALIKOWSKI: So Madam Chair, I just would  
11 like to add, for the first time ever last week, all our MVD  
12 offices' wait times were under 30 minutes door to door. So we've  
13 done a lot of process improvements internally as to what's been  
14 holding us up from the customer perspective, and many of our  
15 offices now, the lines are moving fast enough, we really don't  
16 supply chairs unless the person's elderly or disabled. There's  
17 just not time to sit as we're moving them through pretty  
18 quickly.

19 So the next step will be the new automation.  
20 We're still mired, as Bill said, back in the '70s and '80s with  
21 our mainframe. It's extremely difficult to work with and to  
22 reprogram, and so what we're getting ready for is, you know, the  
23 era where we're all going to be using these and other devices  
24 and essentially enabling people to do a lot of their business  
25 electronically to the point where if you're stopped by a law

1 enforcement officer in the future, they'll be looking at an  
2 electronic license, we believe, and also comparing that with the  
3 identification on the records to ensure they have the right  
4 person there.

5 So there's a lot of new things coming. I would  
6 just say that, you know, stay tuned. We're already rolling out  
7 some of the improvements in E title, electronic titles, which  
8 eventually we will do away with paper titles and the fraud that  
9 those bring, because a lot of people tend to try and wash paper  
10 and pass it off as legitimate. So all of this becomes important  
11 to the Board, because we want to make sure that we're collecting  
12 the right amount of revenue that we're due for construction on  
13 the state highway system, and that's why the improvements are so  
14 critical. Our goal will be someday that you may never have to  
15 come to an MVD office to conduct your business.

16 MR. SELLERS: Madam Chair.

17 CHAIRWOMAN BEAVER: Board Member Sellers.

18 MR. SELLERS: Yeah. I'll just comment that a  
19 couple weeks ago, I renewed my driver's license for the first  
20 time in quite a few years, and I was -- I was really surprised  
21 and impressed. I went to the office in Chandler, and I was in  
22 and out of there in 10 minutes.

23 UNIDENTIFIED SPEAKER: Did you pass?

24 MR. SELLERS: (Inaudible.)

25 CHAIRWOMAN BEAVER: That's why we won't continue

1 (inaudible.)

2 MR. SELLERS: There were actually a lot of people  
3 there. They were very efficient and very helpful. The staff in  
4 there were really impressive.

5 MR. HALIKOWSKI: So as part of the governor's  
6 Arizona management system process, we've taken the entire  
7 driver's license process, every single step, we've put it on the  
8 wall, and we've figured out where we have delays or repetition  
9 or just needless bureaucracy. We removed all that (inaudible).  
10 (Inaudible) still enthusiastic. We're still working to make  
11 improvements. So we'll keep at it.

12 CHAIRWOMAN BEAVER: Thank you very much.

13 Financial report. Kristine Ward. So is that a  
14 half smile or a full smile?

15 MS. WARD: Well, it's a smile definitely in the  
16 sense of I want to thank you for -- for the last year or the --  
17 your time on the Board, and it's -- I have enjoyed working with  
18 both you and Mr. La Rue so much. It is -- it has been a  
19 pleasure. And so for my final report to you, unless you guys  
20 carry on and -- that -- as the process unfolds, my gift to you  
21 is, one, this report will be brief, and two, it's all in the  
22 green.

23 Let's see. So for HURF revenues, I guess the  
24 word of the month is "moderate," and I would also emphasize  
25 stable. We are right within target. Our November forecast,

1 November revenues, of about 118 million were over target. Year  
2 to date, we were just a little below forecast.

3 RARF revenues, same. We're in the target range,  
4 so we're in the green, and the word again is "moderate growth,"  
5 and -- but just right on forecast. We are .9 percent, just a  
6 little .9 percent over forecast.

7 The last issue, and really the only thing I have  
8 left that I thought I'd mention that would be of interest to  
9 you, would be the rollout of the HURF exchange. This week, we  
10 completed our presentations to a number of stakeholder groups.  
11 We went and met with RTAC (phonetic), the League of Cities and  
12 Towns, as well as a county supervisors association, and those --  
13 all of those presentations went quite well. The remaining  
14 efforts to be done are that we will have three webinars that we  
15 will offer to stakeholders so they can understand how to -- how  
16 to utilize the program, and those webinars will take place  
17 between -- by January 15th. So we'll have the program  
18 completely finito, up and running and -- by January 15th.

19 Tomorrow -- no. Hold on. Today. We're on  
20 Friday. Today we will load the web page, so all of the  
21 documentation associated with the HURF exchange will be uploaded  
22 on a HURF exchange web page and will go live today. So that's  
23 one of my last parting gifts. And --

24 CHAIRWOMAN BEAVER: Board Member Stratton would  
25 like to ask you something.

1 MR. STRATTON: I believe it was the Tuba City  
2 meeting, we had an individual from Casa Grande asking about the  
3 limitations on the two year. Has that been addressed?

4 MS. WARD: Madam Chair, Member Stratton, yes.  
5 what the -- the concern that was emphasized or that was  
6 expressed was that there was going to be a limitation that  
7 projects that were funded by HURF exchange dollars were limited  
8 and had to be complete within a two-year time frame. That was  
9 what was expressed. What is actually in the policy is that you  
10 had two years after design is complete. So they have the design  
11 period first, you get the project up and ready to go, and then  
12 the construction phase of it needs to be completed within two  
13 years.

14 MR. STRATTON: Very good. Thank you.

15 MS. WARD: Thank you.

16 MR. HALIKOWSKI: Madam Chair, I just would like  
17 to take a moment to commend Kristine for her work. You know,  
18 during the economic downturn, we had to suspend the HURF  
19 Exchange Program, which is very popular among our rural  
20 communities especially. It was quite a shock to them when we  
21 only had federal funds, and they found all these new rules they  
22 had to follow under the federal funding requirements. And going  
23 back to state funds is a huge improvement, but we had to dig \$30  
24 million out somewhere to do that. And several years ago, when I  
25 asked her to do it, she took it on, and congratulations. It's

1 quite an accomplishment with our limited budget to be able to  
2 put this back together. So thank you.

3 CHAIRWOMAN BEAVER: Thank you, Kristine.

4 MS. WARD: Madam Chair, if I could, Director, I  
5 would -- I'd like to recognize my staff in that, too. We've got  
6 some -- I mean, Patrick Stone and Lisa Danka, this has -- this  
7 has been (inaudible) them collaboration with IEO. The  
8 transportation side of the house has been tremendous. It's  
9 really been a coming together, and it's been -- so if I could,  
10 sir.

11 With that, if you have any further questions.

12 CHAIRWOMAN BEAVER: Thank you. Does anyone have  
13 any additional questions? We're not trying to hurry, but  
14 Mr. Hammond, I think, has a tee time later.

15 MS. WARD: Thank you.

16 CHAIRWOMAN BEAVER: Okay. We'll move on now to  
17 the Multimodal Planning Division report.

18 MR. BYRES: Madam Chair, board members, I just  
19 have a real quick report.

20 A couple items on here that we'll go through, but  
21 the first one is our five-year State Transportation Plan is  
22 currently in progress. We've completed our P2P process, our  
23 Planning to Programming, and currently, we are starting our  
24 planning level scoping evaluations. We have a team that spans  
25 across all of our technical groups, as well as other interested

1 parties in trying to put together these evaluations, and I think  
 2 that will go a long way in, one, both our final planning, but  
 3 the big thing is is we'll see the difference as we get projects  
 4 coming through, both design and construction, where hopefully  
 5 we'll start minimizing the number of changes in budget for the  
 6 projects as well. So that's coming along real well.

7           One of the things that we are doing is we are  
 8 utilizing the Decision Lens in trying to put together these  
 9 final projects. So we're trying to implement it as much as we  
 10 can. We're learning the tool more than anything else so that  
 11 when we present it to the Board, we're as familiar with it as we  
 12 possibly can and be able to utilize it to show you what's  
 13 happening with the projects as we get to that point. And so  
 14 that's pretty much where we're at with it.

15           The other item I had is our Long-Range  
 16 Transportation Plan, which is currently out for comment. Those  
 17 comments are concluded December 21st. So we've already received  
 18 quite a few comments, and we're starting to compile those.  
 19 We'll wait until we get to the end of that time period so that  
 20 we can compile everything, and we will take and be giving you  
 21 those comments as well to start looking at as those come  
 22 available. So that's pretty much all that I had going, if  
 23 you've got any questions.

24           CHAIRWOMAN BEAVER: Thank you. Do we have any  
 25 additional questions to ask of Greg?

1           Thank you, Mr. Byers.

2           MR. BYRES: Thank you.

3           CHAIRWOMAN BEAVER: We'll move on now to the  
 4 Priority Planning Advisory Committee, the PPAC.

5           MR. BYRES: Madam Chair, board --

6           CHAIRWOMAN BEAVER: Welcome back.

7           MR. BYRES: Thank you. It's been a long time.

8           Madam Chair, board members we've got several  
 9 projects coming out of the Priority Planning Advisory Committee.  
 10 The first to start with is these are modifications to projects,  
 11 which is Items 6A through 6 -- or I'm sorry -- 6A through 6I.  
 12 one thing I would like to note is Items 6A and 6H are both up  
 13 for MAG approval through their regional council meeting, which  
 14 is to be conducted January 31st. And we -- this is a  
 15 recommendation for approval for the PPAC.

16           CHAIRWOMAN BEAVER: The motion's to accept and  
 17 approve the project modifications for Items 6A through 6I as  
 18 presented. So would that include the verbiage he stated with  
 19 regard to MAG and (inaudible)?

20           MR. BYRES: Correct.

21           MR. SELLERS: Move for approval.

22           MR. HAMMOND: Second.

23           CHAIRWOMAN BEAVER: Motion by Board Member  
 24 Sellers, seconded by Board Member Hammond to accept and approve  
 25 the project modification for Items 6A through 6I, with the

1 reference on 6A and H receiving final approval from MAG; is that  
2 correct?

3 MR. BYRES: Correct.

4 CHAIRWOMAN BEAVER: As presented.

5 All those in favor?

6 BOARD MEMBERS: Aye.

7 CHAIRWOMAN BEAVER: All those opposed? The  
8 motion carries.

9 New projects.

10 MR. BYRES: New projects are spanning across  
11 Items 6J through 6U. These are new projects coming in for the  
12 current program year. Again, these are recommendations for  
13 approval from PPAC.

14 CHAIRWOMAN BEAVER: Do we have a motion to accept  
15 and approve the new projects, Items 6J through 6U, as presented?

16 MR. STRATTON: So moved.

17 CHAIRWOMAN BEAVER: Motion by Board Member  
18 Stratton. Is there a second?

19 MR. THOMPSON: Second.

20 CHAIRWOMAN BEAVER: Seconded by Board Member  
21 Thompson to accept and approve the new projects for Items 6J  
22 through 6U as presented.

23 All those in favor?

24 BOARD MEMBERS: Aye.

25 CHAIRWOMAN BEAVER: All those opposed? The

1 motion carries.

2 The airport projects.

3 MR. BYRES: Madam Chair, Board members, Items 6V  
4 through 6X are new airport projects that are coming through.  
5 These are on the federal, state, local program, grant program.  
6 Items -- let's see -- 6V and 6W are new projects. These will be  
7 the last two projects out of that program for our fiscal year  
8 '18. 6X is the approval of a contract for our pavement  
9 maintenance projects that is coming through. That's to do --  
10 start doing design work for our APMS system. Again, this is for  
11 recommendation for approval from PPAC.

12 MR. LA RUE: So moved.

13 MR. HAMMOND: Second.

14 CHAIRWOMAN BEAVER: Motion is to accept and  
15 approve the airport projects Items 6V through 6X as presented.  
16 The motion was made by Board Member La Rue and seconded by Board  
17 Member Hammond.

18 With no further discussion, all those in favor?

19 BOARD MEMBERS: Aye.

20 CHAIRWOMAN BEAVER: All those opposed? The  
21 motion carries.

22 MR. BYRES: Thank you.

23 CHAIRWOMAN BEAVER: We'll move on now -- oh.

24 UNIDENTIFIED SPEAKER: Chair, if I may, a  
25 question on the aeronautics, so this may be more for Kristine.

1 I'm not sure. For quite some time we've had some problems and  
2 we've been behind in that fund. Are we now solvent again and up  
3 to date with everyone paid?

4 MS. WARD: Well, not exactly. We're getting  
5 there, though. We still have an outstanding deferred payment  
6 of approximately \$4.8 million. That is scheduled to be paid  
7 off by I believe it's June -- April or June. I believe we  
8 might have had some adjustments. So by the -- no later than  
9 the end of the fiscal year, the fund will be back to having no  
10 more deferred payments.

11 UNIDENTIFIED SPEAKER: At that point in time,  
12 would we then start taking application again for new projects  
13 for people who we had to eliminate projects with?

14 MR. BYRES: So what we have done is in order to  
15 keep this rolling, we actually got with all of the airport  
16 sponsors and asked them to go ahead and propose either the  
17 previous projects that were delayed or new projects so that  
18 we've got that list already started, so that we can take and  
19 put it into our program so that they're in place as we get  
20 funding going. So our SL program will come back online in FY  
21 '19, and our APM -- or I'm sorry. Our APMS will come back  
22 online in '19, and our SL program, which is the state, local  
23 program, will come back in in '20.

24 UNIDENTIFIED SPEAKER: Thank you.

25 CHAIRWOMAN BEAVER: If there's no further

1 discussion? Okay. Thank you.

2 State engineer's report.

3 MR. HAMMIT: Thank you, Madam Chair.

4 Currently ADOT has 112 projects under  
5 construction, totaling \$1.5 billion. Last month we only  
6 finalized one project. We changed our procedure a little bit.  
7 We'll be back up to normal numbers next month as we get that  
8 forward. Year to date, we've finalized 44 projects.

9 I did want to also say thank you for -- to  
10 Mr. La Rue and Chairman Beaver for your service, and I wanted to  
11 thank you for recognizing at the beginning our maintenance and  
12 operations workers. Those folks are kind of our unsung heroes  
13 until you have a blowout on the roadway or until there's snow  
14 plows needed or until there's an emergency, and we're hitting  
15 that season where they're going to be out there a lot.

16 Last year, every major event, if you remember, we  
17 had a Christmas storm, a New Year's and a Martin Luther Day --  
18 King storm. And so when they were supposed to be on a holiday,  
19 they were plowing snow and missed all of those early holidays.  
20 So thank you for recognizing those folks.

21 Nothing else for the state engineer's report.

22 CHAIRWOMAN BEAVER: Thank you.

23 Construction contracts. Welcome back.

24 MR. HAMMIT: Yes. Thank you.

25 Thank you for approving the four projects in the

1 consent agent. We have three projects that need a little more  
2 justification. Currently, as far as a recap, this month on the  
3 projects we had \$13 million, 13.3. It was our -- the low bid,  
4 and 13.3 was the State's estimate. Basically, we had a  
5 difference of \$36,000 or .3 percent. So we did pretty well this  
6 month.

7                   Year to date, we are under the State's estimate.  
8 It has been under the low bid by \$17.3 million. The biggest  
9 part are two big projects, one on I-10 and one on State Route  
10 347.

11                   The first project to be justified is Item 8A.  
12 This is a local project in the City of Goodyear. It's to  
13 install fiber optics and CCTV cameras. The low bid was  
14 \$494,495. The State's estimate was \$706,392. It was under --  
15 that's a correction -- it was under the State's estimate by  
16 \$211,897, or 30 percent.

17                   As we've talked to the contractor, we got a much  
18 better-than-expected price for our directional drilling.  
19 Basically, you have to drill to put in the conduit. We got a  
20 better-than-expected price. We have reviewed the bid and  
21 believe it is a responsible and responsive bid and would  
22 recommend award -- and I wrote down the wrong name. I  
23 apologize.

24                   CHAIRWOMAN BEAVER: Roadway Electric.

25                   MR. HAMMIT: To Roadway Electric. Thank you.

1                   MR. LA RUE: Move to accept the recommendation of  
2 Roadway Electric.

3                   CHAIRWOMAN BEAVER: Okay. The motion's to accept  
4 and approve the staff's recommendation to award the contract for  
5 Item 8A to Roadway Electric, Inc. The motion was made by Board  
6 Member La Rue. Is there --

7                   MR. SELLERS: Second.

8                   CHAIRWOMAN BEAVER: Seconded by Board Member  
9 Sellers.

10                   With no further discussion, all those in favor?

11                   BOARD MEMBERS: Aye.

12                   CHAIRWOMAN BEAVER: All those opposed? The  
13 motion carries.

14                   Item 8B.

15                   MR. HAMMIT: Madam Chair, this is a local project  
16 in Yuma. It's over the Central Canal. It's a bridge, and this  
17 bridge needs to be constructed during a time where there's no  
18 flow through the canal. At the time of bid, the apparent low  
19 bidder had some errors in their DBE submittal. As we took the  
20 time to investigate and determine that the low bidder did not  
21 meet the requirements, ADOT has looked at the project and  
22 believes it is unlikely that we can construct in this dry  
23 period, in the spring dry period. We met with Yuma County, and  
24 the team believes the project should be readvertised to meet the  
25 fall dry window. With that, the Department recommends to reject

1 all bids and readvertise at a later date.

2 CHAIRWOMAN BEAVER: Do we have a motion to accept  
3 and approve the staff's recommendation to reject all bids for  
4 Item 8B.

5 MR. STRATTON: So moved.

6 CHAIRWOMAN BEAVER: Motion by Board Member  
7 Stratton. Is there a second?

8 MR. HAMMOND: Second.

9 CHAIRWOMAN BEAVER: Seconded by Board Member  
10 Hammond to reject all bids for Item 8B.

11 All those in favor?

12 BOARD MEMBERS: Aye.

13 CHAIRWOMAN BEAVER: All those opposed? The  
14 motion carries.

15 MR. HAMMIT: Thank you, Madam Chair.

16 Item 8A, this is on US-180.

17 CHAIRWOMAN BEAVER: 8C?

18 MR. HAMMIT: Excuse me. 8C. It is a bridge  
19 scour, retrofit and a deck rehab. On this project, if you  
20 remember last month, I had asked for this to be deferred. As  
21 staff reviewed the documents from the apparent low bidder, they  
22 had errors in their DBE submittal.

23 And for information, the last project in this one  
24 was the same contractor. We did meet with that contractor to  
25 see what's going on. They had a new person who made a mistake,

1 and they've corrected that. It was one of the better meetings  
2 I've had with a contractor when I told them you're not going to  
3 get work. They owned their mistake and were very respectful.  
4 So I did commend them. But they recognized where they made a  
5 mistake, and I'm confident that they're not going to make this  
6 again. But we did look at it. We felt we do need to recommend  
7 rejection of their submittal because they didn't meet the  
8 requirements.

9 The second low bid had a bid of -- and I haven't  
10 switched the slide -- \$894,870.10. The State's estimate was  
11 \$770,566.84. It was over the State's estimate by \$117,303.23,  
12 or 15.1 percent. As we've reviewed the bid, we saw higher than  
13 expected pricing in the bridge barrier, the structural concrete  
14 and some of the asphalt items. It is a -- a little bit of  
15 travel out to that project. As we've reviewed the bid of the  
16 second low bidder, we believe it is a responsive and responsible  
17 bid and would recommend award to Show Low Construction, Inc.

18 CHAIRWOMAN BEAVER: The motion -- do we have a  
19 motion to accept and approve staff's recommendation to award the  
20 contract for Item 8C to the second low bidder, which is Show Low  
21 Construction, Inc.?

22 MR. THOMPSON: Madam Chair, I'll move for  
23 approval.

24 CHAIRWOMAN BEAVER: Motion by Board Member  
25 Thompson.

1 MR. STRATTON: Second.

2 CHAIRWOMAN BEAVER: Seconded by Board Member  
3 Stratton to accept and approve as stated.

4 All those in favor?

5 BOARD MEMBERS: Aye.

6 CHAIRWOMAN BEAVER: All those opposed? The  
7 motion carries.

8 MR. HAMMIT: Thank you, Madam Chair.

9 CHAIRWOMAN BEAVER: Thank you.

10 There was an amendment to this Item 9. There is  
11 an additional speaker, but Mr. Roehrich, would you please  
12 provide the groundwork for this?

13 MR. ROEHRICH: Yes, ma'am, if I can get this --  
14 is that -- I don't want to press it if it's wrong.

15 UNIDENTIFIED SPEAKER: Do you want the  
16 speakers.

17 MR. ROEHRICH: Yeah, yeah. Get that. Yeah.  
18 Great.

19 Thank you, Madam Chair and members of the Board.

20 One of the, if you will, duties or authorities of  
21 the Transportation Board is to designate scenic and historic  
22 highways, routes that are either existing or even past routes  
23 within the state. And there's a little difference between the  
24 designation of scenic and historic, as opposed to what the state  
25 naming board does when they name geographic -- either geographic

1 locations or specific items or designated named objects within  
2 the state, and we're going to talk a little bit more about that.

3 But because this is an activity that happens  
4 pretty rarely, it isn't -- a designation of a historic or scenic  
5 route hasn't been adopted by this board since 2008, and it's a  
6 relatively infrequent activity, we felt that we needed to spend  
7 some time to discuss this, present a recommendation that we  
8 have, and then talk about the next steps moving forward.

9 And in consideration of that, we also have a  
10 member who's been involved in this, Mr. Demion Clinco, from the  
11 Tucson Historical Society -- if I've got that right. Anyway, he  
12 is going to be here. Is Mr. Clinco here? There he is. Thank  
13 you. So he is going to be able to discuss this topic as well.

14 So what we're going to do first is go through a  
15 short, if you will, presentation or discussion about the  
16 process, kind of the steps where we're at, and then Mr. Clinco  
17 will come in and talk about the specifics of former Route US-80,  
18 Highway US-80 and the -- again, the recommendation or  
19 determination that it's a scenic highway.

20 MR. HALIKOWSKI: Floyd, before you get started,  
21 Madam Chair, I just want to recognize that in the audience we  
22 also have State Senator Otondo joining us with Mr. Clinco, who's  
23 a former legislator. So welcome, Senator.

24 SENATOR OTONDO: Thank you.

25 MR. ROEHRICH: So statutorily, you can see here

1 that within A.R.S. §41-512, there is a designation of a historic  
 2 highway. And again, it's a highway, street, road or route that  
 3 is of a historical or cultural importance, and it has some  
 4 significant benefit or a designation within the state. We've  
 5 got a number of these routes. Probably the most high profile  
 6 one in the past has been US Route 66 up in northern Arizona, as  
 7 well as it is across the full country. A lot of states have  
 8 adopted segments of it or parts of it as historic, and it's a  
 9 process that comes through. And the Transportation Board has  
 10 the sole ability to designate a scenic or a historic route.

11           There is a group that also is set by statute that  
 12 is an advisory committee to the Board. It's the Parkways,  
 13 Historic and Scenic Highway Advisory Council [sic]. The PHSRAC,  
 14 as it is shortened and referred to. And it is an 11-member  
 15 committee, if you will, that is appointed for three-year terms.  
 16 And you can see right there the number of different agencies  
 17 that appoint representatives to this. It is chaired by the  
 18 person appointed by the ADOT director, and in this case it's the  
 19 manager of our Roadside Development Group, which is LeRoy Brady.  
 20 He's been with ADOT for almost 45 years, and he's chaired this  
 21 for the majority of that time. So he has a lot of great history  
 22 around this.

23           But as you can see, they only have three-year  
 24 terms. So since this group meets infrequently, specifically  
 25 when it came regard to this request for the US -- former US

1 Route 80 as a historic route, there had quite a gap to 2008 and  
 2 when we first got the request to do this. So we took awhile to  
 3 get the board members reappointed back and identified who was  
 4 still on the board and to have a board meeting move forward.  
 5 But it is an advisory board. They first look at the  
 6 recommendation to adopt or designate scenic or historic, and  
 7 from there they make a recommendation to the State  
 8 Transportation Board.

9           The current PHSRAC members are here, you can see.  
 10 There is one vacancy as well. The Tourism Advisory Council has  
 11 not designated anybody when we reestablished this advisory  
 12 committee, and at this point has not indicated if they will  
 13 nominate somebody or appoint somebody or not. In the meantime,  
 14 these people have met, and they have addressed specifically the  
 15 US-80 recommendation.

16           So a comparison real quick of the differences the  
 17 between the two. It really is pretty straightforward. One's an  
 18 advisory community, the PHSRAC, and it makes the recommendation  
 19 to the State Transportation Board specifically designating  
 20 highways as historic or scenic. And the Geographical and  
 21 Historic Naming Board also has statutory authority to actually  
 22 designate names of geographical and historic features or places,  
 23 and these then become the official name which are used on maps,  
 24 government documents as well.

25           After they act, though, there's still a step that

1 -- from the Geographic and Historical Naming Board that comes  
2 back to the State Transportation Board to adopt it, so that we  
3 as ADOT can place it on our maps and use it as the official name  
4 for features. But again, this step only for the Transportation  
5 Board is to adopt it. Once the geographical naming board makes  
6 the decision to name something, that becomes its official name,  
7 and then we just work it from there.

8           So the FHSRAC is an advisory committee to the  
9 Transportation Board specifically for historic and scenic route  
10 designation, but the specific naming of routes, that is the  
11 Geographical and Historical Naming Board. And they have the  
12 authority to do that. So it's pretty straightforward on the  
13 differences, and we have always worked pretty closely with them  
14 on a number of different activities.

15           So background on to this specific request. I  
16 think it started probably back in around 2015, on into 2016. A  
17 request had come from Mr. Clinco's group and some others who had  
18 said that we would like to designate former US Route 80, which  
19 again no longer exists within the state as -- but accomplished  
20 by the routes, and I'm going to show you the difference of where  
21 those routes are in a little bit, and I think, Mr. Clinco, you  
22 also go over the history of the different routes. Came in as a  
23 request that we would like to develop -- or get the designation  
24 as a historic route, former route US-80.

25           So at that time it came in to LeRoy Brady's shop

1 in Roadside Development as the chair of our FHSRAC. So he  
2 started to put together the committee, started to identify who  
3 was previously appointed. Would they still be appointed? Reach  
4 out to those different organizations that have members on the  
5 committee to ensure that they have the proper committee member  
6 in order to bring it to -- get the committee -- the FHSRAC  
7 committee together so they could start working on the  
8 designation.

9           And at that time, he also had started to evaluate  
10 the proposal that was submitted, and it was a very good and very  
11 developed submittal that we received with the background  
12 information for the designation of US-80, and I know  
13 Mr. Clinco's going to talk about the amount of effort that went  
14 into that, because it's probably, as LeRoy said, the best packet  
15 we've received that really gives the background on this. So I  
16 will let Mr. Clinco go into more specifics.

17           But they started the process probably late in  
18 2016, and once we were able to get a committee together,  
19 earlier this year, attempted to get meetings scheduled and  
20 start to move forward with the review of the designation of  
21 US-80 when we ran into a bit of an issue. If you remember, in  
22 that there was a concern that former US Route 80 had been acted  
23 on as the Jefferson Davis Memorial Highway, and what was the  
24 significance of the previous efforts that have been done either  
25 at the national level or even by the former Highway Commission,

1 who had addressed that issue back in the, like, '50s and '60s.

2 But as we went through that process and evaluated  
3 it, we did -- finally came to the determination earlier this  
4 summer that when US -- former US Route 80 had been  
5 decommissioned as a route, the designation of its name as the  
6 Jefferson Davis Memorial Highway, that ended as well when the  
7 route was decommissioned. So it took us awhile to kind of work  
8 through a lot of the specifics of that, and it was an issue that  
9 had gotten some publicity and some media coverage at the time.  
10 And I remember we had talked to various board members who  
11 questioned it as well.

12 So we had to go through a process to make sure  
13 that we had done our diligence in evaluating what the former  
14 route was, what were some of the -- the other designations and  
15 actions that have taken previously, and how valid they were as  
16 leading forward. And as we said, since the former US Route 80  
17 has been decommissioned as an official route, there's no  
18 official name for it. So we don't have that named route in  
19 moving forward.

20 So after they had completed their analysis, the  
21 PHSRAC finally held a meeting and made their final  
22 recommendation to move forward with this designation of a  
23 historic route for US-80, and it normally follows a process  
24 that I want to talk a little bit about on what that process  
25 is.

1 They had made a recommendation that had kind of a  
2 qualifier in it. Usually, we can be in a complete accord or  
3 management plan that looks at the route in question, because  
4 there are going to be pieces of the route that don't necessarily  
5 meet the criteria for historic, because it's been a -- either a  
6 lot of reconstruction done to it, a lot of development around  
7 it. Maybe we've rerouted it or we've done something with it as  
8 a transportation facility.

9 So what we normally do is in the specifics of a  
10 route, and in this case the route of US-80 travels basically  
11 from east to west -- or west to east through the whole state.  
12 We would have looked at that corridor and determined which  
13 segments of that corridor through this corridor master plan are  
14 still meeting the criteria for historic, and then those routes  
15 would have been brought forward to the Transportation Board for  
16 adoption as segments. That's how we evaluated the US Route 66,  
17 and if you remember, there were only segments of that that have  
18 been adopted in the past, not what would have historically been  
19 the full route, again, because they need a criteria. And the  
20 criteria is spelled out not only in statute, but in policy that  
21 has been adopted and used by the PHSRAC to recommend it.

22 So the normal process would have been gone  
23 through the initial evaluation of the designation of a  
24 historic route. Could have done the comprehensive corridor  
25 master plan. That would have come up with the specific segments

1 or pieces that qualify, and then would have brought those to the  
2 Board for adoption.

3           But when the PHSRAC had made their  
4 recommendation, they put a qualifier in that said, adopt US-80  
5 as a historic route in its entirety with the follow-on action to  
6 then complete the corridor master plan, and then come in and  
7 either decommission the segments that no longer have historic  
8 value and then reaffirm which segments they were. So it's a  
9 little bit taking the process we would have followed, but tried  
10 to bring it forward to expedite to a final decision.

11           Real quickly, and I do believe you have a copy of  
12 this graphic as well, you can see what the route is starting in  
13 the west at Yuma. Basically follows Interstate 8 over to State  
14 Route 85. Then it comes up through Interstate 10 and parts of  
15 old US-60, and the current US-60, as it heads east out -- joins  
16 up with State Route 79 in the Florence Junction area, follows  
17 that down to State Route 77, back down into the Tucson area  
18 where it ties into Interstate 10, and then it keeps working its  
19 way out to the east. It ends up going through parts of what are  
20 State Route 90, as well as State Route 80 in Arizona, which is a  
21 state route, and then heads up and tie -- and then heads off  
22 into New Mexico. So that is the route in question today that we  
23 are considering as designating parts of that or the parts of it  
24 that are historic as former Route US-80.

25           As we said before, the -- we followed through on

1 the steps of the process. Basically, we're up to step six,  
2 where the PHSRAC had made its recommendation to designate the  
3 full route as historic, and then complete what would have been  
4 the corridor management plan that would have went through and  
5 evaluated the specific routes that would then be brought forward  
6 as a resolution to this board for adoption. And then once the  
7 historic designation is on, it stays with that route as part of  
8 the name.

9           What it means, then, is even if it's an existing  
10 route today, it will still be signed by us as State Route 80 or  
11 Interstate 8 or US-60, whatever the route is. But in  
12 consideration of that, either the State can put up historic  
13 signs that say, you know, Historic Route 80, just like we did  
14 with Historic Route 66.

15           A local government can start advertising it as a  
16 historic route. Some of the routes have become business routes  
17 or alternate routes that are more local roads as well, but they  
18 can start signing those as historic, and it becomes a way for  
19 them to start marketing their area. Just like the small towns  
20 and the communities along US-66 have done.

21           The communities and routes along US-80, former  
22 Route US-80, can use that as designation in tourism  
23 advertisements and marketing for their towns as far as if you  
24 want to experience the, if you will, the characteristics of what  
25 was a historic route. They can sign it. They pay for the signs

1 within their limits. We don't pay for those out of the State  
2 Highway Fund. They pay for those routes, but they can do that  
3 and they can market them, and they can use it as the official  
4 designation as a historic route.

5 The routes that are overlapped with our state  
6 routes that we maintain, we would sign those ourselves, and then  
7 we would have that characteristic up there, and other people can  
8 also use that as a (inaudible) advertisement or tourism or  
9 something that says come and drive this route. Drive through  
10 our city. But then you can continue on on the state route as,  
11 again, the Historic US-80.

12 So our steps would be to have -- even with the  
13 PHSRAC's recommendation to move forward with the full naming  
14 of old US-80 as historic, we still intend to move forward with  
15 the corridor management plan. LeRoy's plan is to bring a  
16 consultant team on board in January so we can start the  
17 analysis. Our goal is to start the analysis in the western  
18 part of the state and start working towards the eastern part.

19 We feel like the western part has a lot of  
20 characteristics that will probably qualify pretty quickly as  
21 historic. So we can start designating those, and when those are  
22 available, let's start bringing them to the Board so they can be  
23 adopted so we can move forward with this as expeditiously as  
24 possible, start identifying our historic route, start working  
25 with the local government so they can name the route, they can

1 put up the sign, and on our state routes, we can start working  
2 with our signing crew to go out there and make sure that we're  
3 starting the sign with the designation of historic.

4 So the goal would be is to get that consultant on  
5 board, move forward with the corridor management plan through --  
6 through the, if you will, the probably majority of 2018, and  
7 bring those segments forward as they have completed the  
8 evaluation criteria process for adoption.

9 So with that, today we're not asking for any  
10 board action. We want to -- because this is a relatively new  
11 item, obviously an item that doesn't happen very often, we  
12 wanted to present it to you as the process. We wanted to  
13 present it to you the status of where we're at. We also  
14 wanted to make sure that you knew the PHSRAC's recommendation  
15 to designate it as a historic route and the fact that the  
16 Department agrees with that, but feel that we need to follow the  
17 process that would have completed the corridor management plan  
18 so we can bring it forward to this board for a resolution to  
19 adopt the segment, then complete that process, and then we can  
20 expeditiously as possible finalize the scenic designation of  
21 those routes of former US-80 that meet the criteria.

22 So that was my overview. What I'd like to do is  
23 ask Mr. Clinco to come up and go through his discussion, and  
24 then at the end you can ask questions of either one of us to see  
25 that -- make sure that we've covered you -- covered any

1 information and provided you enough clarity on the actions  
2 that we're asking and the process to move forward.

3 (Inaudible conversation.)

4 MR. ROEHRICH: I did not know that, but I'm going  
5 to defer to Mrs. Beaver. It sounds like the -- Senator Otondo  
6 would like to make a few words, if that's fine with you.

7 CHAIRWOMAN BEAVER: Yes. Senator Otondo,  
8 welcome.

9 SENATOR OTONDO: Thank you, Madam Chair.

10 CHAIRWOMAN BEAVER: And Mr. Clinco, welcome.

11 SENATOR OTONDO: Thank you, Madam Chair, members,  
12 director, staff and the audience. I'm Senator Lisa Otondo. I  
13 hale from Yuma. I represent Legislative District 4, the second  
14 largest district in the state of Arizona, and as we were looking  
15 at that map up there of Arizona, I can tell you that my district  
16 is over half of the border. It reaches from Tucson, Tohono  
17 O'odham, Ajo, Yuma County, Gila Bend, Buckeye, Goodyear and  
18 Cocopah. It's vast. It's rural.

19 I'm a native Arizonan, and as a little girl, I  
20 remember sitting in the back of a station wagon going from  
21 Yuma up to my grandmother's sheep camp up in Glendale, and  
22 Highway 80 was our life. I come from an agricultural and sheep  
23 herding background, and my family also herded over on the east  
24 side of the state. So our families ran the highway, not only  
25 for my generation, my parents generation, and the generations

1 preceding that.

2 It has been my honor to also serve in my capacity  
3 as Senator for Legislative District 4 on the Transportation  
4 Committee, the Senate Transportation Committee where I am  
5 ranking member. So I am well aware of the importance of the  
6 highways and what they can do for tourism.

7 Now, I can tell you that in my district, reaching  
8 from Tucson to Yuma, we need rural economic development,  
9 especially in those rural areas, and Highway 80, I believe, is a  
10 great answer to that.

11 Now, I've been working on this project for four  
12 years, and this -- this is no frivolous nomination. From 80  
13 to \$100,000 has gone into it, and that's not even counting the  
14 extra time that we've put in. It's done with great care.  
15 It's done with a love for Arizona highways and Arizona  
16 history. I would really ask for your support in this, not that  
17 it be parceled out, but it is -- that it's done as a whole in  
18 the best way that you see moving forward. Other states are  
19 doing this, and I just don't want Arizona to be left out,  
20 especially since huge portions of this highway, hopefully  
21 historic highway, are in my district.

22 You know, growing up, I always heard songs about  
23 Route 66. Well, Marty Robbins was one of my dad's best friends,  
24 and I would love to hear a country singer singing about Highway  
25 80. It meant to us as farmers, as sheep herders, and it means a

1 lot to the native Arizonans. I know.

2 And I just want to thank Demion Clinco for his  
3 really diligent and thorough work on this project. I'd like to  
4 thank you, Director, for the time and listening to us, and I'd  
5 like to thank all of you, and hopefully have your support in  
6 this. I'd like to wish you all a merry Christmas and a happy  
7 holiday. Thank you so much for having us here today.

8 CHAIRWOMAN BEAVER: Thank you.

9 MR. HALIKOWSKI: Madam Chair, on behalf of ADOT,  
10 I just want to say that we have put, you know, Mr. Clinco  
11 through the proverbial bureaucratic grinder. We don't do this  
12 often as a process, and there is room for improvement and to  
13 become more efficient as we continue. And so I just want to  
14 thank Mr. Clinco for his perseverance in the face of what were  
15 some, you know, I think, very difficult times of getting us  
16 through the process. So thank you, sir.

17 MR. CLINCO: Well, thank you very much, Director,  
18 Madam Chair, (inaudible) board, staff, guests.

19 We're certainly not going to talk about the past.  
20 We want to talk about the future, where this highway is going.  
21 I'm going to give a little bit of background on how this project  
22 started. I'm going to talk about the history, do a historic  
23 overview of why this is culturally significant to Arizona. I'm  
24 going to run through cultural resources along the corridor in  
25 the different communities, and then I'm going to wrap up with

1 some economic information about some case studies and really  
2 why, you know, we see this as a valuable tool for developing  
3 opportunities for rural Arizona.

4 So my name is Demion Clinco. I serve as the  
5 executive director of the Tucson Historic Preservation  
6 Foundation. I served in the State Legislature. I also serve as  
7 the state advisor to the National Trust For Historic  
8 Preservation, and on the board of the Arizona Preservation  
9 Foundation.

10 This was a -- really a state wide effort.  
11 Communities from east to west across southern Arizona have  
12 submitted letters of support in this effort. Tucson in 2012 was  
13 looking at how to create reinvestment in our highly disinvested  
14 highway corridors, particularly in Tucson, Miracle Mile, which  
15 is Miracle Mile, Oracle and Drachman, if you're familiar with  
16 Tucson, which is covered with old -- old neon signs and motels.  
17 And after the freeway was completed, this area just became  
18 really economically stagnant and has really become sort of a  
19 blight on the community, and rather than looking for demolition  
20 options, the City said what can we do to create a revitalization  
21 plan.

22 And as part of that plan, which is now underway  
23 and has been adopted, some of the recommendations were to look  
24 at statewide designations for roads like this, sort of modeling  
25 after what's happened with Route 66. In California, they've

1 already designated their segment of Historic US-80, so it links  
 2 with that, and there are efforts in Texas also to complete -- to  
 3 complete their portion. So this really creates linkages with  
 4 the rest of the country, and I think it creates tremendous  
 5 opportunities for economic tourism and heritage tourism.

6           So US Route 80 ran east-west across the state,  
 7 from California, linking up with US-90 in Alabama, and then  
 8 connecting to Florida. The route in Arizona followed old mining  
 9 trails, connecting Tombstone and Bisbee, that were used by wild  
 10 catters. And eventually, in the 19- -- turn of the century in  
 11 the 19-teens, private -- private enterprising businesses said,  
 12 you know, we could connect these cities together and create  
 13 these cross-country roadways. We can promote this out, and we  
 14 can actually get the cities to pay to be included in our  
 15 guidebooks.

16           So all of those different private -- private sort  
 17 of interests began creating these next of roads that  
 18 criss-crossed across the country, and they had names like the  
 19 Old Spanish Trail or the Borderlands Highway that followed the  
 20 same route. In the west there were a lot less options in terms  
 21 of the roads you could take. In the east, there were many, many  
 22 different options, and so there was a lot more competitiveness  
 23 with communities paying to be included in those guides.

24           And this was the real all-weather route for the  
 25 United States. There was no snow on this route. So you could

1 travel throughout the year and not get caught up in a snowy,  
 2 dirt, mudslide. And the communities -- the communities along  
 3 this -- along these corridors really began to flourish, and this  
 4 really became an economic backbone.

5           In 1926, the U.S. federal government named the  
 6 first highways in America through the agricultural department in  
 7 a major investment into that, and US Route 80 was one of the  
 8 inaugural roads that were designated. People traveling, that  
 9 meant new bridges, new pavement. Most of these were county  
 10 roads up until this point, and so now federal funding for the  
 11 first time really began to flow and to connect these communities  
 12 together.

13           People traveling across the country, for many  
 14 people, as the great migration across the United States in the  
 15 1920s and 30s, through the Dust Bowl and people going to  
 16 California looking for opportunity, they came along US Route 80  
 17 looking for -- looking for hope, and this was their experience  
 18 of Arizona. Many of them, this was their only experience of  
 19 Arizona. Others stopped and moved here and stayed in hotels.

20           And it connected a lot of communities. Not only  
 21 did it connect communities, but communities grew along the edges  
 22 of this road. So Douglas, Warren, Bisbee, Tombstone, Saint  
 23 David, Phoenix, Tempe, Mesa, Wellton, Telegraph Pass, Yuma, just  
 24 to name a few.

25           This is the route of the highway. It goes -- it

1 comes from New Mexico. I always talk about it from east to  
2 west, because that was really the direction people were  
3 traveling primarily when they were on this route heading --  
4 heading west to California.

5           So the road really connects a constellation of  
6 communities and these cultural resources. Some of the richest  
7 in southern Arizona line the boundaries of this roadway.

8           And I'm just going to walk through a few gray  
9 images. I think there are about 50 of them, and I'm going to  
10 move really quickly, that just sort of highlight images in  
11 different locations.

12           This is the Geronimo Surrender Monument in  
13 Apache, which is really the first thing you see when you arrive  
14 into Arizona. Douglas and the Gadsden Hotel are right along the  
15 alignment. All along the way, there's remarkable neon that has  
16 garnered national attention in Arizona, articles in the *New York*  
17 *Times*, and even *National Geographic* in the coming months will be  
18 printing a story on that topic. In Douglas, the Grand Theater.

19           We head to Bisbee, up the road to actually  
20 Lowell, which is just outside of Bisbee, to the Shady Dell,  
21 which is actually -- if you've checked out Arizona highways in  
22 the last year and a half, there was an article about this  
23 property, which is a vintage trailer park where you can still  
24 stay in, which I think also shows sort of the nature of this  
25 roadside -- this roadside development and tourism potential.

1           Dot's Diner, which is in Lowell, and wonderful  
2 streetscapes and buildings designed for pedestrians and traffic.  
3 Also the Bisbee mine. This connects some of the most beautiful  
4 landscapes in Arizona and natural resources.

5           Main Street of Bisbee was part of this -- was  
6 part of this route. Some of the oldest motels in the country  
7 developed along US Route 80 in Arizona in the Douglas, Bisbee  
8 area. Again, incredible natural resources and viewsheds all  
9 along this -- all along this corridor.

10           We get to Tombstone. I mean, this is -- I talked  
11 about an iconic western place that really embodies sort of the  
12 spirit of Arizona. Tombstone and its main streets were part of  
13 US-80. The Tombstone courthouse, which is owned by the State of  
14 Arizona, is along the alignment, and the Sheffield Monument ran  
15 right next to the old highway. Many communities during the  
16 1920s and '30s actually created attractions like the Sheffield  
17 Monument, where -- and promoted them to highway tourists to stop  
18 and spend their cash.

19           In Benson, again, wonderful neon and roadside  
20 resources that really embody the spirit of the 1930s through the  
21 1960s, classic sort of Americana roadside architecture. Amazing  
22 bridges align the route, including in Vail and the Cienega Creek  
23 area, which is managed by Pima County.

24           In Tucson, over 150 motels still line the  
25 streets, although in varying states of disrepair. Art deco gas

1 stations and service resources. Iconic images and places like  
 2 the Tucson Inn and the Quail Inn, which are -- have appeared,  
 3 again, in national publications and on magazines.

4           The State of Arizona continued to build the  
 5 monument to promote tourism. The Tom Mix Monument, which is on  
 6 now -- in Florence, the Florence Highway as you leave Tucson,  
 7 and of course, it runs through the middle of Florence.

8           As we head up through Apache Junction and into  
 9 Mesa, you've got really sort of these quirky, idiosyncratic,  
 10 vernacular buildings. This was designed to look like a barrel  
 11 to serve root beer originally. The Buckhorn Baths, which is a  
 12 really -- a magnificent, iconic historic place in Mesa fronts  
 13 the street. And again, some of the most beautiful neon signs,  
 14 not just in Arizona, but in the country. Dynamic and quirky  
 15 architecture. Again, everything to try to lure tourists off the  
 16 street and spend money at your establishment.

17           The diving girls sign, which was recently  
 18 restored by the Mesa Preservation Foundation for over \$100,000  
 19 has sort of reilluminated the night. It's really a model of  
 20 what could happen up and down this corridor. The Tempe Town  
 21 Bridge was part of the original corridor, and again, wonderful  
 22 streets, streetscapes that are still intact in the Phoenix area.

23           In Buckeye, a little art deco gas station sits on  
 24 the side of the road that really hearkens to the period of  
 25 significance, and then again, wonderful, interesting, unique

1 historic cultural assets along the way. Places that have been  
 2 forgotten that could really be spurred on, and we could -- I  
 3 think we could see the potential for significant reinvestment in  
 4 places like Agua Caliente Springs that is just waiting for some  
 5 sort of boutique development. The Dam Bridge and, of course,  
 6 what's left of the dam, all speak to the heritage and history of  
 7 the development of this corridor.

8           In Gila Bend, the Yucca Motel. I mean, a space  
 9 age lodge. I mean, that's as, I think, sort of quirky and as  
 10 iconic Arizona as you can get.

11           And other -- other resources, in places like  
 12 Sentinel, that are just become now sort of a turnoff off the  
 13 main freeway, they still have wonderful architectural resources  
 14 that could reinvested.

15           One of the things that we really hope out of a  
 16 project -- out of a project like this, and what we've seen with  
 17 Route 66 is the potential for federal funding to help restore  
 18 some of these -- some of these resources, especially around  
 19 economic -- rural economic development initiatives.

20           In Yuma, the Desert Sands Motel sign, of course,  
 21 the Yuma (inaudible) crossing and the territorial prison are  
 22 just a few of the -- over just -- a couple highlights, really,  
 23 of the incredible historic character and resources and images.

24           But it's -- again, this really -- this is -- was  
 25 really driven by what we saw as an economic lifeline for rural

1 Arizona. There are so fuel -- few economic tools in the tool  
2 shell -- or toolbox for rural Arizona, and this could really  
3 become something important for southern Arizona, central Arizona  
4 and the Yuma area.

5           Route 66 is really the best model. In looking at  
6 the case study, of course, they're about 20 years ahead of us in  
7 terms of this project. And this was an economic study completed  
8 about eight years ago, and in that point they were looking at a  
9 minimum of \$38 million in tourism spending, 68 million in main  
10 street spending, and \$27 million in museum spending, for a total  
11 of 132 million direct spending.

12           And then when you look at the long-range spending  
13 programs, you are looking at about a \$923 million direct  
14 economic effects, and that was for all of -- all of Route 66,  
15 and it has not been dis-- deaggregated for Arizona, but Arizona  
16 really is a center of where a lot of these resources are. When  
17 you look at books on Route 66, it's often the graphic images of  
18 Tucson and our -- of Arizona and our beautiful skies that really  
19 -- that really captures interest.

20           In 2006, the Arizona Humanities Council and the  
21 Office of Tourism produced a heritage tourist study, tourism  
22 study, and out of the 19 million out-of-state visitors,  
23 1.55 million were inspired to visit Arizona because of heritage.  
24 And of that, they spend an estimated \$2 billion annually. So if  
25 we can encourage more people to visit Arizona because of these

1 types of resources, there's actually huge -- there's a number of  
2 books that have been published in the last few years about auto  
3 tourism and sort of this reemerging of, like, automobile and  
4 travel tourism in America.

5           People who are baby boomers who now have  
6 resources to spend are coming to Arizona and the West in droves  
7 looking for places to explore on their expensive motorcycles and  
8 cars, and they do with friends, and we just think this is  
9 something that could really boost rural Arizona.

10           Again, you know, after the -- these highways, I  
11 mean, they look connected on the map, because now we have a  
12 wonderful red line running through them creating this sort of  
13 holistic approach, but after the freeway system was built,  
14 these communities completely were severed. I mean, when I --  
15 growing up in Tucson, I did not think about Bisbee. I just  
16 thought as Bisbee as, like, another town. I didn't think of it  
17 as being a place that was actually connected to Tucson, and that  
18 we have this real shared identity that's threaded together by  
19 these old highways, and that they were actually part of a  
20 universal experience when people came to Arizona. And so to  
21 sort of create a way for people to reexperience that, and to  
22 travel these roads again, and to really understand how Arizona  
23 developed and the importance of these roadways in the creation  
24 of not just Arizona, but the whole West, is pretty significant.

25           Arizona residents, as part of that tourism study,

1 they feel connected to the state's cultural heritage, fulfilling  
 2 lifestyle, and they see that as a key -- as a key benefit. So  
 3 it's not just important to tourists, but it's really important  
 4 to the people of Arizona. And it creates pride of place. You  
 5 know, historic designations around the country of this type of  
 6 designation just does wonders for community pride and for the  
 7 way people think about their town or their community or their  
 8 main street and how reinvestment occurs.

9 So designation of US-80, it would connect with  
 10 the other designation initiatives in California and other  
 11 states, and has the power to thematically reconnect communities  
 12 that were bypassed by the freeway system and has the potential  
 13 for significant economic impact for rural communities along the  
 14 alignment.

15 So we really hope you will support this. We can  
 16 certainly answer any questions. That is an overview, as fast as  
 17 I could do it.

18 MR. ROEHRICH: Thank you.

19 CHAIRWOMAN BEAVER: Thank you.

20 MR. ROEHRICH: So Madam Chair, it was not  
 21 agendaed for action, but where we're kind at is a couple of  
 22 different options, obviously, for the Board.

23 Oh, and there's one more -- one more I want to  
 24 make sure to discuss. The State Geographic and Naming Board is  
 25 at this point considering a request to designate a segment of

1 US-80 -- excuse me -- a segment of existing US-60 in the  
 2 Superior/Globe area as the Rose Mofford Highway. They're  
 3 considering that request right now as an official name. There's  
 4 an overlap of part of former US-80 with existing US-60 that  
 5 would be covered, whether it's historic or whether it's  
 6 officially named as the Rose Mofford Memorial Highway.

7 So there is an issue in statute that also is a  
 8 little confusing as far as what has precedence over the other.  
 9 If you make a designation of a historic route, can it still be  
 10 named? Or once it's named, what then is the historic  
 11 designation impact on that? We've got a difference of how we  
 12 viewed it, how the state geographical naming board has viewed  
 13 it. So we're kind of in that debate and that discussion now,  
 14 and I imagine at some point we'll talk to the Attorney General's  
 15 office if it gets to that, but it depends on time frame.

16 So the question, as we've said before, has been  
 17 the PHSRAC said, Let's go ahead and designate US-80 historic  
 18 now, and then you finish the corridor management report, and  
 19 then the segments that meet that designation, you identify. The  
 20 ones that don't, you then decommission and take away the  
 21 historic designation.

22 Our feeling and staff feelings has been we agree  
 23 that US-80 has the -- old former US-80 has the historic  
 24 designation in the pieces that meet the -- that qualify and meet  
 25 the criteria for historic designation, let's finish the corridor

1 master plan, which would start probably in January, late January  
2 of next year. As I said, LeRoy's group is going through the  
3 process of bringing a consultant on board to start that. Let's  
4 start that process.

5           Now, it may take awhile. It may probably take  
6 most of the next year to complete the evaluation, but we  
7 wouldn't wait that time frame as segments are identified and we  
8 know that -- meet that criteria, we would bring those forward  
9 for adoption. So we can start working with the local  
10 communities to sign them, or for us, ADOT to go out and sign  
11 them, the ones that are on our route. But follow that process  
12 so we can go through and basically address this as we have  
13 previous requested in the past as opposed to just give it the  
14 blanket request.

15           At some point, I, guess, the question is,  
16 Mr. Clinco has asked, is for this board to take the PHSRAC's  
17 action and just adopt it as a whole -- I'm guessing this is the  
18 request -- and then let staff finish the analysis. Then we'll  
19 come back later on in the year, and you can approve segments or  
20 decommission segments. And staff is saying, Let's finish that  
21 corridor management plan. It will probably take the majority of  
22 the year, and then bring those segments forward as they're  
23 available, and that could be as early as, you know, two, three,  
24 four, five months from now, and start identifying those segments  
25 and get those clearly identified. And the pieces that don't

1 qualify, we don't go around and designate those and then have to  
2 decommission them later. And in the meantime, the Geographical  
3 and Historic Naming Board can finish their review of -- of the  
4 request to designate US-60 in that segment -- in that  
5 Superior/Globe segment as the official Rose Mofford Memorial  
6 Highway.

7           That is something we'd have to agenda and bring  
8 back, and we would work with the Board Chair at a future date  
9 when it's appropriate to do that. So I guess from this feeling  
10 is how the Board wants to at least direct staff to move forward.  
11 Finish the process and bring it forward, or you want to take  
12 action now, and then we'll do the process, and then we will come  
13 back afterwards and adjust it as the process unfolds?

14           MR. HALIKOWSKI: Excuse me, Madam Chair. Do we  
15 have a recommendation, Floyd? I thought we wanted to do --

16           MR. ROEHRICH: Our recommendation was to finish  
17 the process. Even though the PHSRAC had identified US-80 as a  
18 historic route, and with the exception of you finish the process  
19 and then complete it, our recommendation is let's finish the  
20 process and bring the segments forward that meet that criteria  
21 so we're dealing with the ones that meet it. We don't have to  
22 artificially extend historic designation then take it back  
23 later.

24           MR. HALIKOWSKI: We've seen a delay in this,  
25 Madam Chair. We'd like to move it for the economic and historic

1 reasons for those communities, and you know, as we're looking at  
2 this, Mr. Clinco's done a lot of work already that we intend to  
3 incorporate to try and keep this moving along (inaudible).

4 MR. CLINCO: Madam Chair, if I may, just very  
5 briefly.

6 You know, we began this process in 2012. We  
7 expended \$80,000 in the preparation of the actual study and  
8 report. It's a 200-plus-page analysis of the corridor. We  
9 submitted it in June of 2016, and we are now a year and a half  
10 later arriving to this point, and that -- in the interim of that  
11 period, exactly one committee meeting was held. So it has moved  
12 very, very slowly. It has been very -- and it took a lot of  
13 effort on our part to get the committee to even -- you know, to  
14 get that into motion.

15 You know, these projects, there is a life --  
16 there is sort of a synergy around the types of projects like  
17 this, where if they don't move, they languish. People who are  
18 elected who supported the project suddenly are no longer in  
19 office. You know, resources are changing. Things are being  
20 torn down. So it has -- there's a finite period of time, I  
21 think, with which to sort of push these types of projects across  
22 the finish line and have a successful outcome and really see  
23 these communities begin to reap the benefits.

24 To delay a year, six months, you know, for a  
25 study that hasn't even actually formally started, really is a

1 concern for us, and we hope that you would actually accept the  
2 recommendation of the subcommittee and adopt the entire  
3 (inaudible) -- we really took the approach that it was -- the  
4 corridor as a whole, in that alignment, in its totality is  
5 really the historic resource. It's a singular historic resource  
6 that could be managed in different ways, but it was -- instead  
7 of the Route 66 model, which was adopted 20-plus years ago,  
8 which is sort of a very fragmented approach, we really looked at  
9 it as how do we reconnect? How do we really reconnect  
10 communities and really tie -- tie opportunities for economic  
11 development back to rural Arizona? And how do we do it quickly?

12 And it's been -- it has been very vexing, to say  
13 the least, in terms of the delays that we have encountered, and  
14 you know, it is frustrating to hear, you know, this idea of  
15 another study that we're going to have to wait, and then we're  
16 going to just sort of slowly, slowly segmentally deal with it as  
17 opposed to adopting it now, letting communities get going on  
18 advertising, on putting up signage. We know there are certain  
19 areas that are, you know, in those communities that 100 percent  
20 will never be questioned, and really, you know, come back with a  
21 full recommendation in a year after the study is complete and  
22 then make amendments, if needed, if there's any.

23 MR. SELLERS: Madam Chair.

24 CHAIRWOMAN BEAVER: Yes. Board Member Sellers.

25 MR. SELLERS: I guess my question would be is --

1 does changing this designation create any substantial financial  
2 obligations for (inaudible)?

3 MR. ROEHRICH: Madam Chair, Mr. Sellers, I  
4 wouldn't say substantial. Once the designation is in, if the  
5 route -- the former US Route 80 is in a local jurisdiction, they  
6 have to sign it. We would not sign it. If it is along an  
7 existing route, we would issue them the permit to put up the  
8 sign. So that's the level of effort.

9 But the routes that are former US-80 that are now  
10 a state route, as we said, whether it's Interstate 8 or it's  
11 State Route 77 or US-60, we would put up those signs. Again,  
12 it's the cost of a sign and our staff to put them up. We'd  
13 probably do it ourself. So I'm going to say it's a significant  
14 cost, but there is a cost.

15 CHAIRWOMAN BEAVER: Board Member Stratton.

16 MR. STRATTON: I'd like a little bit of  
17 clarification, if I could. My understanding from what the  
18 presentation is, that there are pieces of the road that are in  
19 question whether they will be historic or not.

20 MR. ROEHRICH: Madam Chair, Mr. Stratton, that is  
21 correct. There are segments of the road, probably not close to  
22 one of the smaller communities. There might be the longer urban  
23 stretches or the interstate stretches that have completely been  
24 reconstructed. And I don't know the specifics of the criteria,  
25 but there is a criteria that would be evaluated by this

1 consultant overview by ADOT staff that says it meets this  
2 historic designation. Segments will be in, probably some parts  
3 of it won't.

4 MR. STRATTON: My concern would be that we  
5 approve the whole thing, and there's some communities that will  
6 go to the expense of signing it and advertising it and utilizing  
7 it as economic development, and then at a later date, this board  
8 comes back and takes it away from them, and the ramifications of  
9 doing that.

10 I'd also like to know more on the Rose Mofford  
11 highway, and can they both be accepted (inaudible). Obviously,  
12 Rose was a friend of mine, and I have concerns with that.

13 MR. HALIKOWSKI: Well, I would say, Madam  
14 Chairman, to the latter question, we view the ability to do both  
15 the way the statutes work. I don't really see that one  
16 precludes the other.

17 The historic naming board, I think, has been  
18 under the impression that one cannot -- we can't do both of  
19 these things. And so we may need to have some legislative  
20 clarification on that piece. But I don't think that either of  
21 those necessarily precludes adoption of the entire segment,  
22 because I think as these communities look at the investment,  
23 we're going to have a much clearer picture which segments will  
24 qualify and which won't. So I understand your concern, but I  
25 think we can work through these things with the local

1 communities.

2 CHAIRWOMAN BEAVER: I have a question. With  
3 regard to if the entire thing was identified as historic,  
4 because I mean, it was historic, not all communities, say, in  
5 Phoenix, possibly, you know, down Van Buren street, maybe they  
6 aren't going to, you know, do anything with it. But I mean, if  
7 it actually is the whole highway issue as 80, even if it was  
8 done in the segment idea like was done with US-66 or Route 66, I  
9 just see that it is in its entirety, and I'm not seeing how  
10 there would be an adverse effect with communities. I think the  
11 only adverse effect is if we took it out of a community later,  
12 you know.

13 MR. CLINCO: Madam Chairwoman, I mean, I think  
14 some of the concern was about particularly where the original  
15 alignment is overlapped with a current highway -- freeway  
16 system. So, like, part of it is overlapped by I-10, and so --  
17 in two different sections, sort of. There's a Yuma section, and  
18 then there's sort of the Vail to Benson section.

19 You know, in the evaluation criteria that was  
20 established by statute and is, you know, available through the  
21 state application process, we did the evaluation for that  
22 alignment using the criteria, and using that criteria, we still  
23 found that it was eligible as in its totality. It sort of just  
24 becomes this artificial desegmentation based on, like, the  
25 actual road bed, not being original. But what road bed hasn't

1 been repaved or changed or altered in the last 100-plus years?

2 So, you know, there are -- so it really is --  
3 we've looked at it as an alignment and how it connected these  
4 communities, and it's really -- to your point, it is the -- it  
5 is sort of the totality of the resource that is so exceptional  
6 and its ability to reconnect, reconnect communities.

7 CHAIRWOMAN BEAVER: I think I have one other  
8 question. It has to do with the Rose Mofford Memorial section.  
9 If they're working on that, I'd hate to do something that would  
10 sabotage their efforts to get that completed, so --

11 MR. ROEHRICH: And Madam Chair, we are talking  
12 with them right now as we speak, because they've been  
13 agendaing it as a discussion item. I think they're close to  
14 want -- to want to take action on it. I just can't tell you  
15 exactly where they're at today. But as the director said,  
16 because we viewed this differently, we have been discussing  
17 this with their staff as well to make sure that they can move  
18 forward.

19 To be clear here, the Department sees former  
20 US-80 as having historic significance, and we want to address  
21 those sections that do that, as well as we want to support the  
22 historic -- Geographical and Historic Naming Board on their  
23 actions as well. We think we can do both of those. There's  
24 been some question that their staff has raised that we just need  
25 to work through.

1 I think it will come together very quickly, and I  
2 realize this has been lingering for quite awhile, and I know  
3 that both Mr. Clinco and Senator Otondo said they've been  
4 working on this for years. Remember, it only came to us in late  
5 2016. So all the effort that has been done before has been at  
6 their discretion, which is wonderful and commendable, because  
7 it's going to help us move the process forward, but we -- again,  
8 I'm only here to state, we want to follow the process that we've  
9 normally done, in case there's ever a question, we've got  
10 something to defend. If we go outside the process, which again,  
11 is in the discretion of this board to do that, then we'll just  
12 have to adapt to that as well.

13 MR. HALIKOWSKI: So Madam Chair, I've looked at  
14 this statute pretty closely. I think what it was intended to  
15 do was to preclude the historic naming board from naming a  
16 highway as historic. That's what it was precluded to do, but it  
17 never, I believe, was intended to say that you couldn't  
18 designate a historic route and also name part of it after  
19 someone, and that's the question we have to work out, because  
20 over the years, I think everybody's just looked at it like,  
21 well, you know, one cannot -- or you can't do both at the same  
22 time.

23 And we'll meet with our attorneys and discuss it,  
24 but as we look at it, if we have a difference of opinion with  
25 the historic naming board, either we're going to work that out

1 or we're going to probably ask for legislative clarification,  
2 because it just seems to me that you actually get more bang for  
3 the buck, if you will, if you're able to designate it historic,  
4 and then name certain segments after local figures.

5 So that's the route we're heading down at this  
6 point, and we are cognizant of the issue. We don't want to  
7 preclude naming the highway after someone just because  
8 (inaudible).

9 CHAIRMAN LA RUE: Well, I guess my question would  
10 be -- just take, for instance, there's, you know, sections of  
11 freeway that are, say, I-10, but then it might say Veterans  
12 Memorial. So what's the difference in that? Is that segmented,  
13 also?

14 MR. HALIKOWSKI: I don't know that those are  
15 necessarily historic, Madam Chairman, so...

16 MR. ROEHRICH: Yeah. Madam Chair and Director,  
17 the ones that are named on -- you know, for the Vietnam Memorial  
18 or World War II Memorial, those things, those are official names  
19 that the state naming board has set, but again, we don't view  
20 that as the historical significance. The historical  
21 significance is identified by this body, by statute, on those  
22 routes that meet the criteria that's been established that says  
23 they have a historical or cultural significance.

24 MR. HAMMOND: Madam Chair? Or do you have other  
25 questions?

1 CHAIRWOMAN BEAVER: Yes. Board Member Hammond.

2 MR. HAMMOND: Do you have another question you  
3 wanted --

4 CHAIRWOMAN BEAVER: No, no.

5 MR. HAMMOND: You know, I see a lot of alignment  
6 in interest here. First of all, very good presentation, very  
7 informative. And what's not to like about what this is trying  
8 to accomplish? So I see a lot of alignment of interest where  
9 different communities, if they would want to do things  
10 differently than maybe strict literal interpretation suggests  
11 (inaudible) it will be worked through.

12 And I appreciate the amount of time to get  
13 through the bureaucracy to get to this point. So I'm totally in  
14 favor of this. I think staff has thought through, just  
15 listening to the good questions getting asked, some of these  
16 issues already on how we back up and maybe take it piece by  
17 piece after naming the full stretch.

18 So I'll put the motion out, then we can continue  
19 the discussion. But I'll put the motion out there that we  
20 approve this recommendation.

21 MR. HALIKOWSKI: I hear a lawyer jumping up.

22 (Speaking simultaneously.)

23 MR. HAMMOND: -- no motion?

24 MS. KUNZMAN: Madam Chair.

25 MR. HALIKOWSKI: It's for information only.

1 MS. KUNZMAN: Madam Chair.

2 MR. HAMMOND: Okay. Then I'm totally in support  
3 of it. Forget about the motion.

4 MS. KUNZMAN: No. No. I just want to say just a  
5 couple things, with all due respect to the Senator, also, too.  
6 I don't know if the Senator's planning on speaking, but she's  
7 not on the agenda. So I just want to make that clear. And this  
8 is just for discussion. So there's no action pending, so I just  
9 want to make sure that you were aware of that. Thank you.

10 MR. HALIKOWSKI: Somehow I just knew that was  
11 coming, so...

12 UNIDENTIFIED SPEAKER: Madam Chair, if I may.

13 MR. HALIKOWSKI: Yes.

14 UNIDENTIFIED SPEAKER: May --

15 CHAIRWOMAN BEAVER: (Inaudible.)

16 MR. HALIKOWSKI: Yes, please.

17 (Speaking simultaneously.)

18 UNIDENTIFIED SPEAKER: Just one comment.

19 Madam Chair, over two years ago, I circulated a  
20 letter in support. So if -- just so that you know, Madam Chair,  
21 members, if there is any need of legislative clarity, I am sure  
22 we'll get support, because I had so many senators and  
23 representatives sign on in support of this. I just wanted to  
24 say that, and thank you for your time, and I apologize to your  
25 lawyer.

1 CHAIRWOMAN BEAVER: As I see right here, it is  
2 for information and discussion only, so I think for us right  
3 now, what we need to do is look at are we wanting to have this  
4 back on the agenda at our next meeting, or at a future meeting,  
5 and when.

6 MR. HALIKOWSKI: Madam Chair, the staff would  
7 request that you do bring it back, respectfully, because we'll  
8 have more information at that time, we believe. We will be able  
9 to confer with attorneys and spend a little more time with the  
10 naming board on the interpretation.

11 The other issue is that I mentioned I was at a  
12 Transportation and Trade Corridor Alliance meeting yesterday.  
13 It's a committee that's been designated by the governor, and  
14 including Transportation, we also have Tourism, the Arizona  
15 Commerce Authority, and the Arizona-Mexico Commission.

16 We're in a fight with other states to bring  
17 tourism dollars to Arizona, because they boost our economy a  
18 great deal. And so the more we can do, we believe, with this  
19 kind of effort and historic naming and bringing tourists into  
20 the state, yes, there's a small cost for signage, but when you  
21 look at the economic benefits overall for tourism, these are  
22 good things to bring folks in, and that's definitely why we  
23 (inaudible) agencies.

24 CHAIRWOMAN BEAVER: Okay. So I guess what my  
25 question is, based on a comment that Floyd made earlier, that

1 that process could take up to a year, unless I misunderstood  
2 that. How can we speed that process up? Do we need to have it  
3 on an agenda every month in a quarter? Next month for approval?  
4 I mean, I'm seeing that as --

5 MR. LA RUE: Madam Chair, if I -- maybe I could  
6 ask -- let me ask the question, because I follow -- so I  
7 probably won't be around, so this is -- you guys take it for  
8 what it's worth, right? But I agree with Michael Hammond. I  
9 mean, what's not to like about this? What's not to like about  
10 that? I think everybody in this room, but is -- what little bit  
11 of the statute we have here looks like, and I think maybe this  
12 board has to make certain findings, I mean, it looks -- somebody  
13 has to make certain findings in the record in order for the  
14 Board to take action.

15 So I think staff really needs to bring -- when  
16 they bring it back, they need to bring back that recommendation  
17 of those findings that this Board can adopt. But when I see  
18 corridor master plan, I kind of do what some others do and turn  
19 and go, oh, my gosh, that's -- those can take a long time. I've  
20 been involved in those.

21 Well, I don't think I'm sensing in this room we  
22 want this to take a long time. So what I would suggest is how  
23 does -- what does staff need to do in their analysis to be able  
24 to create those findings that come back to this Board, to be  
25 presented to this Board so it can adopt, you know, this action?

1 MR. ROEHRICH: So --

2 MR. LA RUE: Quicker.

3 CHAIRWOMAN BEAVER: Quick.

4 MR. ROEHRICH: Madam Chair, Mr. La Rue, what we  
5 would do is, and the process is already started, is to bring on  
6 our consultant to prepare this. There is a document search.  
7 There is a records search. Probably a lot of the steps that  
8 Mr. Clinco did, we would do as well.

9 But then what we would end up doing is going out  
10 there and taking that criteria and start looking for those, if  
11 you will, segments of utility that meet that criteria and that  
12 define those, and usually it's segments either from a city to a  
13 city or a segment that says it's from this intersection with  
14 this road, to this intersection with this road, this segment  
15 within here is that.

16 It can go fairly quickly, because as we said, we  
17 intend to take the report that has been done before, which is  
18 very extensive, but make sure it applies to the criteria in a  
19 due diligent process that would say we can bring those forward.  
20 And although the full analysis of former US Route 80 may take a  
21 year, there's going to be a lot of segments that are going to  
22 drop off fairly quickly. We just don't want to be accused of  
23 being arbitrary or capricious that we just chose those without  
24 having completed a process.

25 So to me, the issue is, is -- again, comes down

1 to do we follow the process that we've normally done, or does  
2 the Board want to do, as PHSRAC did, to expedite it by just  
3 doing a blanket agreement, and then we'll amend it as we move  
4 forward? All of those acceptable to us. We view that US-80 is  
5 a historic route. We just -- again, I'm trying to be protective  
6 of the process so when it's -- if there's ever an argument --  
7 and there's never been an issue ADOT's done that has been 100  
8 percent supported by anybody -- somebody's probably going to  
9 come out of the woodwork and have a complaint -- we've got a  
10 justification why it was done.

11 To Mrs. Beaver's comment as far as what we needed  
12 to do, I didn't want to be presumptive of Item 11 on the agenda,  
13 because the Board Chair sets the agenda. My intent was to ask  
14 that the Board Chair, whoever that is, in -- for January to  
15 bring this item back and to start posting it for discussion so  
16 we can start having that recommendation from the Board, how do  
17 you want to move forward so we can get some action.

18 And to Mr. La Rue, to finalize your comment, yes,  
19 we will continue to evaluate that. Whether it's done as a  
20 blanket agreement to expedite it or we're allowed to bring those  
21 segments back as we move forward, we intend to do the full  
22 corridor management plan so we have the justification for  
23 whatever final actions are -- are taken by -- that staff  
24 recommends that this Board takes.

25 MR. CLINCO: Madam Chairwoman.

1 CHAIRWOMAN BEAVER: Yes. Mr. Clinco.

2 MR. CLINCO: To your question on, you know, who  
3 did the determination of significance or eligibility, I mean,  
4 simply read the nomination we prepared. I mean, we used the  
5 ADOT criteria in evaluating the totality of the 520 miles of  
6 this road, and you know, we found that in its totality, using  
7 this criteria, it was eligible.

8 Now, if the ADOT decides that, oh, we're not  
9 going to development a corridor management plan for this section  
10 because it's part of a freeway system or we're not going to do  
11 that, that's the prerogative of the agency. But it is, as you  
12 said earlier, I mean, it is a historic road. The entire  
13 historic alignment of this road. I mean, you cannot argue with  
14 it. I mean, it may have -- things may have changed along the  
15 way in certain places, and, you know, construction or building  
16 may have happened in urban Phoenix that then drew out the --  
17 along the edges of the road, but you still get the same feeling  
18 and sensibility in all of the criteria that are outlined.

19 So I would encourage you to read the application  
20 that -- in its assessment does exactly what this study that ADOT  
21 is about to spend additional taxpayer resources to do, does.  
22 And so that -- it's a little bit of a quandary in my mind. I  
23 certainly think there's a need for a corridor management plan.  
24 We -- we've encouraged that. We support that. We just think it  
25 should happen once the designation is complete, and then, you

1 know, deal with how you manage the road rather than (inaudible).

2 CHAIRWOMAN BEAVER: Director, I guess one of my  
3 questions would be with regard, if it was, say, to be adopted in  
4 its entirety, and then we're looking at, say, through the urban  
5 area of Phoenix and, you know, the Phoenix area, greater Phoenix  
6 area. If that was identified as historic -- I'm putting on a  
7 different hat where I'm thinking about historic preservation  
8 with regard to buildings and things, and those things you can't  
9 change. If the roof was done a certain way, it has to stay a  
10 certain way and that for it to keep its historic significance.

11 If -- would -- by identifying as a historic road,  
12 does that eliminate the ability for ADOT to work with their  
13 freeway system in the greater Phoenix area -- would it like --  
14 if it has that, then nothing more could be done because it has  
15 that identification now?

16 MR. HALIKOWSKI: Madam Chair, I -- well, go  
17 ahead. You're already there.

18 MR. ROEHRICH: Madam Chair, no, it does not.  
19 From the state perspective, we could still develop those,  
20 especially from a freeway system.

21 But what it would impact is the possibility, and  
22 I don't know the full extent of this, but there is some question  
23 on, like -- especially the routes that go through some of these  
24 smaller towns that were either former -- former routes or -- and  
25 they're now local roads, are controlled. You know, what does

1 that confer upon them? And what will be their limitations?

2 For some of our rural routes, there may be some  
3 considerations that may affect either the management control of  
4 those or some element of that. We have to give that  
5 consideration. But just as we do on our environmental analyses,  
6 there are ways that we can work out that can mitigate those  
7 things so we can continue to provide safe and economic state  
8 highway system.

9 The local roads, I think it may have more of an  
10 impact, and I'm not sure of the full control of those. But part  
11 of this process as we go through and evaluate those, we would  
12 work with the locals to make sure that they understand the  
13 scenic designation, how does that fit into their master plan?  
14 How does that fit into what -- how they'd want to develop it?  
15 And what could be those issues or concerns? Because again, as I  
16 said, they have the responsibility to put up signs.

17 If they want to sign it as historic, we have to  
18 issue if permits for those, and we enter into those agreements.  
19 We have a chance to work out all those conditions and concerns  
20 that they have as part of that agreement, which is sometimes why  
21 it does take a little bit longer. As we said, you know, some of  
22 these can take longer. Others, I think, are going to go very  
23 quickly, because the communities want it, and it's going to be  
24 pretty easy to identify that, and those segments would move  
25 forward.

1 So there are considerations that we have to go  
2 through, and that's what this corridor management plan does. It  
3 allows us to look at those specifics. It allows us to work with  
4 the communities on the specifics so we understand any  
5 limitations, what the limitations are, and how we can enter into  
6 agreements that would facilitate this.

7 MR. THOMPSON: Madam Chair.

8 CHAIRWOMAN BEAVER: Yes. Board Member Thompson?

9 MR. THOMPSON: I do agree with the presenters  
10 that I think they've spent a lot of time, a lot of effort --

11 UNIDENTIFIED SPEAKER: I think so.

12 MR. THOMPSON: -- (inaudible). And that in that  
13 way, I certainly do agree that we need to accelerate the process  
14 (inaudible).

15 And to the point of a motion being made here,  
16 (inaudible) the board the determination that says we can move  
17 forward or not (inaudible). I mean, that potential (inaudible).  
18 That's how I read it.

19 MS. KUNZMAN: Well, Board Member -- or Madam  
20 Chair, Board Member Thompson, the problem is is that the agenda  
21 doesn't have -- does not specifically indicate it, that this is  
22 before the Board for action, and the public has a right to know  
23 you're going to be making a motion. So it does need -- if you  
24 want to have it on a future agenda, you can certainly do that,  
25 but you can't make -- take action on it today.

1 MR. THOMPSON: Thank you for the clarification on  
2 that.

3 CHAIRMAN LA RUE: Okay. I think what's happened  
4 is these individuals have been working on it for a long period  
5 of time. ADOT has had it within their possession at least for a  
6 year.

7 MR. ROEHRICH: About a year and a half, ma'am.

8 CHAIRWOMAN BEAVER: A year and a half. This is  
9 the first time it's coming to us for any -- anything. So we're  
10 hearing about it new. It's not like -- for them, it's like old  
11 hat, but for us, it's something new. But I think we all seem to  
12 kind of uniformly or kind of going, well, it seems like, you  
13 know, the right thing to do. But it's not on the agenda for us  
14 to take action on it and -- I'm just concerned, though, about  
15 this lengthy process that we're talking about, a whole year, and  
16 it's already been in the pipeline for awhile. So is there a way  
17 we can speed that up?

18 MR. HALIKOWSKI: Madam Chair, I think that we  
19 now, in the next Board meeting, as questions come up, like, I'd  
20 really encourage the Board to submit those to us so that we can  
21 answer them ahead of time and then be prepared to discuss them  
22 more at the next Board meeting.

23 But my opinion as director, if you're looking to  
24 expedite this process, what you want to be considering at the  
25 next meeting is adopting the entire corridor, and then looking

1 at which segments, and giving those communities the option, do  
2 you want this historic segment through your community, and  
3 starting to move forward on that, because as Mr. Clinco's  
4 pointed out, a lot of work's been done already, and we intend to  
5 incorporate as much as we can into moving those communities that  
6 do want to be a part forward in this quickly.

7 Otherwise, we go back to the old process, as was  
8 mentioned on Route 66, and we take this thing one piece at a  
9 time, and we spend considerable time, years, doing it. I don't  
10 like protecting inefficient processes, and me, this represents a  
11 way to make this Board much more efficient.

12 MR. ROEHRICH: So Madam Chair, I just want to  
13 make sure. I said it could take possibly a year, and that's at  
14 the maximum. The Director just said years, plural. I don't  
15 agree with that. I don't think it's going to take years, but I  
16 do think it's going to take awhile.

17 But I think -- I want to make -- I want to go  
18 back to the point I made. I think that means to get through the  
19 whole 500-plus miles from state to state to make sure that we've  
20 evaluated, coordinated with the local communities. I don't  
21 think we're going to wait that long to bring pieces forward, and  
22 we didn't on US-66.

23 If you look at what was brought forward, that was  
24 brought forward for action -- I think what I looked at in  
25 talking with LeRoy, was three or four times, multiple segments,

1 as they became -- they completed the evaluation, they became  
2 recommendations to move forward. So that was brought back to  
3 this Board multiple times in order to get it completed. I don't  
4 think this is going to take years.

5 We are moving forward with this now that we've  
6 gone through this part of the process and PHSRAC has acted and  
7 staff is moving forward with the recommendation. I think it  
8 could take, at the maximum, a year to get through the whole  
9 segment, but I expect we are going to bring segments forward  
10 much quicker than that because of the work that's been  
11 previously done and the fact there are communities that want  
12 this, but we haven't been diligent and gone through and verified  
13 that ourselves what specifically the -- how that meets the  
14 criteria, and what agreements do we have to have with those  
15 communities to move forward. And that's why, again, our  
16 recommendation is not to do it as a blanket, but again, that's  
17 the purview of the Board. When it's action for item, you can  
18 decide how you want to direct that to be -- for the process to  
19 move forward.

20 CHAIRMAN LA RUE: Board Member Stratton.

21 MR. STRATTON: I'm in agreement with the Director  
22 on his comments and with you, Madam Chair, that this has hit us  
23 pretty cold, and I know that it's brought questions in my mind,  
24 and it will continue to bring questions as I think about this,  
25 as it probably will all the Board members, and I think it was a

1 very good idea what the director suggested, is let's submit our  
2 questions as we have them and get them answered, and I think  
3 we're all be better prepared at the next meeting to consider  
4 things and be fair.

5 I'm a very large proponent of economic  
6 development. I think it's a crucial piece of tourism, it is to  
7 the state, and I want to give this a fair decision, and I think  
8 we need more information and more time. So I would ask that we  
9 would submit our questions as we have them, as the Director  
10 requested, and bring it back in January.

11 CHAIRWOMAN BEAVER: So that just kind of moves us  
12 right into Item 10 about suggestions. So this is a suggestion  
13 for it to be on next month's agenda as a discussion and/or  
14 action item next month. Was that the way I understand it?

15 MR. STRATTON: Yes.

16 MR. ROEHRICH: So Madam Chair, we will do that  
17 and be happy to bring that forward.

18 Are there any other agenda items at this time?

19 CHAIRWOMAN BEAVER: I think only one additional  
20 thing I would ask with regard to the issue, as Route 80, is that  
21 the -- the consultant that's going to be in charge of this, if  
22 they have any information that they can provide, that that be  
23 provided at next month's meeting as well, you know, like where  
24 they're seeing this going. I mean, it sounds like they've done  
25 a significant amount that can be incorporated into whatever the

1 finished product is.

2 MR. ROEHRICH: Madam Chair, we'll -- I'll work  
3 with the team to make sure that we can give you a status of how  
4 the kickoff's going and what their specific actions are. So  
5 we'll provide an update by then.

6 CHAIRWOMAN BEAVER: Does anyone have (inaudible)?

7 MR. HALIKOWSKI: Madam Chair, I would just again  
8 suggest that the Board -- coming from the TTCA meeting  
9 yesterday -- there was a lot of talk, and it was mentioned here  
10 today about broadband and what we're doing with broadband. It's  
11 safe to say that there's a lot of cooks in this kitchen right  
12 now around the state at the local and county, regional, state  
13 level, and everybody's coming in at this from different  
14 directions.

15 So for a future study item, I would request that  
16 we come in and talk about broadband, how it affects the highway  
17 system, and what we're seeing happening in this vehicle to  
18 vehicle and highway (inaudible) vehicle issue as it's moving  
19 forward. Because there are some discussions going on about how  
20 we get all this broadband under an umbrella and start  
21 efficiently building a backbone throughout this state, and I  
22 think the Board really needs to understand that, because we're  
23 going to be talking about ADOT's participation in right-of-way  
24 and other (inaudible) issues.

25 CHAIRWOMAN BEAVER: Well, and we understand just

1 from our tour yesterday, the South Mountain -- the segment that  
2 we went on, you know, there was an issue that they had to deal  
3 with. It had to do with waterways.

4 MR. HALIKOWSKI: Right.

5 CHAIRWOMAN BEAVER: And you look at it, and it  
6 looks like a wash. But evidently, the federal government --

7 MR. ROEHRICH: Now you're talking about waters of  
8 the U.S.

9 CHAIRWOMAN BEAVER: A U.S. waterway, so...

10 MR. HALIKOWSKI: Freeport ruled that anything  
11 that has the potential to ever go into an ocean is a waterway in  
12 Arizona. So it's just the environmental (inaudible).

13 CHAIRWOMAN BEAVER: So anyway, our understanding,  
14 then, is it's going to be on the agenda as discussion, possible  
15 action next month, and you'll bring back information from the  
16 consultant.

17 MR. HALIKOWSKI: Yes.

18 MR. ROEHRICH: For all -- Madam Chair, I want to  
19 be clear. I don't know if it's going to be the consultant. I'm  
20 going to bring back from the project team.

21 CHAIRWOMAN BEAVER: Oh, the project team then.

22 MR. ROEHRICH: Because I don't know where the  
23 (inaudible) even been started.

24 CHAIRWOMAN BEAVER: Okay.

25 MR. ROEHRICH: We expect them to have them under

1 contract in January. I don't even know by the Board meeting  
 2 what will happen, which is why I want to be careful. When you  
 3 asked me the consultant, if you remember, I said the project  
 4 team. We will give you a briefing by staff on the status of the  
 5 analysis that we are conducting on the former Route US-80 as a  
 6 potentially designated historic route.

7 CHAIRWOMAN BEAVER: Is everyone fine with --  
 8 okay. We'll move on to suggestions. Any additional suggestions  
 9 for the meeting?

10 MR. ROEHRICH: Also a reminder, the next Board  
 11 meeting is January 19th. It will be in Sierra vista. We'll  
 12 meet at their city hall. So Linda will be working on the  
 13 festivity agenda and -- the travel arrangement, festivity agenda  
 14 and the Board agenda for next month. We'll start picking that  
 15 up right after the holidays.

16 CHAIRWOMAN BEAVER: Okay. Thank you.

17 Okay. We'll move on to Item 11, Transportation  
 18 Board Organization, Board Chairperson and Vice Chairperson  
 19 designation for 2018 in accordance in A.R.S. 28-303 (B). Do we  
 20 have a motion from anyone for the nomination of a chairman?

21 MR. ROEHRICH: Just, Madam Chair, in case there's  
 22 any question on how the Board elects their chair and vice chair.  
 23 The chairperson who elected -- who is designated by this Board  
 24 is the member who has the last -- the -- are on their last full  
 25 term of the Board, which means within their last year, and the

1 vice chair is the person who is in the last two years of their  
 2 tenure on the Board, and they have to be full term now. Those  
 3 people are designated to be the chair and the vice chair, unless  
 4 those people choose not to take that role. Then this Board will  
 5 choose somebody else from within their ranks.

6 CHAIRWOMAN BEAVER: So do I have a motion?

7 I make a motion to designate William Cuthbertson  
 8 as the State Transportation Board chairman to be effective  
 9 January 1st, 2018. Is there a second?

10 MR. STRATTON: Second.

11 MR. LA RUE: Second. Third.

12 CHAIRWOMAN BEAVER: Motion by myself, seconded by  
 13 Board Member Stratton.

14 With no further discussion, all those in favor?

15 BOARD MEMBERS: Aye.

16 CHAIRWOMAN BEAVER: All those opposed? Ah,  
 17 you've got it. Congratulations.

18 MR. ROEHRICH: I've got an agenda item I need  
 19 to talk to you about, Mr. Cuthbertson, but I'll call you after  
 20 the holidays.

21 CHAIRWOMAN BEAVER: Do we have a motion to  
 22 designate the vice chair?

23 MR. LA RUE: So moved, Jack Sellers.

24 CHAIRWOMAN BEAVER: The motion is to designate  
 25 Jack sellers as the State Transportation Board vice chairman to

1 be effective January 1st, 2018. The motion was made by Board  
2 Member La Rue. Is there a second?

3 MR. THOMPSON: Second.

4 CHAIRWOMAN BEAVER: Seconded by Board Member  
5 Thompson.

6 With no further discussion, all those in favor?

7 BOARD MEMBERS: Aye.

8 CHAIRWOMAN BEAVER: All those opposed? The  
9 motion carries. Congratulations.

10 Wow, Item 12, recognition of Chairwoman Deanna  
11 Beaver, District 6, and Board Member Joe La Rue, District 1.

12 MR. ROEHRICH: Thank you, Madam Chair.

13 Real quick, Director.

14 The Director has some recognitions and we have  
15 some presentation of some gifts that the Department gives to  
16 board members. This year, obviously, we've got two board  
17 members coming off, which happens every sixth year. So we're  
18 very pleased to have the opportunity to recognize Mr. La Rue,  
19 who chaired last year, but finished up his sixth year this year,  
20 and your six -- I guess fifth year, because you missed a year in  
21 getting designated, but your final year, and your year as board  
22 chair.

23 The Director's got some comments he'd like to  
24 make, and then afterwards, we've got a few gifts that we want to  
25 present you from the department, both in recognition for the

1 outstanding job that you did in working with us on these  
2 transportation issues.

3 MR. HALIKOWSKI: Can I talk now?

4 MR. ROEHRICH: Oh, and before we leave,  
5 Mrs. Beaver did ask that we have a picture with all of the board  
6 members and then the board members and staff, and I guess  
7 eventually we do got to let Michelle get in there, too. So the  
8 board members, staff and the attorney, so...

9 MR. HALIKOWSKI: Debbie Downer.

10 MR. LA RUE: She's not on the agenda.

11 MS. KUNZMAN: (Inaudible).

12 MR. ROEHRICH: We'll adjourn and then it's  
13 voluntary. If you want your picture taken with an attorney, you  
14 can stay afterward.

15 MS. KUNZMAN: And I was just noticing the  
16 director's not on Item 12, so (inaudible).

17 MR. ROEHRICH: Oh, shit. That was my mistake?  
18 You mean I got to say his comments?

19 MR. HALIKOWSKI: Remind me to review ADOT's  
20 appropriation to the AG's office.

21 MR. ROEHRICH: I think you need to evaluate my  
22 comments.

23 MR. HALIKOWSKI: So Madam Chair, it's a tradition  
24 for ADOT to recognize and thank our outgoing board members.  
25 This year, as Floyd has noted, we have two board members to

1 recognize, Mrs. Deanna Beaver, as Chairman, and Mr. Joe La Rue,  
2 Past Chairman.

3           So it's impossible to highlight all the issues or  
4 projects that occurred during your service to the Board, or we'd  
5 probably be here for quite some time and be chastised for not  
6 being (inaudible). Rather, here's just a snippet of the key  
7 endeavors that have occurred in the region you represent.

8           So Chairwoman Beaver, representing Yavapai, Yuma,  
9 Mohave and La Paz Counties, this particular region has had  
10 several key projects that have improved mobility and connected  
11 communities in the western part of Arizona.

12           Improving state route 95, Colorado River Bridge  
13 in Parker, a joint project with Caltrans and ADOT, which paid  
14 for half the costs for construction and design, constructing  
15 US-95 at Tortuna Wash Bridge in Yuma, providing an all-weather  
16 bridge for our proving grounds and our military base there.

17           Designing the next -- designing next year the  
18 West Kingman traffic interchange in Mohave County, widening  
19 US-93, the Gap projects from two- to a four-lane roadway near  
20 Wickenburg, widening State Route 89, down to State Route 89A, to  
21 Deep Well Ranch Road in Prescott valley, installing the first  
22 prefabricated bridge near Oatman on Route 66, and expanding  
23 State Route 260 with roadway improvements, including  
24 roundabouts, which are much loved by everyone, near I-17.

25           So thank you, Madam Chair.

1           Mr. La Rue -- Mr. La Rue, representing Maricopa  
2 County, this region has continued to witness major projects that  
3 improve connectivity and enhance the transportation needs of  
4 approximately 3.8 million people.

5           Here's just a few key accomplishments during your  
6 term on the Board since 2012: Completion of the Loop 303 to  
7 Interstate 10, and further completion of the Loop 303 to  
8 Interstate 17, modernization of the Bell/Grand interchange,  
9 began construction of the South Mountain Freeway, the largest  
10 construction project in the state's history.

11           Breaking ground and building a railroad overpass  
12 on State Route 347 in Maricopa, continued study of I-11,  
13 installation of the first of its kind wrong-way driving  
14 detection system. That includes sensors, thermal cameras,  
15 lighted overhead signs, larger (inaudible) and digital messages  
16 on I-17, continuing improvements on Loops 101 and 202, Red  
17 Mountain Freeway and Interstate 10 in the west valley.

18           Although not in your area, you have been a  
19 staunch supporter of strengthening our transportation system at  
20 our ports of entry for trade that includes the State Route 189  
21 in Nogales.

22           So once again, I want to thank you and Mr. --  
23 Ms. Beaver for your service to ADOT and citizens of Arizona. I  
24 think sometimes in the hustle of doing all this, we forget so  
25 many significant projects we are doing. And as I often tell my

1 staff, if you ever wonder what you do actually matters, realize  
 2 that everybody that works in this system has a huge  
 3 responsibility. We're responsible for getting people's loved  
 4 ones home safely every night. And if you ever question whether  
 5 what you do matters, that in itself is a great accomplishment.  
 6 So thank you both very much.

7                   So I think we have some gifts for you that Santa  
 8 Floyd is going to pass out.

9                   MR. LA RUE: Did he change?

10                   MR. ROEHRICH: No. Just because I'm old and  
 11 fat --

12                   MR. HALIKOWSKI: He eventually becomes Krampus.

13                   MR. ROEHRICH: Now, these are better gifts. What  
 14 my wife got for Christmas, I bought her a vacuum cleaner. So  
 15 you know what my home life's going to be like.

16                   So we're going to start with Mrs. Beaver  
 17 finalizing her board chairmanship. First off, we do have a  
 18 representative plaque signed by all the board members and the  
 19 director, basically representing -- be remembered that Deanna  
 20 L. Beaver represented the people of Arizona on the State  
 21 Transportation Board from January 2012 to January 2018. Deanna  
 22 represented well the interests of the Arizona State  
 23 Transportation Board, the Arizona Department of Transportation,  
 24 citizens of Arizona. We extend to her our grateful, sincere  
 25 appreciation for our special dedication to public service. Her

1 contributions were numerous, beneficial, and her labor on behalf  
 2 of all the people of will long be remembered.

3                   John (inaudible).

4                   (Inaudible conversation.)

5                   CHAIRWOMAN BEAVER: Thank you.

6                   MR. HALIKOWSKI: You're welcome.

7                   MR. ROEHRICH: In addition, we have a few other  
 8 gifts. One of them is a commemorative pen and pencil set that  
 9 has the ADOT logo on it. Hopefully you will be able to use  
 10 those to remember your time here, because I know you signed a  
 11 lot of stuff during the year as the chairperson. You probably  
 12 could have used that at the beginning of the year, not the end  
 13 of the year.

14                   In addition, (inaudible) a commemorative license  
 15 plate, and in this case, it's the (inaudible) so into Arizona  
 16 roads.

17                   UNIDENTIFIED SPEAKER: (Inaudible.)

18                   UNIDENTIFIED SPEAKER: No.

19                   MR. ROEHRICH: A couple more things. We've got a  
 20 commemorative leather-bound edition of all the *Arizona Highways*  
 21 magazines for the 12 months that you were the board chair. In  
 22 addition, a gift -- that was prepared by the *Arizona Highways* as  
 23 if you will, kind of a historic book that was developed that  
 24 Arizona's journey. It talks about the history of transportation  
 25 from our beginnings as a territory through statehood and on to

1 today. It was developed with a heavy emphasis on the  
2 development of our road network throughout the state. So I'm  
3 sure you'll -- hope you'll find that very interesting.

4 CHAIRWOMAN BEAVER: Oh, yes. Thank you. Thank  
5 you.

6 MR. ROEHRICH: Thank you, Madam Chair. And  
7 we've got boxes for those, so you can put those in the boxes at  
8 the end if you want (inaudible).

9 CHAIRWOMAN BEAVER: I'm so excited for this one,  
10 I can't hardly stand it.

11 MR. ROEHRICH: So for Mr. La Rue, again, we have  
12 another -- a plaque with a designation of certificate. At this  
13 time, as a State Transportation Board member, like Mrs. La Rue  
14 -- as Mr. La Rue, like Ms. Beaver, it identifies Joseph E. La  
15 Rue represented the people of Arizona on the State  
16 Transportation Board from January 2012 to January 2018.

17 UNIDENTIFIED SPEAKER: We have to double-check  
18 that date.

19 MR. ROEHRICH: Joe represented well the interests  
20 of the Arizona State Transportation Board and the Arizona  
21 Department of Transportation, and the citizens of Arizona. We  
22 send to him our grateful and sincere appreciation for his  
23 special dedication to public service. His contributions were  
24 numerous, beneficial, and his labor on behalf of all the people  
25 of Arizona will long be remembered.

1 Do you want to present that?

2 MR. HALIKOWSKI: Congratulations, sir. Thank you  
3 for your service.

4 MR. LA RUE: (Inaudible.)

5 MR. ROEHRICH: In addition as well --

6 MR. LA RUE: I thought Bill was going to decline  
7 being chair, and then I had a shot of maybe getting --

8 MR. ROEHRICH: I don't want -- that's why I said  
9 I don't want to be presumptive on what was going to happen with  
10 the chair and vice chair.

11 As well, an ADOT pen and pencil set.

12 MR. HALIKOWSKI: There's no lead in the pencil  
13 due to funding cuts.

14 MR. ROEHRICH: And the ink, actually, we've been  
15 using yours for Mrs. Beaver this year, so I'm sorry. It's  
16 probably out of ink.

17 In addition, a commemorative license plate. I'm  
18 assuming red bird is your support for the Arizona Cardinals.

19 MR. LA RUE: And this year it's -- we've been a  
20 little challenged.

21 CHAIRWOMAN BEAVER: Little challenged.

22 MR. LA RUE: The other thing is I actually live  
23 on red bird.

24 MR. ROEHRICH: (Inaudible.)

25 MR. LA RUE: (Inaudible.)

1 MR. ROEHRICH: Congratulations. Thank you, sir.  
 2 And in their defense, I mean, they've got a lot  
 3 of injuries. They had a tough year as well. So it's been a  
 4 tough year for the red birds.

5 As well, one of the gifts that Mr. La Rue had  
 6 asked for was a three-year subscription to the *Arizona Highways*  
 7 magazine. This is the special commemorative issue, but starting  
 8 January, you'll receive three years of *Arizona Highway Magazines*  
 9 that will hopefully remind you of all the places --

10 MR. LA RUE: (Inaudible.)

11 MR. ROEHRICH: -- you've been and what you had  
 12 the chance to observe in your time on the Transportation Board.

13 MR. HALIKOWSKI: Due to the funding cuts, they're  
 14 on the last three years --

15 (Speaking simultaneously.)

16 MR. HALIKOWSKI: Those are the ones we did have.

17 MR. ROEHRICH: In addition, because you've been  
 18 on the full six years, there is an additional service award that  
 19 is presented to Mr. La Rue in recognition of his five-plus years  
 20 of service to the citizens and the State of Arizona, and in  
 21 addition, an additional gift that was selected by Mr. La Rue is  
 22 a clock, (inaudible).

23 MR. HALIKOWSKI: Sometimes we get so busy handing  
 24 things out that we forget what they say, and I always find these  
 25 to be very important. This is a service recognition of Joe

1 La Rue's five years service to the Board. But it's faithful  
 2 service to the citizens of the State of Arizona, and I think we  
 3 forget how much time the Board actually gives up for this about  
 4 once-a-month job for a couple of hours. This takes a lot of  
 5 time out of your personal lives, and we thank you for that  
 6 sacrifice. And this is signed by the governor. (Inaudible.)  
 7 But I just want to say thank you.

8 MR. LA RUE: Thank you.

9 MR. HALIKOWSKI: And then we have this ADOT  
 10 clock, which tends to run backwards sometimes, but more often  
 11 than not, it's right twice a day here.

12 UNIDENTIFIED SPEAKER: (Inaudible.)

13 MR. ROEHRICH: With that, Madam Chair and Board  
 14 members and director, that's the last items from staff and from  
 15 the Department.

16 As well, we just want to express our sincere  
 17 appreciation and thanks to both of you for your time on the  
 18 Board. It's been a real pleasure. You've asked a lot of  
 19 questions. You really made us rethink some things, and it's  
 20 really helped us as staff better provide for you so you can  
 21 function as a board. So thank you so much for your time and  
 22 your service.

23 MR. HALIKOWSKI: And now, Dallas, I think you're  
 24 going to sing solo (inaudible) for the Board?

25 MR. HAMMIT: Yeah, after adjournment.

1 MR. HALIKOWSKI: Okay.

2 CHAIRWOMAN BEAVER: So with no additional  
3 business, we would like to, I think, both Joe and I thank you  
4 all so much for our time.

5 MR. LA RUE: Madam Chair, if I could, I  
6 honestly just want to say that it's been a phenomenal service on  
7 this board. It was entertaining. I didn't really know what I  
8 was getting my -- getting into when I accepted, but between the  
9 board meetings around the state these six years, which have been  
10 phenomenal, meeting all of the folks in the local communities,  
11 as well as sitting and attending and participating in the MAG  
12 committees, you know, it really -- from a lay person, a person  
13 that just lives out in the community, it really gives you a lot  
14 of comfort and a warm feeling to know there's such great people  
15 around and such great work.

16 And, you know, Director John Halikowski, you  
17 know, it was interesting when I first -- you know, I think I  
18 shared this with you. When I was sent to the -- or got the  
19 nomination, you know, my personal life profile is is I'm a  
20 lawyer by education and training, and I didn't mix with  
21 engineers really well. And so I said, oh, man. This is not  
22 going to go well. But little did I know that Halikowski's  
23 really not an engineer.

24 And so, you know, it's mixed very well, and your  
25 leadership here has been phenomenal. And the folks you have

1 here and the leadership, and the other thing is I've served on  
2 many, many boards and commissions and things, but the respect  
3 that you and your folks show the board members and the community  
4 and the stakeholders is just phenomenal. It's something that we  
5 all can learn from.

6 MR. HALIKOWSKI: Thank you.

7 MR. LA RUE: The staff has been excellent. And I  
8 think about the board members I've served with, some of the ones  
9 that that still come around. They're phenomenal people, and the  
10 board members that are going to stay and (inaudible), each one  
11 of you bring, you know, a treasure and a talent to this board,  
12 something different.

13 You know, whether it's, you know, up in the  
14 Navajo Nation and how the tribes look at things, which has  
15 really opened my eyes, Jesse, and thank you, to border issues  
16 and things like you've done, you know, Mike and, you know, and  
17 Jack's just knowledge on transportation throughout, and here in  
18 the Maricopa region, and Steve and Bill on the rural, the rural  
19 things. It's just phenomenal.

20 And so I know you guys are going to serve the  
21 State very well going forward, and I appreciate that, and I want  
22 to thank you guys in advance for that.

23 And you know, Deanna, I just love the way you  
24 reconducted us to the history and really think about where we're  
25 coming from so we can plan for the future. So thank you for

1 that.

2 CHAIRWOMAN BEAVER: It's been a pleasure working  
3 with you, and like I said, it's been great having somebody that  
4 understands me when I get mumbo jumbo and can kind of straighten  
5 me out and articulate the mumbling. So thank you for that, too.  
6 I sincerely appreciate it. And the Director and Board, you guys  
7 have been phenomenal to work with. I just --

8 MR. HALIKOWSKI: Madam, we've got a great team  
9 here.

10 CHAIRWOMAN BEAVER: That's for sure. You know,  
11 I'm just grateful that we had -- I had this opportunity to be a  
12 part of this, and I've talked to former board members, one that  
13 dates back to the 1980s, Don Denton, and he said, you know, that  
14 is the one board I served on, and he said, I totally enjoyed my  
15 whole time of service. He said, the only difference is we had a  
16 lot of cash back in the day. You know, so he said we could  
17 build all kind of things, and you all (inaudible). He said it  
18 was the best opportunity that he felt he had. So anyway, thank  
19 you.

20 MR. HALIKOWSKI: Thank you.

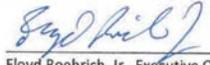
21 (End of requested excerpt.)  
22  
23  
24  
25

**Adjournment**

*A motion to adjourn the December 15, 2017 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 11:22 a.m. MST.

  
William F. Cuthbertson, Chairman  
State Transportation Board

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