

STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, April 12, 2019
City of Flagstaff
Council Chambers
211 W Aspen Avenue
Flagstaff, AZ 86001

Call to Order

Chairman Sellers called the State Transportation Board Meeting to order at 10:59 a.m.

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

A quorum of the State Transportation Board was present. **In attendance:** Chairman Sellers, Vice Chairman Hammond, Board Member Stratton, Board Member Thompson, Board Member Elters and Board Member Knight. There were approximately 60 members of the public in the audience.

Title VI of the Civil Rights Act was done during the Public Hearing, prior to the Board Meeting

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

Call to the Audience for the Board Meeting

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

1. Christine Price, Mayor of Maricopa
2. Rich Vitiello, Councilmember, City of Maricopa
3. Alicia Chee, Cameron Community Land Use Plan President
4. Wayne Williams, Private Citizen
5. Otto Tso, 24th Navajo Nation Council

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

City of Flagstaff Council Chambers
211 West Aspen Avenue
Flagstaff, Arizona 86001

April 12, 2019
10:59 a.m.

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

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CALL TO THE AUDIENCE

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Otto Tso.....	12

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CHAIRMAN SELLERS: I'll now call to order the meeting for the regular board meeting. I got to use it twice.

MR. ROEHRICH: You're getting good at that.

CHAIRMAN SELLERS: Okay. We will start with a call to the audience, and so the first speaker is a -- welcome back -- Mayor Christian Price.

MAYOR PRICE: Thank you. Thank you, Chairman, members of the Board. Appreciate it. Sorry I've been absent for a few months between sickness and travel and a million other places to be. It just wasn't possible, but I wouldn't leave you too high and dry, and of course, you want to see me coming back for -- to talk about things that are important to Maricopa and other locations.

But I really wanted to give you an update as it pertains to the 347 overpass project. You know, as I sit here and I listen to so many people come month after month and talk about the needs of this state, just like Floyd mentioned, you know, your job is incredibly difficult. We know that. I know that from an elected position standpoint, and so at the end of the day, it's a tough gig, and I understand that. But at the same time, I think it's also about getting creative. This board has said many times from the dais how important it is to find new ways and new revenue sources, et cetera.

And so one of the things I really wanted to share

1 with you is just the updates on things that you have have had to
2 make these hard decisions that affected our community and let
3 you know how things are going.

4 So with that is the 347 overpass. It was a \$55
5 million project which the City of Maricopa helped fund, as well
6 as a TIGER grant, and in that process, the project is coming
7 along swimmingly. It's broken out into three phases. The first
8 phase is completed. The second phase is underway. We should be
9 driving over the bridge as of July. And if all things stay on
10 track, then we should be done by November with the third phase,
11 which is all the ancillary tie-in roads to that particular
12 project. You are scheduled to be down in Maricopa for the board
13 meeting in September. So we're excited to have you, and I think
14 there's a lot of great things on the horizon, and I'll tell you
15 more about that as we get closer.

16 I also just wanted to draw your attention to
17 things that have been mentioned. So just briefly, I-11, tier
18 one EIS is completed. I know you've seen it. And that is
19 something that we're very favorable to, as it goes along the
20 lines of the old Hassayampa Freeway Study done by MAG almost a
21 decade ago. And with that, it provides a whole host of benefits
22 and possibilities, but of course, it's a long way out.

23 We know there's a whole host of challenges that
24 we have to overcome, and with that, we are trying to do our best
25 as a city and as elected officials to follow Director

1 Halikowski's counsel to see if we can't get Congress to
2 designate the route, which it will help speed up the study
3 process and help move things forward, thereby saving the
4 taxpayers, you know, millions of dollars and so -- and speed up
5 the process in general. So that's something that we're working
6 towards.

7 And then last but not least, I just wanted to
8 give you, again, another update. We have started the discussion
9 study group between the I-10 study and the 347 study. Maricopa
10 helped spearhead that with ADOT's efforts and MAG and with Gila
11 River Indian Community, as well as Ak-Chin. We're working very
12 closely to help make sure that those studies become successful.
13 We are working very closely with Governor Lewis from the Gila
14 River Indian Community, and again, Chairman Miguel at Ak-Chin.
15 We're finding that that partnership is helping things move
16 forward at an accelerated rate.

17 And so while we are far away from where we want
18 to be, I just wanted to give you the update that, you know, the
19 City of Maricopa continues to grow, and with that growth, we've
20 added probably 5,000 people in the last two or three years. We
21 anticipate adding ten more in the next, you know, two or three
22 years, and so that 347 is becoming more and more difficult to
23 traverse. So while that study should help us, and it is on the
24 horizon for another -- end of this year, the fixes that need to
25 happen are on the cusp.

1 So again, thank you for your time. We appreciate
2 it, and we'll see you shortly. Thank you.

3 CHAIRMAN SELLERS: Okay. And I did fail to
4 mention that there is a three minute time limit on the call to
5 the audience.

6 Next speaker is Rich Vitiello. Did I get that
7 right? Council member, Maricopa.

8 MR. VITIELLO: Good morning, Chairman, board
9 members. Thank you for doing what you've done for the City of
10 Maricopa. We do appreciate it.

11 I have something near and dear to my heart, and I
12 just wanted to share it. This is a gentleman -- this is a
13 jersey that we -- who unfortunately for the last three years,
14 that jersey was made to raise funds for a accident that happened
15 on the 347 and Riggs Road, and it's been near and dear to my
16 heart. You probably know about several other accidents that
17 that happened there. The key to this accident was he wasn't
18 even in it. A part flew through his side of his -- side of his
19 window, and it hit him in the head, and he's been in the -- he's
20 basically brain dead.

21 So the 347 project is a big, big -- big, big,
22 big, big project for us, and I just want to let you guys know
23 how we feel about it in the city of Maricopa, because every day
24 out on the street when I'm walking around, Fry's, Bashas', many
25 other establishments, the question is: "When are you going to

1 fix 347?"

2 Please understand, I do understand it's a long
3 process. We support how you guys are taking this process, and
4 hopefully we'll see this eventually on your five-year plan, and
5 as Mayor Price said, we have -- the growth is amazing in our
6 city. So I just come to speak with you, and I was -- over the
7 time frame of the overpass, I was at several meetings, and I
8 appreciate what you did for the overpass.

9 So I want to make sure that you do know I am
10 completely understanding, but this project is -- is so near and
11 dear to people's hearts, because they ask me, "How many more
12 deaths are going to happen before we fix this?" And again, I
13 tell them, "One death is one too many." And I tell them you
14 guys have done a great job of working with the budget that you
15 have, and I appreciate it, and I look forward to working with
16 you guys in the future of fixing the 347 and having the people
17 of Maricopa drive up and down that freeway knowing there won't
18 be another death. Thank you.

19 CHAIRMAN SELLERS: Thank you.

20 Next we have Alicia Chee.

21 MS. CHEE: Hello.

22 CHAIRMAN SELLERS: Good morning.

23 MS. CHEE: Hi. Sorry. This is my first time to
24 something this important. My name is Alicia Chee. I come from
25 Cameron, Arizona. We're not very far from Flagstaff. I

1 volunteer at the Dzil Libei Elementary School, and we -- their
2 school's located at 463. And the way I volunteer is I coach the
3 cross country and the basketball team. We go from kindergarten
4 to fifth grade.

5 And so my concern is the Milemarker 463, in that
6 area. The speed limit is 65 miles per hour. We have buses that
7 exit and enter into that area, and it's very difficult -- and I
8 know this from personally driving that area. We are in a dip.
9 So it's hard to see oncoming traffic, and when the semi's coming
10 through, it's even harder to gain momentum, and it's harder,
11 also, for our bus driver, because they have to worry about the
12 safety of the children.

13 Also on Highway 89, we have 11 bus routes, and
14 just like the Many Farms, we also have problems with the
15 shoulder. There's not enough shoulder to exit on. We've had
16 teachers have to exit quickly when there's an oncoming, like,
17 police officer going, you know, whatever speed they need to to
18 get to an accident. And without a shoulder, it puts them at
19 risk of being rear ended, and then the traffic through there
20 doesn't abide by the speed limit. We've brought this attention
21 to NDOT, ADOT, and Navajo PD and DPS, and we just don't have the
22 infrastructure to support the traffic that's coming through on
23 Highway 89.

24 And we have a lot of residential areas. They
25 haul water and hay to their livestock. We have a lot of elders

1 that still commute through the area as well. The roundabout is
2 frequently having accidents. We don't have the data. I've
3 looked at ADOT's safety -- or sorry -- their research from 2018
4 and it does state insufficient data on Navajo Nation. So I'm
5 working with the Tuba City Hospital to collect that data so --
6 to further support our -- our need for a lower speed limit or
7 even a safety corridor stating, you know, like, fines doubled
8 through school zone. So -- and the population is growing, and
9 so will the traffic. I'm glad I follow the gentleman that had
10 the statistics for the tourist traffic flow through there. So
11 that's my concern.

12 CHAIRMAN SELLERS: Thank you.

13 MS. CHEE: Thank you. Have a good day.

14 CHAIRMAN SELLERS: Next we have Wayne Williams.

15 MR. WILLIAMS: Good morning. I'm here as a
16 private citizen, a concerned private citizen. I'm a retired
17 project engineer for BIA roads. I have 20 years of experience
18 in Alaska and eastern Oklahoma, and my issue is with 89 highway
19 from Green Mountain to Page. I feel that this is a very unsafe
20 road, and through my experience, it does not meet current AASHTO
21 specs, which is a highway requirement for a safe road. And as I
22 recall, this road was poorly built back in the days when they
23 were building the dam. It was really hastily built. But that's
24 what I understand. And as a result, it's a very bumpy road, and
25 it's very unsafe, and it is a major artery for people coming

1 from Phoenix to Page to Lake Powell.

2 So there are questions about the traffic. So my
3 argument is it is heavily used, and outside -- the size of
4 tourists, like, from -- to Grand Canyon and things like that.
5 And also, it is a very poor link between the reservation towns
6 and here and Page, because (inaudible) in Page rely on the
7 economic power of the -- in this case Navajo Nation to bring the
8 economy up here. The businesses in Flagstaff really are
9 enjoying the benefits of having all the reservation citizens
10 come here to spend their dollars. That's a fact. So you go
11 into Wal-Mart, and that's just full of Navajos over there and
12 Hopis.

13 So I've been on the web page without ADOT before,
14 and they always are concerned mostly with freeways from Phoenix
15 to here. It's already a four-lane highway, and they're talking
16 about traffic, unsafe. And to me, the solution there is police
17 enforcements. I've been on that road a lot of times, and people
18 are unsafe drivers. It just needs more enforcements. That's
19 what I feel.

20 I'm just a concerned citizen. That's all. So I
21 just want you to all know that, and that's about it. Thank you
22 very much.

23 CHAIRMAN SELLERS: Thank you.

24 Board secretary, it looks like we may have one
25 more card coming in.

1 MS. PRIANO: (Inaudible.)

2 CHAIRMAN SELLERS: Thank you. Okay. Otto Tso.

3 UNIDENTIFIED SPEAKER: He just stepped out. He
4 filled out the card but he left. I don't know if he wants to
5 speak or not.

6 CHAIRMAN SELLERS: Then we will move to the Item
7 Number 1 on our regular agenda, which is the director's report,
8 which this morning will be provided by Floyd Roehrich.

9 MR. ROEHRICH: Good morning, Mr. Chair, members
10 of the Board. The director unfortunately could not make it
11 today. Sends his regrets. I have no last minute items that he
12 had available.

13 Just a reminder that if the Board does have any
14 issues that you would like the director to request, let him know
15 or me know, and we'll make sure to get them on the agenda.

16 Thank you, Mr. Chair.

17 CHAIRMAN SELLERS: Okay. Yes. Are you Mr. Tso?

18 MR. TSO: Yes. Good morning. Yeah. (Speaking
19 Navajo.) My name is Otto Tso, and I'm a constituent of the
20 state of Arizona, constituent of the county of Coconino, and I
21 come from a small community between the city of Flagstaff and
22 Page, a community called Tuba City. And just -- I have a couple
23 issues with some of the roads that are within the jurisdiction
24 of the State of Arizona.

25 First of all, I am -- I'm a member of the Navajo

1 Nation Council, and I represent the Tuba City -- the community
2 of Tuba City there, and I am one of the 24 members that is --
3 current member of the 24th Council. (Inaudible.) Thank you
4 very much for accepting my -- I guess it's sort of like speaking
5 to the public.

6 And one concern I have in Tuba City, my home,
7 Tuba City, I really thank the State of Arizona for widening the
8 road at the intersection of Highway 264 and 160. And those
9 highways, highway improvement is very beneficial to my
10 community. And there's streetlights. I'm very gracious. Thank
11 you very much. You know, thank you for infusing dollars to try
12 to better the safety for the community there.

13 One issue that I would like to see is that to see
14 if we could start the negotiations and talk -- talking points in
15 regarding of sidewalks along Highway 89, because you have two
16 communities there in Tuba City. Tuba City is -- our neighbors
17 on the south side of the highway is the Hopi Tribe. So when we
18 get people coming in such as tourists and so forth, you know,
19 the public access, crossing the roads and -- and just that
20 safety corridor is something that we need -- we need to address
21 somewhere, whether it's government-to-government communication.

22 I'm willing to come to the table, and even I
23 speak with our county supervisor, Mr. Thompson and Mr. Lee Jack
24 from Navajo County. And, you know, I just would like to see if
25 we could entertain that somewhere down the road. We really need

1 to improve that area just for the sake of safety for the -- a
2 safety corridor for our people that come to visit Navajo and
3 Greater Arizona. And that's one area.

4 The other area is the community of Gap. Like the
5 lady before me that spoke on behalf of the community of Cameron,
6 that's the same thing, and if there could be a speed limit
7 reduction three-quarters of a mile before you get to Gap and
8 after Gap, that would benefit that community. In all other
9 rural roads within Navajo --

10 CHAIRMAN SELLERS: Okay. Please wrap up now.

11 MR. TSO: Thank you very much.

12 CHAIRMAN SELLERS: Thank you.

13 MR. ELTERS: Mr. Chairman.

14 CHAIRMAN SELLERS: Yes. Board Member Elters.

15 MR. ELTERS: I just have have a question on the
16 director's report before we move on.

17 CHAIRMAN SELLERS: Okay.

18 MR. ELTERS: So I recognize that we did receive
19 legislative update a couple of days ago, and perhaps that's why
20 there's no legislative update here, and that's good. That's
21 fine. The only question I have is related to House Bill 2536.
22 There was really no information on that in the legislative
23 update that was provided, and if there is one bill that is of
24 interest to me along with the ones you updated us on is that
25 one. So I'm just wondering if there is an update here today

1 that you could share with us, and if not, if you can keep us
2 more frequently updated on that. I know legislative session is
3 still ongoing and things get volatile and change quickly, but
4 that ties in to all the discussion we had earlier and the
5 explanation as provided and what was all been waiting for and
6 keeping our fingers crossed. So...

7 CHAIRMAN SELLERS: And I think, if I might speak
8 to that a little bit, things change so rapidly at the
9 Legislature, I think that's one of the reasons why we are
10 hesitant to provide anything that might sound like a specific
11 update here. I think that if a board member has a specific
12 question on the status of something, they can call Floyd, and he
13 will provide that information to them or to Kevin -- directly to
14 Kevin Biesty.

15 MR. ROEHRICH: Mr. Sellers, Mr. Elters, that's
16 what I was going to say. I know -- I'm glad you pointed out
17 that there's no legislative report. The decision that was made
18 in consultation with the director, and this was the
19 recommendation by Kevin, is he's only going to now provide those
20 written reports that you're going to see. He's going to work
21 with the staff to try to get them out every week. But what he
22 wants the board members to know, any time they have a question
23 to contact him. And if he's not available, call me and I will
24 run it down for him. But I do not have a specific update in
25 this meeting.

1 MR. ELTERS: Okay. Thank you.

2 CHAIRMAN SELLERS: Okay. Anything else before we
3 move to Item 2?

4 All right. We will now get an update from the
5 district engineer. Audra Merrick. This is for information and
6 discussion only. Audra.

7 MS. MERRICK: No clicker?

8 (Inaudible conversation.)

9 MS. MERRICK: Good morning, Chairman Sellers,
10 members of the Board. My name is Audra Merrick. I'm the ADOT
11 Northcentral District engineer. Thanks for having me here
12 today, and welcome to the Northcentral District.

13 I do have a quick snow trivia fact to share with
14 you. On February 21st this year -- you heard some people talk
15 about it earlier -- it snowed in Flagstaff 35.9 inches in 24
16 hours. That was the snowiest day in recorded history. We did
17 beat the 1915 record of 31 inches. Staff did a phenomenal job.
18 I think there's probably one or two that are still trying to
19 recover from it. But they did a really great job. This is just
20 one of the many photos of an event like this that we saw here in
21 northern Arizona.

22 This is the Northcentral District map. The star
23 on the map is Flagstaff, where we reside right now. The
24 district area is 23,200 square miles. This is about the size of
25 West Virginia, to put it into perspective. We have just under

1 2,800 lane miles of roadway to maintain, and if you go on Google
2 and ask what the distance is from L.A. to New York City, it's
3 about 2,800 miles.

4 We coordinate our construction and our
5 maintenance activities along with several other activities with
6 well over 40 stakeholders. But we have five cities, four towns,
7 five national forests, six reservations, four MPOs/COGs, five
8 counties. We have various state parks, national parks,
9 including the Grand Canyon, military. We have Camp Navajo,
10 along with some DOTs like Navajo DOT.

11 In the interest of your time today, I'm just
12 going to talk about the existing construction projects, and then
13 I'll talk briefly about some partnering awards and
14 opportunities.

15 I talked about this last time, rollover projects.
16 Here in the district, we talk about rollover projects, and there
17 are two season projects. So they're ones that start last year
18 and roll over to this year. That's the reason we call them
19 rollover. And we have four this season that's rolled over from
20 last season.

21 Our first one is the I-40/Cataracts to Park
22 project. It's a pavement preservation project of 17 miles on
23 I-40, west of Flagstaff, and it has some reconstruction area to
24 it as well. We're over 60 percent complete, and we'll be
25 complete this season. The photo there is a photo of the milling

1 operation. And here are two additional photos, really just
2 random photos of some of the reconstruction area.

3 Our second rollover project is the 17/40
4 interchange bridges, and that's a bridge deck replacement
5 project along with some rehab. It's 90 percent complete. Still
6 we have remaining on -- on this project in this season is the
7 paving between the bridges itself on I-40, and we still have
8 some painting to do over the rail and really some cleanup work.

9 This is a photo of some of the lost deck forms on
10 the deck replacement. Lost deck forms are forms that we put in
11 to hold up the deck, and when we pour the concrete, we call them
12 lost, because we don't go back in and try to get them out. They
13 just stay in those open bays of the bridge.

14 The left photo is a crane lifting the Bidwell
15 machine for the deck up on the bridge, and then the right photo
16 is one of the bridge deck pours.

17 The third project we have is on Interstate 17.
18 It's from County Line to the I-40 interchange. It's northbound
19 only. It's a 28.5 mile pavement preservation project. We're
20 over halfway complete. We did have some bridgework on that, and
21 we removed and replaced the Willard Springs bridge, which is
22 complete. These photos I put up here just to show you.

23 Sometimes it takes us months to build these bridges, and then we
24 take them down in a day. So demo is always interesting and fun.

25 The last rollover project I have for you are the

1 I-40/Cottonwood bridges, and that's a bridge deck replacement
2 project located just east of Winslow. We're replacing the
3 eastbound and westbound deck. We're halfway done. We completed
4 the eastbound deck last season, and we're starting the westbound
5 deck this season. So they actually just moved out there
6 probably about a week ago, and they're milling out the old
7 detours, putting in the new detours. We'll put all the traffic
8 on eastbound and then start the westbound.

9 This picture is a picture of the demo for the
10 eastbound structure. The longitudinal elements are your
11 girders. The horizontal ones are your -- essentially your
12 diaphragms and your pier caps, and you can see how rough that
13 is. In this photo here, to the left, those are the cleaned up
14 girders. Same girders, just cleaned up. And then to the right
15 is just another deck pour.

16 In addition to the four rollover projects, we
17 have six new projects that are just starting this construction
18 season. We have three in Board Member Knight's area. We have
19 the I-17 Verde River Bridges, which is a scour retrofit project.
20 We have the I-15, Bridges 2, 4 and 5, which are deck rehabs.
21 And then we have the 179, Ranger to Chapel, which is a chip seal
22 project.

23 The right photos on the screen are the Verde
24 River Bridges. With all the snow we had this season, and then
25 we had some snow and rain events. We ended up with a lot of

1 water in the river, and so we're waiting for that river to come
2 back down and dry out a little bit before we can move the
3 contractor in there.

4 The left photo is the I-15 gorge, and I believe
5 that's Bridge 5.

6 The other three new projects we have are in Board
7 Member Thompson's area. We have the I-40/Bellemont traffic
8 interchange, which is a superstructure replacement. We have the
9 I-40 Meteor City traffic intrachange, along with S40 Winslow
10 Spur railroad bridge, and those two -- the Meteor City and
11 Winslow are both deck replacements.

12 The photos on this screen are Bellemont, and so
13 the left lower photo is the Bellemont girders that we're
14 replacing, and the right is the bridge deck of Bellemont. That
15 does look new -- like new asphalt. If you're looking at it, it
16 actually is new asphalt. We put some asphalt and additional
17 just left on that bridge through our pavement preservation
18 project last year to hold us over until this bridge actually
19 came into construction for this year. And you can see how it's
20 already bleeding through and degrading.

21 These pictures here are of the Winslow Spur.
22 This was the deck rehab. The left photo just shows really the
23 remoteness of the project. The top left shows the existing deck
24 that we'll replace. And the lower right shows -- if you look
25 over the railing of the bridge, essentially, that's the railroad

1 tracks that kind of go out into nowhere land. So it's going to
2 be fun for those guys to be out there. Construction inspectors,
3 when we work near the railroads, we do have some additional
4 requirements. So they had to go through some additional
5 training with the railroad to operate around their facility.

6 Still to come, we have three additional projects.
7 We have two that are advertising. We have one pending award
8 today. The one project we have advertising is a fog project
9 here in the district. It's a district-wide fog project. All
10 sorts of locations where we'll fog and seal the roads.

11 We also have the State Route 89A Spur overpass,
12 which is a bridge deck rehab project, and it includes some
13 sidewalk. And for those of you not familiar with Flagstaff, if
14 you come up Interstate 17 into Flagstaff and you hit that first
15 signal, you literally just went over the 89A Spur Bridge. It's
16 probably about just 100, 200 feet south of that signal.

17 And then we have the I-40 spot repair project,
18 which is a four-mile spot repair project just west of the 17/40
19 interchange. So the east side of that spot repair project is
20 the interchange, and then it goes five -- four miles to the
21 west.

22 In addition, I have two additional slides to talk
23 to you about. Last year I shared with you some of our
24 partnering awards that we received. This year is not any
25 different, and so we're really excited here in the Flagstaff

1 district. We've -- we're going to be receiving the Arizona
2 Transportation Partnering Excellence Award for 2018 at Roads and
3 Streets coming here, I believe, next week or the week after for
4 two projects. One is the I-40 Devil Dog Project, and one is the
5 I-40 Twin Arrows Projects. They are both with Fann Contracting.
6 In addition, the I-40 Devil Dog Project received two additional
7 awards this year, and I just listed them on this slide just for
8 your reference.

9 So here in the Northcentral District, we take
10 great pride in partnering with our contractors, but we also like
11 to partner with our local governments as well. And so here are
12 just a very small taste for some of the partnering projects we
13 have going on in the district. In addition, when we had our
14 HSIP applications this year, we've since submitted them. We did
15 reach out to Navajo DOT and asked for additional assistance for
16 crash data to see if they had any data that we didn't have to
17 help facilitate those applications so that they're more
18 competitive statewide.

19 And that's all I have for you today. I'd be more
20 than happy to take any questions.

21 CHAIRMAN SELLERS: Thank you.

22 Just a couple of quick comments. I want to
23 express my appreciation at the reception last night. I heard a
24 lot of really nice comments about how you work with the City of
25 Flagstaff in resolving a bunch of their issues --

1 MS. MERRICK: Uh-huh.

2 CHAIRMAN SELLERS: -- and on helping them with
3 the partnering projects that they've moved forward and been
4 successful with. So thank you for that.

5 MS. MERRICK: Thank you.

6 CHAIRMAN SELLERS: And I -- the last thing I'll
7 mention is I did hear on the news this morning that we're
8 expecting snow this evening.

9 MS. MERRICK: There is some snow coming, I heard,
10 this evening.

11 CHAIRMAN SELLERS: Any other comments or
12 questions from the district engineer?

13 Yes, Jesse.

14 MR. THOMPSON: Chairman, has there been agreement
15 reached now between the Navajo Nation and ADOT regarding
16 providing the crash data?

17 MS. MERRICK: I'm not sure where that's at in the
18 process with the IGA. My understanding, it resided within
19 Navajo Nation and some legalities with it still. But I think
20 they're -- they're much closer.

21 MR. THOMPSON: Okay.

22 MS. MERRICK: Yeah.

23 MR. THOMPSON: Thank you.

24 CHAIRMAN SELLERS: Other questions or comments?

25 Thank you so much.

1 MS. MERRICK: Thank you.

2 CHAIRMAN SELLERS: We'll now move on to the
3 consent agenda. Does any member have any item they wish to have
4 removed?

5 MR. KNIGHT: Mr. Chair.

6 CHAIRMAN SELLERS: Yes. Board Member King [sic].

7 MR. KNIGHT: Item 3, 3E, I've just got a
8 question.

9 CHAIRMAN SELLERS: Okay.

10 MR. KNIGHT: On Item 3E, page 36, if you look at
11 the bids, it states -- looking at the bids, the apparent low
12 bidder was FNF. However, if you look at the -- what we're asked
13 to approve, it's for Pulice Construction, Inc., page 236 on this
14 -- at least it -- that's what it appears, unless I'm...

15 UNIDENTIFIED SPEAKER: (Inaudible.)

16 MR. KNIGHT: That's the A plus B.

17 MR. ROEHRICH: Mr. Chair, Mr. Knight, what that
18 is is, as pointed out, this was an alternative bid project. It
19 wasn't a low bid project. So it was --

20 MR. KNIGHT: Okay.

21 MR. ROEHRICH: -- an alternative bid project that
22 looked at a combination of the bid, price, the time frame, and a
23 technical score, and it's selected was on best value. So it
24 might not be the lowest bid, but it was the best value. And on
25 that page, it does say number one was Pulice Construction, with

1 a technical score -- A score and a B score, and all those added
2 together gave it the best value. They were the best value.

3 MR. KNIGHT: Okay.

4 MR. ROEHRICH: Not the lowest, but the best
5 value.

6 MR. KNIGHT: That's kind of what I thought. I
7 just want to confirm. Thank you.

8 CHAIRMAN SELLERS: Okay. All right. Thank you.
9 Do I have a motion to approve the consent agenda
10 as presented?

11 MR. HAMMOND: So moved.

12 MR. ELTERS: Second.

13 CHAIRMAN SELLERS: Moved by Board Member Hammond,
14 seconded by Board Member Elters. Any discussion?

15 All in favor say aye.

16 BOARD MEMBERS: Aye.

17 CHAIRMAN SELLERS: Any opposed? The motion
18 carries.

19 We'll now move on to the financial report.
20 Kristine Ward, Agenda Item Number 4. This is for information
21 and discussion only.

22 MS. WARD: (Inaudible.)

23 CHAIRMAN SELLERS: Going to add a little
24 excitement to our meeting.

25 MS. WARD: Excuse me, sir?

1 CHAIRMAN SELLERS: You're going to add some
2 excitement to our meeting?

3 MS. WARD: Absolutely.

4 CHAIRMAN SELLERS: Okay.

5 MS. WARD: Absolutely. The finances are always
6 -- I mean, Audra's pictures, you know, of all this, like, really
7 cool stuff is far dwarfed by the numbers. She left. Good.

8 All right. Well, we will have a brief report
9 today, but I will get to tell you about the bond sale that went
10 through.

11 Okay. With regards to HURF, our -- the Highway
12 User Revenue Fund, overall, we're a little above forecast. Our
13 forecasted target zone, March ran a little below forecast. So
14 while we're a little out of the target zone, we're pretty close,
15 right on the money. So we saw gas tax at -- running about 1 --
16 about a percentage below last year, year over year. Diesel use
17 is running higher. That's actually largely due to, I think, a
18 forecasting issue that we ran into. Not as much that it was --
19 that we're seeing any big change in diesel sales. But in VLT,
20 we're a little bit above forecast.

21 Overall, just so you know, we forecasted HURF to
22 grow at about 2.4 percent for this fiscal year, to put it all
23 into context.

24 So moving on to RARF, Regional Area Road Fund.
25 RARF is, as you can see, pretty much right on forecast.

1 Year-to-date actuals, we got about 307, \$308 million through the
2 door, at 7.4 percent growth year to date, and just a titch above
3 forecast.

4 So let me talk to you briefly about what happened
5 on March 26th. It was -- we went to -- out into the market to
6 sell the bonds that you approved us to sell to generate \$75
7 million in proceeds. We ended up being able to sell the bonds
8 at a premium. So we only had to actually issue a par value of
9 about \$63 million worth of bonds. We had a -- it was a very,
10 very good sale. The underwriters on the issue were Wells Fargo
11 was our senior manager, and Citigroup and JP Morgan were our
12 co-managers on the sale.

13 What was interesting is we had a very -- there
14 was a very large supply of bonds coming into the market that
15 day, and we were watching that, because the -- there were close
16 to \$10 million worth of bonds that were going to be sold. So
17 when -- you're always looking to see, okay, who else is coming
18 to sell, and how will that impact our sale? Because if there's
19 a lot of supply on the market, does that mean that they can --
20 that we won't have as -- enough demand to meet that supply.

21 Fortunately, in the scheme of that, close to \$10
22 million on the market, our type of bonds, there weren't as much
23 supply. So we ended up reaching -- achieving a -- a true
24 interest cost, a interest cost of about 2.42 percent. That is
25 -- that's a lovely thing, and that's on a 15-year term. So like

1 I said, we ended up being able to borrow the full amount that we
2 had come to you with. \$75 million is what we have in the
3 proceeds to support the program that you approved. This is
4 exactly the bond sale we forecasted, and we've delivered that.

5 So that concludes my presentation.

6 I guess I should add in there, I have a deep
7 appreciation for the folks that sell -- that support us through
8 these bond sales. There are a host of folks that support us.
9 Our bond counsel, Squire, our financial advisor, RBC, Kurt
10 Freund, our underwriters that support us, and then the FMS
11 staff, Financial Management Services staff, the division I'm
12 responsible for. This really crosscuts and takes many, many of
13 the staff collaborating in order to generate the documents for
14 this. Lisa Danko, in particular, is -- coordinates the whole
15 thing. So I am -- you're looking at a person that's very
16 appreciative for a whole host of people that make this possible.

17 CHAIRMAN SELLERS: Okay. Thank you.

18 Any comments or questions on the financial
19 report? Okay.

20 MS. WARD: Thank you.

21 CHAIRMAN SELLERS: We'll move on to Agenda Item
22 5, the Multimodal Planning Division report. Greg Byres.

23 MR. BYRES: Thank you, Mr. Chairman, board
24 members. I really don't have a whole lot to report this month.
25 We are continuing working on updating our P2P process and

1 getting ready for a call for projects. So that's what we've got
2 upcoming right now. So that's about all I've got to report.

3 Thank you.

4 CHAIRMAN SELLERS: Very good. And this was an
5 item for information and discussion only.

6 So we'll move on to Item Number 6, the PPAC items
7 with -- for discussion and possible action. Mr. Byres.

8 MR. BYRES: Thank you, Mr. Chairman, board
9 members.

10 We've got -- let's see here. We only have one
11 project modification item. That is Item 6A that we bring forth
12 with a recommendation to approve.

13 CHAIRMAN SELLERS: Do we have a motion?

14 MR. THOMPSON: So moved for approval.

15 MR. KNIGHT: Second.

16 CHAIRMAN SELLERS: Okay. We have a motion by
17 Board Member Thompson, a second by Board Member Knight. Any
18 discussion?

19 All in favor.

20 BOARD MEMBERS: Aye.

21 CHAIRMAN SELLERS: Any opposed? That motion
22 carries.

23 MR. BYRES: Thank you, Mr. Chairman.

24 Next we have -- there's four new projects that
25 are coming forth. These are Items 6B through 6E. I would like

1 to notate that Items 6D and 6E are contingent on approval by
2 MAG's regional council, and we bring this forward with a
3 recommendation for approval.

4 CHAIRMAN SELLERS: Okay. Is there a motion to
5 approve PAC new projects Items 6B through 6E?

6 MR. ELTERS: I so move with an intent to ask a
7 question about 6B.

8 CHAIRMAN SELLERS: Okay.

9 MR. HAMMOND: I'll second that.

10 CHAIRMAN SELLERS: I have a motion by Board
11 Member Elters, seconded by Board Member Hammond.

12 Board Member Elters.

13 MR. ELTERS: So Mr. Byres, Item 6B is for a
14 bridge replacement. It's being advanced from '20 to '19. Is
15 that advancement due to the bridge conditions? Is that -- is
16 this amount for both design and construction or is it just
17 construction?

18 MR. BYRES: This is to establish the construction
19 project itself. So -- and it's being advanced only because we
20 have some room in 2019. It's being advanced out of 2020. So we
21 can take and schedule this in, and that's the only reason it's
22 being advanced, is because it's scheduled in to fit into the
23 program, and there's funding available currently within 2019.

24 MR. ELTERS: So on that -- in the write-up, it
25 just says capacity is available in 2019, and my question is how

1 did that capacity become available? Is it just a project that
2 was slated to move forward that didn't or how did that come
3 about?

4 MR. BYRES: So we've had projects in 2019 that
5 are falling behind schedule. So we're basically just swapping
6 one project for the next to be able to accommodate the
7 schedules.

8 MR. ELTERS: Fair enough. Thank you, Mr. Chair.

9 CHAIRMAN SELLERS: Okay. Any other discussion?
10 All in favor.

11 BOARD MEMBERS: Aye.

12 CHAIRMAN SELLERS: Any opposed? That motion
13 carries.

14 MR. BYRES: Mr. Chairman, board members, we have
15 one more item. That is Item 6F. This is an airport project,
16 which, again, we're bringing forward with a recommendation for
17 approval.

18 CHAIRMAN SELLERS: Is there a motion to approve
19 PPAC airport project Item 6F.

20 MR. KNIGHT: So moved.

21 CHAIRMAN SELLERS: So moved by Board Member
22 Knight.

23 MR. THOMPSON: Second.

24 CHAIRMAN SELLERS: Seconded by Board Member
25 Thompson. Any discussion?

1 All in favor.

2 BOARD MEMBERS: Aye.

3 CHAIRMAN SELLERS: Any opposed? That motion
4 carries.

5 MR. BYRES: Thank you.

6 CHAIRMAN SELLERS: Thank you, Greg.

7 Moving on to Agenda Item Number 7. State
8 engineer's report with Dallas Hammit, for information and
9 discussion only. Dallas.

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

11 Currently at ADOT, we have 100 projects under
12 construction totaling about \$1.89 billion. We've finalized six
13 projects in March, totaling 6.6 million, and year to date, we
14 have finalized 79 projects. Unless there's any other questions,
15 that's all I had for the state engineer's report.

16 CHAIRMAN SELLERS: Any questions for Dallas?

17 All right. We'll move on to Agenda Item 8.

18 Construction contracts for discussion and possible action.

19 MR. HAMMIT: And Mr. Chairman, thank you, and
20 Board, thank you for the approval of the consent agenda.

21 Mr. Knight stepped out. I was going to point out
22 on the design-build that Floyd nailed exactly the reason for
23 that, as I've watched those, the technical score in this case
24 was the deciding factor. I have not usually seen that in a
25 design-build. Usually it is price. Everything was close enough

1 with price, time, and then the technical score. But in this
2 case, the technical score -- well, I guess all of them were a
3 factor. It was the last one read, and it was the deciding
4 factor on that project.

5 You'll see that we are continuing to be above our
6 estimate. We have tightened up our estimates, but the 16.6
7 percent is somewhat deceiving, because as you've done some of
8 these PPAC actions, it's got our -- we upped our estimates. So
9 we're getting close to it. It doesn't mean the projects are
10 coming in lower. We're still about 25 percent higher than we
11 were two years ago on -- as an average in the program.

12 CHAIRMAN SELLERS: Thank you.

13 MR. HAMMIT: Moving to Item 8A, Mr. Chairman,
14 this project is in the area of Nogales. Staff is requesting the
15 Board to defer this project to a future board meeting so that we
16 can work through some DBE irregularities on the submittals.

17 CHAIRMAN SELLERS: Okay. Is there a motion to
18 postpone Item 8A as presented?

19 MR. STRATTON: So moved.

20 CHAIRMAN SELLERS: Moved by Board Member
21 Stratton.

22 MR. ELTERS: Second.

23 CHAIRMAN SELLERS: Seconded by Board Member
24 Elters. Any discussion?

25 All in favor.

1 BOARD MEMBERS: Aye.

2 CHAIRMAN SELLERS: Opposed? That motion carries.

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

4 Item 8B, this is a project on Interstate 40 on
5 the west end, and it is to replace our truck weight scales.
6 These support our port of entries and really support our
7 pavement, because if we know and can track and stop those heavy
8 trucks coming in, it is critical that we do that. On the
9 project, the low bid was \$1,288,535. The State's estimate was
10 \$886,225. It was over the State's estimate by \$402,309, or 45.4
11 percent. We had higher than expected pricing in -- there's an
12 electrical field office that's needed during construction. Some
13 more cabling, reinforcing steel, mobilization, and a lot of
14 those you still go back to location, the remote location and
15 labor. So we have reviewed the bid and believe it is a
16 responsive and responsible bid and would recommend award to
17 Intermountain West Civil Contractors, Inc.

18 CHAIRMAN SELLERS: Okay. Is there --

19 MR. HAMMOND: I'll move --

20 CHAIRMAN SELLERS: Okay.

21 MR. HAMMOND: -- for approval.

22 CHAIRMAN SELLERS: Motion made for approval by
23 Board Member Hammond.

24 MR. THOMPSON: Second.

25 CHAIRMAN SELLERS: Second by Board Member

1 Thompson. Any discussion?

2 All in favor.

3 BOARD MEMBERS: Aye.

4 CHAIRMAN SELLERS: Any opposed? The motion
5 carries.

6 MR. STRATTON: Mr. Chairman.

7 CHAIRMAN SELLERS: Yes.

8 MR. STRATTON: If I may, I have a conflict on
9 Item 8C. I'd like the record to reflect I recuse myself.

10 CHAIRMAN SELLERS: Thank you. So noted.

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

12 Item 8C is a rest area rehabilitation project.

13 It's on I-40 at the Meteor Crater Rest Area. The low bid on the
14 project was \$5,896,610. The State's estimate was \$4,464,303, or
15 \$1,432,307, or 32 percent. We saw higher than estimated pricing
16 in the building renovations, reservoir replacement, some of our
17 architectural items, our septic tank and mobilization. Just
18 like the last one, we're in a remote location. And the other
19 thing, these are not standard work that the department generally
20 advertises. As this one and the last one both only had two
21 bidders. We have reviewed the bids and believe it is a
22 responsible and responsive bid and recommend award to Fann
23 Contracting, Inc.

24 CHAIRMAN SELLERS: Okay. Is there a motion?

25 MR. THOMPSON: I would so move for approval.

1 CHAIRMAN SELLERS: Moved by Board Member
2 Thompson.

3 MR. ELTERS: Second.

4 CHAIRMAN SELLERS: Seconded by Board Member
5 Elters. Any discussion?

6 All in favor.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN SELLERS: Any opposed? That motion
9 carries.

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

11 Item 8D, this is in the Phoenix valley, on the
12 303, Northern Avenue. This -- the low bid on this project was
13 \$4,360,420. The State's estimate was \$3,952,538. It was over
14 the State's estimate by \$407,882, or 10.3 percent. We had
15 higher than expected pricing in our cameras, our power supply
16 and mobilization. The department has reviewed the bid and
17 believes it is a responsible and responsive bid and recommends
18 award to CS Construction, Inc.

19 CHAIRMAN SELLERS: Is there a motion to award
20 Item 8D to CS Construction, Inc. as presented?

21 MR. ELTERS: So moved.

22 MR. KNIGHT: Second.

23 CHAIRMAN SELLERS: Moved by Board Member Elters,
24 seconded by Board Member Knight. Any discussion?

25 All in favor.

1 BOARD MEMBERS: Aye.

2 CHAIRMAN SELLERS: Any opposed? That carries.

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

4 And the last item I have is Item 8E. These --
5 this project is to put speed feedback signs along some safety
6 corridors on the programs. And if you're saying, "What's a
7 speed feedback sign," if you came up from the valley, up by 17,
8 we have three of them, and basically it says, "Your speed is X."
9 And you know, Floyd's says 75 when it's 75. So it's always
10 right on. But these, we have found, do slow people down.

11 The low bid on this project was \$337,733. The
12 State's estimate was \$287,761. It was over the State's estimate
13 by \$49,972, or 17.4 percent. We had higher than expected for
14 our foundations, for poles and mobilization. This project is in
15 multiple areas. We did underestimate the mobilization. The
16 department has reviewed the bid and believes it is a responsive
17 and responsible bid and would recommend award to Stormwater
18 Plans, LLC, doing business as SWP Contracting and Paving.

19 CHAIRMAN SELLERS: Do we have a motion to award
20 8E as presented?

21 MR. KNIGHT: So moved.

22 MR. HAMMOND: Second.

23 CHAIRMAN SELLERS: Moved by Board Member Knight,
24 seconded by Board Member Hammond. Any discussion?

25 All in favor.

1 BOARD MEMBERS: Aye.

2 CHAIRMAN SELLERS: Opposed? The motion carries.

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

4 CHAIRMAN SELLERS: Thank you.

5 We'll now move on to Agenda Item 9, for
6 information and discussion only. Jay Van Echo, I-11 Project
7 Manager, will give us an update of the I-11 tier one Draft
8 Environmental Impact Statement.

9 MR. VAN ECHO: Good morning, still, for the next
10 ten minutes.

11 CHAIRMAN SELLERS: Good morning. And I -- you
12 know, I'm disappointed so many people left, because I think
13 virtually everybody that had been here today would have liked to
14 know where we stand with I-11, because it's really an important
15 project for the state.

16 MR. VAN ECHO: Well, I thank you, Mr. Chair. I
17 would hope they'd stay, too, but we'll have plenty of public
18 hearings come up, as you'll hear.

19 Chairman Sellers, Vice Chair Hammond, board
20 members, audience members who are still left, thank you very
21 much. For the record, my name is Jay Van Echo, and I'm a senior
22 project manager with ADOT Multimodal Planning Division. Senior
23 because I got the gray hair and been doing this for a little
24 bit. So thank you very much for sticking around and hearing
25 this I-11 update. Hopefully it will be a short presentation,

1 but this is a very complex project. You've heard I-11 come up a
2 couple times in public members, and Mayor Price mentioned it,
3 Mayor Kingman -- mayor of Kingman mentioned it on the West
4 Kingman TI. I think as we go forward, this board's going to
5 start hearing more about I-11 as we go forward into the next 10,
6 20, 30 years.

7 CHAIRMAN SELLERS: I'd like to hear more within
8 the next few years.

9 MR. VAN ECHO: Well, it will be the next few
10 years, too.

11 So a little background. This project has
12 actually been on board for over 25 years as the CANAMEX
13 Corridor. Here, the study that we're working on now, the I-11
14 tier one EIS is kind of a continuation of the I-11 Intermountain
15 West Corridor Study. That was the joint study that Arizona
16 Department of Transportation did with Nevada Department of
17 Transportation to look at the corridor through the states of
18 Nevada and Arizona.

19 This study, we are looking at trying to identify
20 the corridor between Nogales and Wickenburg, Arizona. That's
21 the purpose of this study. We cross five counties, from Santa
22 Cruz, through Pima, Pinal, and Maricopa, on up to Yavapai
23 County, between Nogales and Wickenburg, Arizona. The 2015 FAST
24 Act, U.S. Congress identified the future I-11 corridor from
25 Wickenburg to that new little bridge that we built up at the

1 Nevada state line as US-93. Our charge is to find where that
2 corridor will be from Nogales to Wickenburg so we have a
3 continuous future I-11 corridor within the state of Arizona.

4 I want to reiterate or really champion that we
5 are just looking at a corridor now, a 2,000-foot wide corridor
6 within which a future I-11 alignment can be built. Now, tier
7 one is set up through the Department of Transportation. If
8 there's no funding available and no project, no eminent project,
9 FHWA, ADOT can develop a tier one environmental impact
10 statement. It's more of a qualitative as opposed to a
11 quantitative EIS. We do all the chapters of an EIS, but we look
12 at it more at a 30,000 foot elevation and look to build a
13 corridor within which when moneys become available, a future --
14 as you see on the right-hand side, a future corridor can be
15 built within -- a future alignment can be built within that
16 corridor.

17 Who's involved in this project? The two lead
18 agencies, our federal partners is Federal Highway
19 Administration, Arizona Department of Transportation. We're the
20 lead sponsoring agency. This board approved the study, this
21 tier one study, I believe, in December of 2015. I'm pleased to
22 announce that we advertised our Draft Environmental Impact
23 Statement on this past Friday. It came out on April 5th. We're
24 in the midst of a 45-plus day public hearing comment period.

25 We have ten cooperating agencies that we're --

1 been working with on a project almost on a daily basis. Nine of
2 them are federal partners. One is a sister agency, Arizona Game
3 and Fish. We have 52 participating agencies, including many
4 still in the room, Mayor Price and others, local governments
5 between Nogales and Wickenburg, including two tribes, two
6 sovereign nations. We have 92 consulting parties. That
7 includes all 24 tribes in the state of Arizona. And of course,
8 the public at large.

9 We spent the first year of this study developing
10 a purpose and need. What is the need for a new interstate
11 corridor, a new CANAMEX corridor within the state of Arizona?
12 This is the most important part of a project. We spent the
13 first year working with our tribal partners, working with our
14 participating agencies, working with the public, and what is the
15 need and what is a purpose of a new interstate?

16 It's really hard to get your mindset in thinking
17 20, 30, 40 years, when we have so many issues, and especially
18 this board has in front of them. But we've got to start
19 planning. What's going to happen in the future for our
20 children, for our grandchildren? So we spend a lot on of time
21 working out need and purpose for a new interstate.

22 And these are some of the issues that came up
23 from population employment growth in our state to travel growth,
24 travel time reliability. People want to know that they're going
25 to get to the Grand Canyon in a certain period of time. They

1 want to travel through the state to see our beautiful state.
2 They want reliable transportation, and it is -- as DOT, that is
3 our charge to do.

4 The next year, what we did is we spent developing
5 corridor alternatives. So we worked within the technical team,
6 again, with our partners in looking for alternatives of a new
7 corridor between Nogales and Wickenburg. This wasn't as easy as
8 it sounds. We have to avoid, obviously, our sovereign tribal
9 nations, willederness, federal parks. We had the Ironwood
10 National Forest, the Sonoran Desert National Forest. And so we
11 had to look for alternatives to have a corridor through a very
12 constricted area.

13 This technical analysis also -- it's an
14 interstate. This is a highest level transportation facility
15 that we design and that we build. So we are at the highest
16 level. So we're looking at the geometry, the engineering
17 constraints of an interstate highway, and then also we're
18 looking at the environmental constraints. We need to avoid,
19 minimize and mitigate impacts to all these constraints that we
20 have along the corridor. So that was the second year of our
21 project.

22 There's always, always, always a no build
23 alternative. So what would happen if the public decide -- if we
24 decide that we are not going to have a -- an I-11 facility?
25 What happens is we continue with our transportation plan as is,

1 with the five-year construction program that we're currently in
2 the public hearing. Those will continue, but I-11, if at the
3 end of the record of decision is a no build decision, then it
4 becomes not part of the long range plan. But as we study
5 through it, as we go through this process, we've determined at
6 this stage that -- with our partners that at this time, a no
7 build really does not address our purpose and need, our
8 long-term purpose and need for a new interstate facility.

9 We finally came up with three build alternatives
10 to add to that no build from Nogales to Wickenburg. The
11 purple -- we colored them purple, green and orange. The purple
12 alternative was a mix of existing and new corridor options
13 between Nogales and Wickenburg. The green option was primarily
14 new corridors between the two cities, and the orange is mostly
15 an existing interstate and corridors, would be improving I-19,
16 I-10, I-8, double shielding. If you've been back east,
17 sometimes there will be, like, an I-75 and an I-80 or an I-77,
18 dual shields on the same interstate. So we would look at the
19 capacity of our existing facilities, and could they support an
20 I-11 in the year 2040? That's the orange option.

21 At the end of the day, with all our environmental
22 constraints, we are building a transportation facility. So we
23 look at transportation. This is one of the numbers we look at.
24 What is the time savings in the year 2040 that these options,
25 these new alternatives could have between Nogales, Arizona, and

1 Wickenburg?

2 As you could see, the purple alternative came out
3 the best. It's about an hour -- you gain about an hour in
4 travel time between Nogales and Wickenburg. Green's about an
5 hour, too. The orange alternative, which would be improving the
6 existing corridors, about a half an hour. So these would be the
7 time savings that you would get if we start in Nogales, Arizona
8 at an afternoon peak and head to Wickenburg, Arizona.

9 So what we did and what you'll see in the report,
10 if you -- it's all online. I'll show you in a minute if you
11 want to open the -- I think it's close to 900-page document, our
12 Draft Environmental Impact Statement -- you'll see this
13 recommended corridor alternative in there. It is a hybrid
14 primarily of the purple and green, and the reason for that is it
15 best meets those purpose and needs that I went over here that --
16 in the first slide, while avoiding minimizing and mitigating
17 those environmental impacts.

18 Now, one could imagine, putting an interstate
19 highway 280 miles long, we're going to have some impacts. What
20 we need to do and what we are doing in the tier one is
21 addressing those impacts, how best we can, A, avoid them --
22 that's what we try to do first -- two, minimize them, and three,
23 mitigate them should they become a constraint.

24 Our timeline. We started this project in 2016.
25 As I mentioned, for the first year, we went and developed our

1 purpose and need with our agencies and the public. We spent the
2 next year developing those corridor alternatives, 2017. 2018 we
3 were working and involved in our environmental impact statement,
4 our draft exhaustive environmental impact statement, and pleased
5 to announce, as I said, that we published that this past Friday.

6 We are in the midst of -- by National
7 Environmental Policy Act, we have to have 45 days of public
8 hearing. I believe at this stage, we have 56 days. We started
9 April 5th. We're going to May 31st for public hearings, just as
10 the public hearings that this board had today.

11 Here's our public hearings. We'll have six
12 public hearings throughout the state. We start off April 29th
13 in Buckeye. We have three in a row. I'm going to have to bulk
14 up again to debate these three public meeting -- public
15 hearings. We go to Wickenburg and then Casa Grande. Then we go
16 to the southern part of the state on the 7th of May, to Nogales,
17 then to Tucson. Board Member Hammond in your area, we'll be in
18 Tucson, and then we'll be over on the other side of the hill in
19 the Marana area, at the Marana High School there off of Sandario
20 Road. I'm personally looking forward to these and getting a lot
21 of good feedback from our friends at all these locations.

22 We have a lot of comment. This is all online.
23 The public hearing, we will have court reporters at all six
24 locations in Tucson and Marana. We'll open up two rooms for the
25 public to make their three minute comments. Of course, online,

1 we have a software program online called Smart Comment, which is
2 able to capture all the public's comments online. Of course,
3 there's the standard email and phone, and we're accepting
4 comments, again, anywhere we could -- can.

5 We're anticipating between 15 and 20,000 comments
6 will come in on this document. And then we'll -- I think I have
7 it here. Well, let me go back to the schedule. So we'll close
8 the public hearing period May 31st. Then we'll have to address
9 the -- all the public comments. We anticipate that taking
10 approximately a year.

11 So this is a recommended corridor alternative.
12 It can be changed at any time. We'll spend that year addressing
13 those comments, coming up with a final environmental impact
14 statement. That should be about a year from now.

15 At that stage, we'll have a preferred
16 alternative. So it will go from a recommended to a preferred
17 alternative. Again, in concert with our nine federal partners
18 and the Game and Fish and the public and our tribal partners.

19 We'll go out for a public comment period again.
20 It's a 30-day public comment period, and then we'll have a
21 record of decision approximately 30 days after that, and that
22 will be a selective alternative. As I mentioned earlier, either
23 a selected build alternative or a no build alternative. And, of
24 course, if I get invited back here, I'll present that
25 information to this board as well.

1 I believe that's it. That's the website.
2 Interesting, on this website, if you get a chance to go on it,
3 there's interactive maps. You can drill down through Google
4 Maps. There's -- you know, I'm -- my IT director's my
5 10-year-old granddaughter. So I've gotten online, and it's very
6 easy, even for somebody like me to use, and you can drill down
7 into the Google Maps and the alignment, and you can get right
8 down where the public will to rooftops. So I'll encourage all
9 of you to get on there and take a look at it. Your constituency
10 probably will be asking questions of you all. I'm available, of
11 course, to answer any questions, also.

12 That's the end of my presentation. I'm open to
13 question, Mr. Chairman.

14 CHAIRMAN SELLERS: Okay. And I'll just start
15 with a comment. I -- you know, I think this is a really a
16 critical part of our economic future here in this state as a key
17 commerce corridor, and so anything we can do to move this
18 process along, I would encourage.

19 Any comments or questions from the Board?

20 MR. KNIGHT: Mr. Chair.

21 CHAIRMAN SELLERS: Yes.

22 MR. KNIGHT: Yes. I just wondered if -- and I
23 think this is a great alternative corridor, and again, echo
24 Chairman Sellers. But did you also notice that it can connect
25 to ports, to Arizona ports? We've got the San Luis commercial

1 port of entry, which is a brand-new, state-of-the-art port.
2 That is connected through 195 to Interstate 8. Interstate 8 to
3 Gila Bend connects to 85, which is also divided, and it looks
4 like this is going across 85. So we would -- with this
5 corridor, we would have the possibility of connecting not only
6 Nogales to a CANAMEX west corridor, but we could connect San
7 Luis port of entry, commercial port of entry, to -- through
8 already existing divided highway, a couple of them, three of
9 them, directly to Interstate 8 just below Buckeye, wherever it
10 -- it looks like that's where it crosses.

11 UNIDENTIFIED SPEAKER: Yeah.

12 MR. KNIGHT: So we would have an east and west
13 corridor.

14 MR. VAN ECHO: Board Member Knight, Chairman and
15 board members, you're exactly right. It is -- this -- this new
16 core is really key to movement of goods and services and freight
17 and people in the future. It's good for the economic
18 development. As you go back, you saw one of our purpose and
19 needs was meeting existing and future economic developments.

20 As I said earlier, so we met with all our
21 participating partners, the MPOs, the council of governments,
22 the local governments, and where are you planning your growth.
23 Where are you planning your inland ports? Where is growth being
24 planned? And this facility is to meet the needs of all that.

25 And you're exactly right, Board Member Knight, is

1 as it crosses 85, we have that 85 facility, and we have, you
2 know -- as long as we continue to keep improving our existing
3 connections, there will be a system interchange there at 85 that
4 we can bolster transportation and traffic and goods and services
5 to all of our ports throughout -- from that -- that side of the
6 state.

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

8 CHAIRMAN SELLERS: Thank you.

9 Any other comments, questions? Okay. Thank you.

10 MR. VAN ECHO: Thank you, board members.

11 CHAIRMAN SELLERS: All right. Moving to Item
12 Number 10. Do we have suggestions from board members for future
13 items?

14 And I guess I'll just throw out one thing, and
15 I'm not sure how soon we would be able to really report anything
16 on this, but you know, Mayor Price talked about the work we're
17 doing with the Indian communities now on I-10 between --
18 essentially between Chandler and Tucson. And I think that that
19 study also probably includes 347, because there are right-of-way
20 issues along that corridor as well. And I would be anxious to
21 know where we are with that study and when we think we might
22 have some answers.

23 MR. ROEHRICH: Mr. Chair, I know that we're in
24 the process of soliciting a professional services consultant to
25 help us start with that study. So it will come back. We will

1 bring that back once we have further developed into that. It
2 might not be for a few months, but I --

3 CHAIRMAN SELLERS: Yeah.

4 MR. ROEHRICH: -- absolutely think updating as we
5 move along with that, since we're in these early stages, is
6 appropriate. So I would look at that as something later this
7 year.

8 CHAIRMAN SELLERS: Yeah. And I recognize that
9 we're not ready yet, but I appreciate that. Thank you.

10 Anything else? Okay. Is there a motion --

11 MR. ROEHRICH: But I'll remind you then the next
12 board meeting is May 17th. It is in Phoenix at the ADOT
13 auditorium, and that will be the -- as well the last public
14 hearing on the five-year program before we start the board
15 deliberations.

16 CHAIRMAN SELLERS: Okay. Does anyone want to
17 continue the meeting, or do I hear a motion to adjourn?

18 MR. ELTERS: So moved.

19 MR. THOMPSON: Second.

20 CHAIRMAN SELLERS: All in favor?

21 BOARD MEMBERS: Aye.

22 CHAIRMAN SELLERS: This meeting is adjourned.
23
24
25

Adjournment

A motion to adjourn the April 12, 2019 State Transportation Board meeting was made by Board Member Elters and seconded by Board Member Thompson. In a voice vote, the motion carried.

Meeting adjourned at 12:09 a.m. MST.



Jack Sellers, Chairman
State Transportation Board



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