

STATE TRANSPORTATION VIRTUAL BOARD MEETING
TELEPHONIC/WEBEX ATTENDANCE
9:00am, February 16, 2024
City of Douglas
425 E. 10th Street
Douglas, Arizona 85607

Call to Order

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

Pledge

The Pledge of Allegiance was led by Floyd Roehrich, Jr.

Roll Call by Floyd Roehrich, Jr.

A quorum of the State Transportation Board was present. **In attendance:** Chairman Richard Searle, Board Member Gary Knight, and Board Member Jenny Howard. Vice Chair Jenn Daniels, Board Member Ted Maxwell, Board Member Jackie Meck and Board Member Jesse Thompson participated virtually via Webex. There were approximately 69 members of the public on-line and approximately 29 attendees in person.

Opening Remarks

Chairman Searle reminded members of the public, to keep their computer or phone muted during the meeting, unless called to speak during the Call to Audience.

Title VI of the Civil Rights Act

Floyd Roehrich, Jr., read Title VI of the Civil Rights Act of 1964, as amended. Floyd also reminded individuals to fill out survey cards, with the link shown on the agenda.

Call to the Audience

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.

ARIZONA STATE TRANSPORTATION BOARD
BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BOARD MEETING

VIA WEBEX AND IN PERSON AT:

City of Douglas
425 East 10th Street
Douglas, Arizona 85607

February 16, 2024
9:00 a.m.

REPORTED BY:
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Certificate No. 50876

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(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

1 REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC
2 PROCEEDINGS, ADOT - STATE TRANSPORTATION BOARD MEETING, was
3 reported from electronic media by TERESA A. WATSON, Registered
4 Merit Reporter and a Certified Reporter in and for the State of
5 Arizona.

6
7 PARTICIPANTS:

8 Board Members:

9 Richard Searle, Chairman
10 Jenn Daniels, Vice Chair (via WebEx)
11 Gary Knight, Board Member
12 Jenny Howard, Board Member
13 Jackie Meck, Board Member (via WebEx)
14 Ted Maxwell, Board Member (via WebEx)
15 Jesse Thompson, Board Member (via WebEx)
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CALL TO THE AUDIENCE

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1 (Beginning of excerpt.)

2 CHAIRMAN SEARLE: And now we'll move on to call
3 to the audience, and we do have a large number of people wanting
4 to address us today, quite a few telephonically, on WebEx.
5 Those that are telephonically, please note that you are muted
6 when you call in. When your name is called to provide your
7 comments, you will indicate your presence by virtually raising
8 your hand using your phone keypad or through the WebEx
9 application. In person, we will do that first. Because we do
10 have a large number of people on, we will limit you to three
11 minutes.

12 Mr. Roehrich, will you start that, please, the...

13 MR. ROEHRICH: Yes, Mr. Chairman. Our first
14 speaker is Mayor Don Huish. Mayor Huish.

15 MAYOR HUIISH: Thank you.

16 Chairman Searle, Vice Chair Daniels, members of
17 the Transportation Board, welcome to Douglas. We're grateful to
18 have you here. Again, my name is Donald Huish. I'm the mayor
19 of this wonderful city. It's a pleasure to welcome you to our
20 corner of our beautiful state. For those of you who were able
21 to join us in the small gathering last night, I thank you. It
22 was great to see ADOT staff, Director Toth and the rest of the
23 crew there with us last night.

24 I'm here once again to ask support on a critical
25 project in our community to Arizona in our binational region.

1 The inclusion of the connector road for the new port of entry
2 into the five-year plan. We have made tremendous progress since
3 I last appeared before you. For instance, the City completed a
4 temporary construction water well immediately adjacent to the
5 site where the new port of entry will be built. This well is
6 critical to the construction of the port and the connector road.

7 We are also working on the \$20 million utility
8 corridor that will bring water, wastewater, electricity, natural
9 gas and broadband not just to the port, but also to the land
10 around the new port for industrial, commercial and even
11 residential developments in the future, and also connect our
12 community college, which is out in that area.

13 To date we have confirmed just over half of that
14 funding needed for utilities, and we continue to focus on
15 acquiring the balance. More directly, I'm before you because
16 the ADOT team has informed us that the connector road has
17 increased from a cost of -- we started out at 15 million. We
18 went to 35 million. Now we're up to 52 to 66 million for this
19 connector road. We're not sitting here waiting for others to
20 solve this challenge for us.

21 Remember that ADOT is already spending
22 1.5 million on the DCR and environmental compliance, and we
23 secured \$8.2 million towards the construction of the road from
24 last year's State budget. Our technical team along with our
25 partners in Cochise County are finalizing the SMART grants that

1 will be coming before you also in the near future to deal with
2 the design phase of the connector road. We're also working with
3 our Congressional delegation. We have visits scheduled next
4 week from our Senator Sinema and Congressman Grijalva to visit
5 our area. We will again push -- be pushing them and asking them
6 for their support on a federal level.

7 We also continue to work to ensure the necessary
8 investments on the Mexican side. Just yesterday we hosted a
9 meeting, binational technical meeting with our friends from Agua
10 Prieta and the Office of the Governor of the State of Sonora.
11 The international nature of these projects adds a tremendous
12 amount of complexity to this effort.

13 I would be remiss if I did not recognize the
14 tremendous collaborative effort that we have with our partners
15 at Cochise County and our great partners for Arizona Department
16 of Transportation. I am confident that working as a team, we'll
17 be successful and make this a reality. Again, welcome to
18 Douglas, and thank you for being here. We'll be happy to answer
19 any questions that you may have. Thank you.

20 CHAIRMAN SEARLE: Thank you, Mayor Huish.

21 MR. ROEHRICH: Thank you, (inaudible).

22 UNIDENTIFIED SPEAKER: You're welcome.

23 MR. ROEHRICH: Our next speaker is Supervisor Ann
24 English.

25 MS. ENGLISH: Good morning, Chairman Searle, Vice

1 Chair Daniels, members of the Transportation Board, and of
2 course, Director Toth. We welcome you to Cochise County as well
3 as the City of Douglas.

4 We come to you today thankful and grateful for
5 the work that you are doing now in Cochise County. The change
6 to the tunnel is going to be a safety factor that we will use
7 for years. The fact that you're replacing the bridge at the end
8 of 191 doesn't alleviate that pinch point, but we're grateful to
9 have the replacement.

10 We know that you are aware of all of the pinch
11 points that cause Cochise County to have so many wide, heavy
12 loads on our county roads, and we're grateful that you're
13 looking at each one of those as a way to promote growth, and
14 most of those roads are -- most of those loads are going south
15 because of the growth of the economy in Mexico.

16 And that brings us to what we're all here today
17 to ask you about, is to have this new connector road to the port
18 as part of the five-year plan. Even though Cochise County and
19 Douglas are working side by side and separately to try and gain
20 funds for this road, when you're looking at an industry, usually
21 there's a payback for a large portion of money being spent like
22 that. We know that government doesn't directly (inaudible) a
23 payback when you're doing something that energizes economy, and
24 roads do that. So the road must be built.

25 The economy in Mexico is growing every hour,

1 every day, and we have Mexico as our greatest trading partner.
2 We're blessed to be here on the border. This new port is going
3 to not only energize trade more in our area. Hopefully it will
4 energize our economy with other industry coming in, but that's
5 (inaudible) a payback to Douglas or to Cochise County. What
6 we're saying is for the future for the 20 years, it will pay
7 back. It will energize the economy. It will help not only
8 Douglas and Cochise County, but the state of Arizona and the
9 United States, because the parts that they're bringing back
10 across the border are going to be fueling those economies in
11 Maricopa County that are arising every day from the industries
12 that are coming into the state of Arizona.

13 So what we're asking is to help us with this
14 five-year plan that at least puts us on the radar, but we will
15 still continue to work and look at every source, whether it's
16 Congressional funding, whether it's state funding, whether there
17 are private grants that we can get, working with (inaudible),
18 Douglas has a significant presence working with (inaudible). So
19 you know that we're out there looking for every avenue of money
20 that's available, but we still need your help. We need you as
21 our advocates. We know that you don't create money either, but
22 we know that you have a voice, and so what we're asking is that
23 you use that voice for those for Cochise County and for the
24 state of Arizona and the growth of the economy, not only in
25 Mexico, but also in Arizona.

1 And again, thank you for being here. Thank you
2 for all of the improvements. We can't say that we're having
3 great (inaudible) but anytime (inaudible) that's a good project
4 for us. So take care of us, and we thank you for being here and
5 being with us today.

6 CHAIRMAN SEARLE: Okay. Thank you, Supervisor
7 English. And as you know, if it's not on the agenda, we really
8 can't discuss it, but I do -- would like to talk to you after
9 the meeting about the pinch point.

10 MS. ENGLISH: Okay.

11 CHAIRMAN SEARLE: Next speaker, please.

12 MR. ROEHRICH: Our next speaker is Mr. Anthony
13 Kleppe.

14 MR. KLEPPE: Good morning, Mr. Searle, esteemed
15 members of the Arizona State Transportation Board. My name is
16 Anthony Kleppe, and I'm the U.S. General Services Administration
17 Region 9 land port of entry program (inaudible). It's my great
18 pleasure to meet with you today.

19 GSA is responsible for the construction and
20 ongoing maintenance of most of America's land ports of entry,
21 including the proposed Douglas commercial land port of entry
22 currently being master planned. As stewards of these ports, GSA
23 aims to provide welcoming gateways to our nation and works with
24 our partners to ensure that our land ports are equipped with
25 state-of-the-art technology that U.S. Customs and Border

1 Protection and other federal inspection agencies need to
2 complete their missions.

3 In 2019, I worked with the City of Douglas,
4 Cochise County, representatives from ADOT and the office of the
5 Governor in the development of the Douglas Regional Feasibility
6 Study. Our study identified the solution commonly known as the
7 two-port solution. Our partners at the City of Douglas
8 identified an 80-acre site approximately 4.5 miles west of the
9 Raul Hector Castro Land Port of Entry for that port.

10 At the time of the study, we had a robust
11 discussion with many of the state and local stakeholders about a
12 potential cost and benefits of the proposed 80-acre site. It's
13 important to note that GSA's authority is limited to the
14 construction of the federal facility, and therefore cannot
15 construct the James Ranch Road connector and provide the
16 delivery of utilities to the port. As such, the GSA project
17 team has been working closely with the state and regional
18 stakeholders through regularly reoccurring technical meetings.
19 These technical meetings and the hard work by our partners at
20 ADOT have brought us to this point.

21 ADOT can now look at the -- to the Board to
22 provide approval/inclusion of the James Ranch Connector Road in
23 the State's five-year plan. This is critical. The General
24 Services Administration anticipates investing approximately
25 \$400 million in the construction of the Douglas Commercial Port

1 of Entry and the modernization of the Raul Hector Castro Land
2 Port of Entry and cannot make these investments without the
3 assurance that the connector road and utilities will be in place
4 when the port is opened.

5 These investments will create enormous economic
6 opportunities for southeast Arizona, and we cannot do this
7 alone. We need the partnership with our colleagues at ADOT and
8 you on the State Transportation Board.

9 Funding inclusion of James Ranch Road are
10 essential to the success of the two-port solution, and I look
11 forward to your favorable decision in this matter. I welcome
12 any questions you may have, but please note we truly appreciate
13 your partnership and collaboration.

14 CHAIRMAN SEARLE: Thank you very much for your
15 comments. Thank you.

16 MR. ROEHRICH: Our next speaker is Mr. Joshua
17 Franklin.

18 MR. FRANKLIN: Good morning. My name is Joshua
19 Franklin. I work for the Pinal County District 1 supervisor,
20 Kevin Cavanaugh. Thank you, Mr. Chair, on behalf of the
21 (inaudible) board and staff for hearing us here.

22 I'm here to represent the citizens of our
23 district who are in desperate need of improvements to the State
24 Route 347. First I want to thank you and ADOT for the attention
25 that you have already given to the 347 and ask that as you

1 consider your five-year plan that you would please continue
2 leveraging those resources under your influence to complete the
3 widening of the road.

4 The 347 is the highway that connects the city of
5 Maricopa to I-10, and it's basically the only way in and out for
6 the residents who are headed towards the Valley. Maricopa was
7 incorporated just 20 years ago, and since that time it's grown
8 from 2,000 citizens to almost 70,000. So this exponential
9 growth is largely why the 347 has become such a problem.

10 The majority of the citizens in our district in
11 Pinal County live in the city of Maricopa, and at our town hall
12 meetings, their biggest concern is always regarding the 347.
13 Citizens also come to our county board meeting, and at the
14 public comment time they break our hearts with stories of
15 gridlock, the lost time with family, the thousands of car
16 accidents and the fatalities. Certainly you have heard much of
17 the same about the 347, so I won't belabor that point anymore.

18 I also wanted to mention that in addition to the
19 great need created by the condition of the state route, this
20 project also has a potential for a great return on investment.
21 The City and County are committed to bringing dedication and
22 cooperation that it will create a competitive advantage not seen
23 in every project that comes before you.

24 Fixing the 347 is something that Pinal County has
25 been working on since the beginning of the Regional

1 Transportation Authority in 2017, and the mayor and council
2 members and managers of Maricopa continue pushing tirelessly
3 towards solutions.

4 Recently, our offices met to coordinate our
5 efforts (inaudible). With the City and County pulling in the
6 same direction, that will multiply the effectiveness of the
7 resources that you use to improve the state facility, and this
8 will benefit not just the City of Maricopa, but anyone who needs
9 to use I-10 coming into or out of the Valley at that choke
10 point.

11 Thank you all for your time, and please let our
12 office know if we can assist you with anything.

13 CHAIRMAN SEARLE: Thank you very much for your
14 comments.

15 Next speaker.

16 MR. ROEHRICH: Mr. Chairman, that's all the
17 in-person requests that I had received. We'll go to the online,
18 and our first speaker is Mayor Nancy Smith.

19 Mayor Smith, please raise your hand.

20 WEBEX HOST: Mayor Smith, you are now unmuted.

21 MAYOR SMITH: Are you able to hear me?

22 MR. ROEHRICH: Yes, ma'am. Please make your
23 comments.

24 MAYOR SMITH: Did you say yes? I'm sorry.

25 MR. ROEHRICH: Yes, ma'am. We can hear you.

1 MAYOR SMITH: Okay. Thank you so much.

2 So first I want to say hello to the Director
3 Toth, board members and staff. My message today is strong,
4 because I know you're in your five-year planning for the
5 five-year study -- or plan.

6 And what you hear is true. The City of Maricopa
7 is rapidly growing. We are a thriving and durable community
8 providing excellent amenities and the quality needs of our
9 community. Our big -- excuse me -- quality affordable housing
10 that is so desperately needed near the Phoenix metro region.

11 The growth of our city shouldn't be held against
12 us when it comes to infrastructure needs. Our biggest challenge
13 as a city is the current state of State Route 347. It is the
14 main source of conflict in our community and creates the most
15 obvious roadblocks, no pun intended, to our continued success.
16 In fact, in January alone, 450 additional permits for housing
17 were issued. That's a possible additional 1,000 cars if you
18 consider two drivers per household, and this goes on month after
19 month.

20 The growth of our city fuels the economy of our
21 region and our state, truly benefiting everyone, but we cannot
22 do this alone. We have done what we can inside our
23 jurisdiction, allowing ADOT to turn over 30 mile -- lane miles
24 of state highway to the responsibility of the City at the cost
25 of the City.

1 We are doing all of this knowing it is best
2 interest of our community and the State, but we cannot do
3 anything about State Route 347 outside of our jurisdiction. The
4 State must step up and make the necessary improvements in State
5 Route 347.

6 So to summarize, we're providing the houses that
7 legislators say we need within the Phoenix metro. We took over
8 30 miles of state highway at the City cost. We have partnered
9 with State Legislature for significant amount of funds, and
10 after design we're ready to go to federal matching funds.

11 We cannot leverage against what we don't have if
12 we want to be competitive in achieving federal grants to fund
13 portions of this work. We need, and I mean this honestly,
14 unwavering commitment by the State to these projects. We've
15 been actually faithfully telling ADOT of this problem for the
16 last 16-plus years and four mayors, and now we're at a dangerous
17 safety level as told by the ADOT RSA. We need 347 fully in the
18 five-year plan this budget session.

19 I want to thank Supervisor Cavanaugh and the
20 additional speakers that you'll hear from for -- in -- to
21 support State Route 347 in the five-year plan, and I thank you
22 all as well for listening. Thanks.

23 CHAIRMAN SEARLE: Thank you, Mayor Smith.

24 MR. ROEHRICH: Our next speaker is Mr. Eric
25 Goettl, and I see he has already raised his hand. If you would,

1 please unmute him, Bryce.

2 WEBEX HOST: You are now unmuted. You may speak.

3 MR. GOETTL: Yes. Thank you very much.

4 Hopefully you can hear me okay now.

5 MR. ROEHRICH: Yes, sir. Please make your
6 comments.

7 MR. GOETTL: Wonderful.

8 Well, good morning, Chair, Vice Chair, members of
9 the Board. I am Eric Goettl. I'm a current city council member
10 here in the city of Maricopa, and I'm here today just to stress
11 a very important transportation need concerning State Route 347
12 that needs your attention this session.

13 It was already eloquently state by our mayor. We
14 are very concerned about the proposed Governor's budget. It's
15 extremely alarming to us. The proposed clawback for the
16 construction funds of the critical Riggs interchange and that
17 intersection improvement along the 347 corridor would be
18 absolutely devastating to our community and to the project
19 itself.

20 These projects are critical to protect the safety
21 of our travelers, our residents on this highway, and will only
22 get more expensive with time. I'm asking that the Board fast-
23 track the necessary studies and design work so as to encumber
24 those already raised \$84 million that's being threatened by the
25 State budget shortfalls. It will be harder for the State to

1 reallocate encumbered funds, and these projects are absolutely
2 vital to our community, as expressed. And so we urge
3 consideration of the Board to include the 347 improvements in
4 their five-year plan, and that needs to be done this session.

5 I'd just express my gratitude to the Board for
6 their attention to this issue and the hard work that already you
7 are putting into solving this problem with us and for us. We're
8 grateful to have the partners that we do, and we just express
9 our thanks to the strides that have already been taken to
10 improve this project. So thank you very much for your time this
11 morning, and that's all I have.

12 CHAIRMAN SEARLE: Thank you very much for your
13 comments.

14 MR. ROEHRICH: Our next speaker is Mr. Vincent
15 Manfredi, and I see he raised his hand. So, Bryce, if you could
16 unmute him.

17 WEBEX HOST: Vincent, I have requested to
18 unmute your line. If you are on a mobile device, please press
19 star six. You are now unmuted.

20 MR. MANFREDI: Can you hear me?

21 WEBEX HOST: We can.

22 MR. ROEHRICH: Yes, sir. We can.

23 MR. MANFREDI: Perfect. Thank you.

24 I've listened to what everybody else has said, so
25 there's not much to add, but I understand there's limited funds

1 for expansion projects in the five-year program. ADOT's -- but
2 ADOT's own data does show how important corridor improvements on
3 the 347 are.

4 So my reason for jumping on today is, of course,
5 I'd encourage you to find room in the -- in the program, the
6 five-year program, for, you know, critical projects on the
7 SR-347. It's important to us. It's important to the -- to the
8 people of the City of Maricopa, and although I serve on four
9 different transportation boards and committees throughout the
10 state and as a council member, my ask today is as a husband and
11 father whose wife and three daughters travel on the 347 as well
12 as our roads around Maricopa every single day back and forth to
13 work -- thankfully I work in town, so it's a little bit less for
14 me, but as a parent, you worry every day when your daughters get
15 on the 347 and the improvements that need to be done that aren't
16 getting done. So thank you.

17 CHAIRMAN SEARLE: Thank you, Councilmember
18 Manfredi.

19 MR. ROEHRICH: Our next speaker is Mr. Kevin
20 Cavanaugh. Mr. Cavanaugh, please raise your hand.

21 CHAIRMAN SEARLE: (Inaudible.)

22 MR. ROEHRICH: Do you know if he was going to --
23 if he going to still speak (inaudible).

24 UNIDENTIFIED SPEAKER: (Inaudible.)

25 MR. ROEHRICH: He was?

1 Bryce, I don't see Mr. Cavanaugh. Has he -- I
2 don't believe he's raised his hand, has he?

3 WEBEX HOST: I'm sorry. What was that last name
4 again? It was hard to hear.

5 MR. ROEHRICH: Cavanaugh. Kevin Cavanaugh.

6 WEBEX HOST: Cavanaugh.

7 UNIDENTIFIED SPEAKER: I think he's dialing in.
8 Maybe let him know he can push star three.

9 WEBEX HOST: Yeah. I'm not seeing him on the
10 list.

11 MR. ROEHRICH: Okay. Well, we'll come back and
12 see. Doesn't look like he's logged in.

13 So our next speaker is Ms. Patrice Horstman,
14 Horstman. Ms. Horstman, please raise your hand.

15 WEBEX HOST: Patrice, I have -- you are now
16 unmuted. You may speak.

17 MR. ROEHRICH: Ms. Horstman, can you hear me?

18 MS. HORSTMAN: Yes. Can you hear me? I have
19 raised my hand.

20 MR. ROEHRICH: Yes, ma'am. You are unmuted. We
21 can hear you.

22 MS. HORSTMAN: I'm so sorry. I'm having a hard
23 time hearing you. Can you hear me?

24 WEBEX HOST: Yes. We can hear you.

25 MR. ROEHRICH: Yes, we can. Please make your

1 comments.

2 MS. HORSTMAN: Oh, thank you. All right. Great.

3 WEBEX HOST: You can start speaking.

4 MS. HORSTMAN: Thank you so much. I really
5 appreciate this.

6 Good morning, Chair, members of the State
7 Transportation Board. My name is Patrice Horstman. I serve as
8 a member of the Board of Supervisors for Coconino County, and I
9 am the supervisor for District 1. I'm also a member of the
10 Board of Directors for the Coconino County Flood Control
11 District.

12 District 1 encompasses from the north of Route 66
13 and Flag to the town of Tusayan in the South Rim of the Grand
14 Canyon National Park. Both myself and Coconino County strongly
15 support the Town of Tusayan's application to the Arizona State
16 Match Advantage For Rural Transportation Fund. This fund is
17 essential to the town, as its main thoroughfare, State Route 64,
18 and the town itself are in extreme risk of flooding during rain
19 events on the nearby Coconino basin watershed.

20 The town of Tusayan is in northern Arizona. It's
21 one mile from the Grand Canyon National Park. It is the gateway
22 to the Grand Canyon. It is the primary access point to the
23 park's south entrance. State Route 64 has an average of 9 to
24 11,000 tourist vehicles traveling through Tusayan each and every
25 day.

1 Now, 10-, 50- and 100-year storm events on the
2 Coconino basin watershed will severely impact the highway and
3 alternative roads, making this road impassable, and it cuts off
4 travel between Tusayan and the South Rim of the Grand Canyon.
5 This effects 10 -- 9 to 11,000 daily motorists and prevents
6 access between Tusayan and the South Rim, causing both economic
7 damage and creating a significant public safety threat.

8 A hydrological study conducted in 2020 by JE
9 Fuller Hydrology shows that during a 100-year rainfall on the
10 Coconino watershed, State Route 264 in the Tusayan area are at
11 risk for over 10,000 CFS of flood water flowing through this
12 highway and through the town. Now, 10,000 CFS is approximately
13 the same average flow on the Colorado River at Lees Ferry.

14 Joe Loverich, the district's engineer, flood
15 control district engineer, will provide further comments and
16 will elaborate on the study and go into further detail.

17 In 2022, the Grand Canyon had over 1.5 million
18 vehicles who used -- that used State Route 64 to enter the south
19 entrance of the national park. Now, this equates to
20 approximately 4.7 million Grand Canyon tourist visitations, and
21 this contributed over \$759 million to the Arizona economy, and
22 this number is growing every year.

23 The area is at risk for both extreme and
24 repetitive flood events, and this poses a continuous threat to
25 State Route 64 and obviously to the town of Tusayan. For these

1 reasons and for many more, Coconino County Board of Supervisors
2 and the Coconino County Flood Control District strongly support
3 the request by the Town of Tusayan. We would ask your support
4 for the Town of Tusayan for this grant. So thank you so much,
5 and I appreciate your attention and time today.

6 CHAIRMAN SEARLE: Thank you for your comments,
7 Supervisor.

8 MR. ROEHRICH: Our next speaker is Mr. Joe
9 Loverich. Mr. Loverich, please raise your hand.

10 WEBEX HOST: Floyd, it does sound like your
11 microphone is off, so it is -- it is very hard to hear.

12 MR. ROEHRICH: Okay. I (inaudible) change it,
13 but it sounds good in here, but we'll try.

14 WEBEX HOST: Did you say Joe Loverich?

15 MR. ROEHRICH: Yes, ma'am. Joe Loverich. I see
16 he has raised his hand.

17 WEBEX HOST: Okay. Thank you. I'll -- all
18 right. Mr. Loverich, I have requested to unmute your line. You
19 are now unmuted.

20 MR. LOVERICH: Hello. Can you guys hear me?

21 WEBEX HOST: We can hear you.

22 MR. ROEHRICH: Yes, Mr. Loverich. Please make
23 your comments.

24 MR. LOVERICH: Thank you.

25 Good morning, Chair, Vice Chair and members of

1 the Board, and thank you for the opportunity to speak today. My
2 name is Joe Loverich, and I am the acting district engineer for
3 the Coconino County Flood Control District.

4 The District strongly supports the Town of
5 Tusayan's Arizona SMART Fund application. The Town of Tusayan
6 is located along Coconino Wash, near the south entrance to the
7 Grand Canyon National Park. The wash presents a significant
8 flood hazard to the town, Highway 64 and Long Jim Loop, which is
9 the only bypass around the town if the highway closes.

10 Over the past five years, the flood control
11 district has funded detailed hydrologic modeling to gain an
12 understanding of the scale of the flood risk beyond what is
13 shown by the current FEMA flood zones. This focused modeling
14 effort highlighted the vulnerability of Tusayan to flood damage
15 as well as the lack of drainage infrastructure to appropriately
16 convey storm water runoff through the town and across Highway 64
17 and Long Jim Loop.

18 On August 22nd, 2023, a 25-year monsoon storm
19 impacted roughly half of the Coconino Wash watershed. Runoff
20 from that event was funneled into the town and significantly
21 impacted local residences, businesses, and shut down Highway 64
22 and Long Jim Loop. Flood waters cut off access to and from the
23 Grand Canyon and severed access between two sides of the town.
24 Although the August flood of 2,000 CFS was impactful, it is
25 substantially smaller than a potential 100-year event of 10,000

1 CFS for a watershed-wide event.

2 The flood risk needs to be mitigated, and the
3 Town requires financial assistance to determine the most
4 effective mitigation alternatives through development of an area
5 drainage master plan. Once that plan is in place, the Town can
6 then seek state, local, and federal funding to design and
7 implement the selected alternatives.

8 After the August 2023 storm event, the flood
9 control district funded a post-flood hydrologic assessment to
10 help calibrate the existing modeling. Administrative
11 floodplains are being developed based on modeling, and the
12 district will seek a letter of map revision with FEMA to
13 accurately portray the flood risk. This data can be leveraged
14 by the Town to bolster their flood mitigation planning, and all
15 efforts are being completed collaboratively with the Town of
16 Tusayan and other local stakeholders. And for that reason, the
17 Coconino County Flood Control District strongly supports the
18 Town of Tusayan's request for funding. Thank you.

19 CHAIRMAN SEARLE: Thank you for your comments.
20 Next.

21 MR. ROEHRICH: Our next speaker is Ms. Priscilla
22 Behnke. Ms. Behnke, please raise your hand.

23 WEBEX HOST: Can you repeat that name one more
24 time, Floyd, please?

25 MR. ROEHRICH: Priscilla Behnke, B-e-h-n-k-e.

1 WEBEX HOST: -- h-n-k-e.

2 MR. ROEHRICH: I would ask that Mr. Loverich and
3 Mayor Smith would go ahead and lower their hands. They're --
4 they still show their hands up.

5 Okay. We'll go on and see if Ms. Behnke logs in
6 later. We'll try again.

7 Our next speaker will be Mr. Jeffrey McClure.
8 Mr. McClure, please raise your hand.

9 WEBEX HOST: Mr. McClure, you are now unmuted.

10 MR. MCCLURE: Can you hear me?

11 MR. ROEHRICH: Yes, sir. We can hear you.

12 MR. MCCLURE: Okay. Thank you very much.

13 Pardon my voice. I spent the weekend with my
14 grandkids, and they're little germ magnets, so I got -- I caught
15 them.

16 Anyway, good morning, Chair and Board -- and
17 Board of -- I'm sorry. Good morning, Chair, Board. Thank you
18 for allowing me to speak today on a very important subject,
19 Pinal County. We're back to Highway 347 between the city of
20 Maricopa and I-10 to the north.

21 From the time I took office in 2021 until the
22 redistricting in 20- -- in June of 2022, all I heard was we need
23 to work on the 347. We need to work on the 347. It's a
24 terrible thing. And sure enough, it is if you drive it. It's a
25 vital lifeline for the city, but with Maricopa's growth, it's

1 become a crowded and dangerous roadway, as evidenced by the
2 recent RSA that you've done, and it needs to be widened from its
3 present four lanes to six lanes.

4 A morning drive northward is really like
5 attempting to work one's way through a parking lot. The evening
6 southbound drive is the same. The overcrowding has made it a
7 danger to the public. It's imperative that the 347 be widened
8 as soon as possible. That's what I've got. Thank you for your
9 time and attention to this matter.

10 CHAIRMAN SEARLE: Thank you for your comments,
11 Mr. McClure.

12 Next speaker, please.

13 MR. ROEHRICH: Our next speaker is Mr. Ron
14 Angerame. Mr. Angerame, please raise your hand.

15 WEBEX HOST: You are now unmuted.

16 MR. ROEHRICH: Mr. Angerame.

17 MR. ANGERAME: -- and ten -- I've raised my hand.

18 MR. ROEHRICH: Yes, sir. We can hear you.
19 Please make your comments.

20 WEBEX HOST: You just muted yourself again.

21 MR. ANGERAME: How about now? Can you hear me
22 now?

23 MR. ROEHRICH: Yes, sir. We can hear you.
24 Please make your comments.

25 MR. ANGERAME: Hello?

1 WEBEX HOST: Yes. We can hear you. Please make
2 your comments.

3 MR. ANGERAME: Oh, wonderful. Thank you.

4 My name is Ron Angerame. I want to thank the
5 ADOT board for allowing this time to address you and talk
6 about -- I'm from Maricopa, so you can guess -- yes, talk
7 about 347.

8 I want to thank the team for -- there was a
9 document that I had wanted distributed to the Board. I want to
10 thank the team to -- for distributing it. I've distributed an
11 informational document from TomTom navigation. TomTom has gone
12 through in 2023 and identified in the major cities the -- within
13 the -- what they call the metropolitan areas, the major
14 arterials, and as you can see from the chart that I provided to
15 you, it's like they have a ranking of time, and you could see
16 the number one ranking is New York, with the slowest average
17 speed of 12 miles an hour during the rush hour traffic. And as
18 you go down the list, you have Washington, San Francisco,
19 Boston, Chicago rounding out the top five.

20 Well, today, if you look in Maricopa, on the 347,
21 from the -- from Maricopa to the I-10 is approximately 17 miles.
22 Currently, today, for most people during the rush hour, that
23 transit time is running about an hour and five minutes. So if
24 we simplify it, let's just call it an hour, so it takes one hour
25 to go 17 miles. So if we were ranked on this TomTom report, we

1 would be number 6, and we would be right between Chicago and
2 Baltimore, as you can see from the big red bar. So again,
3 underscoring what the other speakers have talked about, the
4 traffic situation is becoming quite intolerable.

5 The second thing I wanted to chat with you about
6 was the social media posts, and I think that the decorum of this
7 session prevents me from reading them, because they're getting
8 increasingly upset and anxious, and in some cases, hostile. So
9 I'm not going to -- I've decided not to read them, but please
10 take my word for it that we have more and more citizens that are
11 becoming more and more concerned about the whole traffic
12 situation on 347.

13 So again, it's a -- it's a plea to please include
14 us in your five-year plan. Please provide the funding required
15 to improve the safety on 347 as well as expand its capacity.
16 Thank you.

17 CHAIRMAN SEARLE: Thank you for your comments.
18 Next speaker, please.

19 MR. ROEHRICH: Our next speaker is Mr. Mike
20 Goodman. Mr. Goodman, please raise your hand.

21 WEBEX HOST: That first name was Mike, correct?
22 Mike Goodman?

23 MR. ROEHRICH: Yes, sir. Yes, ma'am.

24 WEBEX HOST: Mike, I have requested to unmute
25 your line. You are now unmuted.

1 MR. GOODMAN: Thank you. I appreciate the
2 opportunity to speak before the Board today. Thank you,
3 Mr. Chair, and other fellow board members.

4 I want to give my sentiments to the things that
5 have already been spoken in regards to 347. I am the sitting
6 chair for the Pinal County supervisors. One thing that --
7 according to the studies that ADOT has done, there's been almost
8 a thousand accidents on this stretch of highway. The Riggs
9 intersection is the fourth most dangerous controlled
10 intersection on a state highway. So I echo the message that
11 (inaudible) so far by many of the individuals from Maricopa and
12 the need for additional (inaudible).

13 I've been in my office for seven years, and I
14 have witnessed many of the needs of so much of our county. We
15 have been on (inaudible) extremely growth pattern over the last
16 several years. I -- my district, I represent close to
17 (inaudible) in the -- in the Pinal County (inaudible). We have
18 a tremendous need for transportation in these regions.

19 I also wanted to speak to SR-24. The messaging
20 that we've been getting from the Governor's office is there are
21 clawbacks that she's made (inaudible) dollars that have already
22 been allocated not only on the 347, but also on the SR-24.
23 These clawbacks only will put us back substantially and will
24 continue -- if that happens, it only makes (inaudible) that much
25 more dangerous.

1 So thank you for your time, and as you look --
2 there is one word -- if any of you are taking notes, there is a
3 word that I learned, and it's called "myopic." What it means is
4 shortsighted or nearsighted, and one of the biggest problems
5 I've ever had with government is when it comes to
6 transportation, we need to think outside of the box and start
7 looking at the needs of our public and as the safety of our
8 public. Thank you for your time. Appreciate it.

9 CHAIRMAN SEARLE: Thanks for your comments,
10 Mr. Goodman.

11 MR. ROEHRICH: Our next speaker is Mr. Richard
12 Vitiello. Mr. Vitiello, please raise your hand.

13 WEBEX HOST: You are now unmuted.

14 MR. VITIELLO: Can you hear me?

15 MR. ROEHRICH: Yes, sir. We can hear you.

16 MR. VITIELLO: Well, first of all, I'd like to
17 thank the Transportation Board for everything that you do day in
18 and day out. It's a very difficult job. I sympathize with you
19 day in and day out for the hard work that you do for all the
20 roads that need to be fixed.

21 I am Councilmember Rich Vitiello from the great
22 city of Maricopa. As you see, we have lots of supporters. And
23 I'd also like to thank the mayor, Mayor Nancy Smith, (inaudible)
24 and also Eric -- Vince Manfredi. I'd also like to thank the
25 three supervisors who came on board to speak about the 347.

1 Thank you, Mike. Thank you, Jeff. And thank you, Kevin
2 Cavanaugh. Appreciate the three of you coming on to support us.

3 As you have heard from me numerous times, this is
4 a very personal thing for me. If you can't see, I'm holding up
5 the jersey, that we're going to have the seventh annual Izzy
6 tournament. He's a gentleman that was in the accident seven
7 years ago at 347 and Riggs Road.

8 As you've heard from the other council members
9 other supervisors and other speakers from the City of Maricopa,
10 it is an amazingly dangerous road to drive on. I do it two to
11 three times a week. Sometimes I wonder am I better off just
12 staying home, because will I get home? Over the last five
13 years, as you heard, we've had over 1,000 accidents. Riggs Road
14 is the fourth most dangerous intersection in Pinal County,
15 Maricopa County. Obviously, it's Maricopa County.

16 I know it's a difficult thing, and I know we're
17 coming to you for a lot of money (inaudible) we need to continue
18 supporting the 347, because I want to make sure the residents of
19 Maricopa are able to leave the city and get home in the city
20 every night.

21 I do appreciate everything that you do, and I do
22 thank you 100 percent, and I do bless every single one of you.

23 Also, Ted, if you can hear me, please, I will be
24 out on 347 in May, as I'm running for Pinal County supervisor in
25 District 1, and I would love to have you stand there side by

1 side while over 55,000 cars drive out in the morning. So thank
2 you very much and God bless you. Bye-bye.

3 CHAIRMAN SEARLE: Thank you for your comments,
4 sir.

5 MR. ROEHRICH: Our next speaker is Ms. Clarinda
6 Vail. Ms. Vail, please raise your hand. Bryce, is Ms. Vail
7 there?

8 WEBEX HOST: Apologies. Yes. I just sent the
9 request to unmute your line, Mayor Vail. You are now unmuted.

10 MS. VAIL: Hello?

11 CHAIRMAN SEARLE: Hello. Ms. Veil?

12 MS. VAIL: Yes. Can you hear me?

13 MR. ROEHRICH: We can hear you. Please make your
14 comments.

15 MS. VAIL: Hello. Hello. Good morning
16 (inaudible) and board members, and thank you for our -- thank
17 you for your service to our great State of Arizona. I'm
18 Clarinda Vail, the proud mayor of Tusayan, here at the doorstep
19 of the South Rim of the Grand Canyon. I'm speaking to your Item
20 Number 8 today that you've already heard some about from our
21 Coconino County Board of Supervisor and an engineer with
22 Coconino County.

23 On August 22nd, the major flooding event we had
24 here in Tusayan was -- I've lived here almost 52 years, and
25 we've never seen anything like it. It has already been stated

1 how important this highway is. Our Highway 64 is the most
2 traveled road to Grand Canyon National Park, with up to 14,000
3 cars a day on it. We really need to protect this area, and we
4 really need your help in accomplishing our flood plan. We
5 respectfully request your support for Tusayan on this Arizona
6 SMART grant funding. Thank you so much.

7 CHAIRMAN SEARLE: Thank you for your comments.

8 MR. ROEHRICH: Mr. Chairman, I would like to go
9 back and see if the two people who did not respond were in --
10 were able to log in.

11 Is Ms. Priscilla Behnke, B-e-h-n-k-e --
12 Ms. Behnke, are you there? Please raise your hand.

13 WEBEX HOST: I'm not seeing a hand raised yet.
14 Let me look through the list.

15 MR. ROEHRICH: Thank you.

16 And Supervisor Kevin Cavanaugh, although I got a
17 note that said he has -- was having difficulty getting logged
18 in. Bryce, do you know if he was able to log in to the meeting?

19 WEBEX HOST: I did not see that (inaudible), but
20 I can check. What was the last name of the second person?

21 MR. ROEHRICH: Cavanaugh, K-a-v-a-n-a-u-g-h
22 (phonetic). His note said that he was there to speak in favor
23 of improvements on State Route 347.

24 WEBEX HOST: I'm not seeing a Cavanaugh. And
25 then the other name was again?

1 MR. ROEHRICH: That's it. Thank you.

2 Mr. Chairman, that's all the requests to speak.

3 CHAIRMAN SEARLE: All right. I'm going to go
4 ahead and close to the call to the audience. We'll now move
5 into our district report, and that will be our Southeast
6 District administrator and engineer, Todd Emery.

7 MR. ROEHRICH: So staff, when you come up here to
8 speak, since we seem to be having some difficulty picking up --
9 the Owl here, it was picking up the audio that gets broadcasted
10 to the WebEx. Maybe try to either speak clearly or maybe speak
11 towards the Owl. If you've got to get right out there, push
12 (inaudible) forward, Todd, scream at it.

13 CHAIRMAN SEARLE: Not that loud. That's okay.

14 MR. EMERY: Good morning, Mr. Chairman, members
15 of the Board, Director Toth. It's great to be here with you
16 this morning and give you some -- get to share some brief
17 updates on some of the projects that we're doing here in the
18 Southeast District. But -- looks like I could control this from
19 here, is that right? Can't tell if --

20 MR. ROEHRICH: Just one second, Mr. Chairman, and
21 then you'll be able to (inaudible).

22 Oh, that's -- that's not -- we've went by the
23 director's report, so we're going to go to Item 2.

24 UNIDENTIFIED SPEAKER: Item 2?

25 MR. ROEHRICH: Item 2. Director said

1 everything's great.

2 CHAIRMAN SEARLE: We'll go back to Item 1 in a
3 minute.

4 MR. EMERY: Okay. I'll start off with some
5 current construction projects.

6 CHAIRMAN SEARLE: I want to go with the
7 priorities here.

8 MS. HOWARD: (Inaudible.)

9 MR. EMERY: Tonto Creek Bridge to start off with,
10 which is a new bridge, and road improvements that we have the
11 opportunity to administer for Gila County. That contract was
12 just over \$21 million, and we're 90 percent complete at this
13 time. So that project's making really good progress.

14 Two projects that are just barely starting. Two
15 significant projects for our district, the US-60 Queen Creek
16 Bridge and the US-60 Waterfall Canyon Bridge. Those two
17 projects are going at the same time. We're administering those
18 at the same time. They're both bridge replacements. The US
19 Queen Creek Bridge (sic) is a contract value close to
20 41 million, and the Waterfall Canyon has a contract value close
21 to 4 million. As you can see, it says zero percent complete,
22 because we literally just started these projects but are very
23 excited for them.

24 On -- in Willcox, State Route 186 and Business
25 Route 10, Arizona Avenue and Rex Allen Drive, we are working on

1 a pavement rehabilitation project with a contract value of close
2 to 4 million. That project is 33 percent complete at this time.

3 I would be remiss not to mention our US-191 south
4 at I-10 bridge rehabilitation project, with a contract value
5 close to 5.3 million, and we're 19 percent complete. And I will
6 talk a little bit more about that in just a minute.

7 And then our Mule Pass -- Mule Pass Tunnel
8 project in Bisbee, which is replacing the lighting in that
9 tunnel, and also restriping the highway through that tunnel.
10 It's a contract value of close to 5 million, and we're 71
11 percent -- 71 percent complete.

12 I mentioned the US-191 south at I-10. Just to
13 show you some pictures, what they're currently working on is the
14 shoo-fly, which will be used as the westbound detour when we
15 have to close I-10 to facilitate removing that superstructure
16 and then building the new superstructure.

17 CHAIRMAN SEARLE: Todd, while you're on this
18 item, and to Supervisor English's comment about a pinch point on
19 I-10, it's my understanding this shoo-fly will be -- this --

20 MR. EMERY: It's going to stay.

21 CHAIRMAN SEARLE: It's going to stay, and it will
22 be available to take on the wide loads?

23 MR. EMERY: Yes.

24 CHAIRMAN SEARLE: And so that should alleviate
25 some of the issues on 191 with wide... All right.

1 MR. EMERY: Mr. Chair, that is our hope.

2 CHAIRMAN SEARLE: Yeah.

3 MR. EMERY: That was part of the plan. Let's use
4 it as the detour for this project and keep it there in case we
5 need it in the future for other emergencies or for wide loads or
6 other usage.

7 CHAIRMAN SEARLE: All right. Perfect.

8 MR. EMERY: And then as you can see, I usually
9 (inaudible) put an exact date on here, but this is so important,
10 we hope, we're anticipating May 30th to be able to open that
11 overpass. So I will keep you posted on that, with the overall
12 project completion in mid June.

13 Tonto Creek Bridge, I just wanted to show you
14 some pictures so you can see the bridge and how it's
15 progressing. It's going quite well. And had some challenges
16 there at the beginning, but it's moving really well, and this
17 project should be getting completed here later this spring,
18 early summer.

19 Then all those (inaudible) projects are just
20 starting. I just wanted to show you the Queen Creek Bridge,
21 which is very similar to the Pinto Creek Bridge that we just
22 finished, east. This location on US-60, and then the Waterfall
23 Canyon Bridge, which is just east of the Queen Creek Tunnel.
24 It's a challenging project, but -- it will be a challenging
25 project, but we're really excited for the challenge.

1 I'll talk to you about some upcoming construction
2 projects. Two of them here. The US-191 at State Route 75 and
3 State Route 78, we'll be constructing a roundabout. It's
4 programmed at 6.3 million, and the bids on this project opened
5 on January 26th.

6 CHAIRMAN SEARLE: I believe we have that on our
7 agenda today.

8 MR. EMERY: That's fantastic.

9 And US-191, US-70 to Black Hills Country Byway,
10 which is a pavement preservation project, programmed at
11 3.5 million on that. The bids opened on that February 9th. So
12 these are two that we do anticipate starting construction real
13 soon.

14 Some development projects I mentioned. State
15 Route 88, Fish Creek Hill to Apache Lake Marina. As you know,
16 that section has been closed for several years, and we are
17 moving to get it back open again. So this project is a roadway
18 repair project, programmed at 4 million. It's going to be a
19 CMAR project, which is construction manager at risk. We
20 anticipate starting construction at the end of July of this
21 year.

22 US-191, 7th Street to Milepost 173 in Clifton
23 area. Pavement rehabilitation project. This is a legislative
24 appropriation. Has a legislative appropriation amount of over
25 26 million, and it's currently scheduled to advertise on

1 February 28th. So in a couple weeks.

2 US-191, Armory Road to US-70, or east Safford.
3 It's another pavement rehabilitation project, also a legislative
4 appropriation. Just over 16 million. That's also scheduled to
5 advertise on February 28th.

6 East Willcox TI, underpass, bridge rehabilitation
7 project, programmed at 2 million. Scheduled to advertise in
8 October of this year.

9 And then the US-191 Cochise railroad overpass,
10 which is a bridge replacement and widening. Programmed at
11 41 million currently, is currently anticipated to advertise in
12 fiscal year '25.

13 And then being here in Douglas, I definitely want
14 to mention, which has been mentioned previously, the Douglas
15 port of entry connector road in support of the international
16 commercial port of entry. We're really excited to be
17 collaborating with the City of Douglas, Cochise County and our
18 GSA partners on this exciting project. We're currently working
19 on the design concept report and environmental assessment, and
20 we currently anticipate that to be completed at the end of this
21 year.

22 With that, thank you. And I'll be happy to take
23 any questions you have.

24 CHAIRMAN SEARLE: Thank you. And Ms. Howard,
25 since we share Mr. Emery --

1 MS. HOWARD: Yes, we do.

2 CHAIRMAN SEARLE: -- do you have any questions
3 for him?

4 MS. HOWARD: I do have one question, Todd. On
5 the -- between Queen Creek and Waterfall Canyon Bridge, what's
6 the traffic control plan for those as far as detours and delays?
7 I get asked that question almost daily.

8 MR. EMERY: It's going to be a challenge.

9 MS. HOWARD: Yes.

10 MR. EMERY: And there is -- during the project,
11 and there will be points in the project similar to Pinto Creek
12 where we will have to completely close US-60, and the detour
13 route will be State Route 177, and then back on State Route 77
14 up to US-70 and then back around, depending on where everybody's
15 going.

16 MS. HOWARD: Okay. And the Arizona 511 will keep
17 people...

18 MR. EMERY: Yes. Absolutely.

19 MS. HOWARD: (Inaudible) in passing that as well.
20 So good. Thank you so much. It's good to see you.

21 MR. EMERY: It's good to see you.

22 CHAIRMAN SEARLE: All right. Mr. Knight, any
23 questions for Mr. Emery?

24 MR. KNIGHT: No. I -- very well -- your
25 presentation was very good. I don't have any questions.

1 CHAIRMAN SEARLE: All right. Any board members
2 on the -- online have any questions for Mr. Emery? Seeing none,
3 hearing none. Thank you very much.

4 MR. EMERY: Thanks, Mr. Chairman.

5 CHAIRMAN SEARLE: And, you know, I get accused of
6 trying to run a fast meeting, and so I apologize for skipping
7 Item Number 1, which is our Director's report. So with that, I
8 will now move back to Item 1.

9 Direct Toth.

10 DIRECTOR TOTH: Thank you.

11 As we're getting that presentation up, I just
12 want to thank the Mayor, Supervisor, council and staff for
13 welcoming us to your city. We're very happy to be here in
14 Douglas, and we do have a few agency updates for everybody.

15 So next slide, please.

16 As we've been talking about, we had a very
17 productive and informative meeting here in Douglas just a few
18 weeks ago. At this meeting we did discuss the connector route
19 from the proposed commercial port of entry to State Route 80,
20 and as Todd mentioned, we are working on the design concept
21 report and continuing to do that.

22 We also discussed potential funding options and
23 how we need to work together to establish a funding strategy
24 and, in fact, we were in D.C. earlier this month and discussed
25 funding with our Congressional delegation as well.

1 During the second half of the meeting, the
2 discussion also focused on the co-location of the ADOT's
3 Enforcement and Compliance Division, which is also at the new --
4 at the new port of entry, and we also, as you see from the
5 picture, visited the actual site of the location. It was a very
6 productive meeting, and we look forward to continuing that
7 partnership and -- to ensure a very successful outcome that
8 benefits everyone.

9 So recently -- I want to talk about some grants
10 that we received. We -- you may have heard that we received
11 95 million for the expansion of I-10 between Phoenix and Casa
12 Grande. This is great news, because we are now fully funded for
13 the I-10 expansion. Moving forward, we have environmental
14 reviews and clearances to still work on, and construction is
15 expected to start this year with the bridge over the Gila River
16 starting first.

17 We're extremely thankful to this board and the
18 work and the support that you have given for the expansion of
19 I-10. There are many, many partners on this project, including
20 the Gila River Indian Community, countless federal, regional and
21 local partners in moving this project forward. So it does -- as
22 demonstrated by this project and the port of entry here, we
23 can't do it alone. We need help and we encourage that
24 partnership and that close collaboration as we move forward.

25 More good news. We received a \$500,000 grant

1 from the U.S. Department of Transportation. It's for the
2 Corridor Identification and Development Program to continue
3 studying the potential of restarting passenger service --
4 passenger rail service between Phoenix and Tucson. We are
5 working with the Federal Railroad Administration to complete the
6 scope, schedule a cost estimate for the service development
7 agreement. So we're very early in the process and just kicking
8 things off, but we're very excited for the potential that this
9 might bring to the state.

10 Moving on to safety, let me tell you about our
11 Strategic Highway Safety Plan. This plan sets the traffic
12 safety priorities for the state. All states must submit their
13 Strategic Highway Safety Plan and update it every five years.
14 Our last update was in 2019, and we're moving forward to try to
15 complete this by October of this year. We've started working
16 towards that goal. The Executive Committee met recently, and
17 that committee has a lot of state agencies as well as we're
18 reaching out to nonprofits as well.

19 So our vision that we establish is creating a
20 shared responsibility so everyone arrives home safely, and our
21 goal is to reduce life-altering traffic crashes by 20 percent by
22 2030. That's a very audacious goal, and so we need to work
23 hard, and again, this is something that we need local support.
24 This isn't just ADOT's plan. This is the statewide plan, and
25 since most of the crashes happen on the arterial networks, so

1 it's really critical that we are in lockstep with our local
2 jurisdictions in moving that forward.

3 I'll skip the I-10, US-191 since Todd already
4 covered that, but I do want to say even though the weather was
5 gorgeous this week, we have had some snowy conditions, as you
6 noted, the snow on the mountains. You can see here that we did
7 have some closures. You can barely even see where the road is
8 in some of these. Those are I-17 and I-40.

9 Just a reminder that we are still having winter
10 weather events, and our crews and our snowplows are out there
11 keeping our drivers safe. Sometimes we do have to close the
12 roads because the conditions just are too bad for driving and
13 trying to clear that snow in a timely manner. So I remind all
14 drivers to plan ahead. Check the 511 system. Thank you for
15 that call-out. And if you can't delay your trip and are driving
16 in snowy weather, please, please, keep your eyes on the road.
17 Go slow. Be patient. Give those snowplows plenty of room.

18 And with that, I'd be happy -- I'll turn it over
19 to Anthony, who's online for the legislative report.

20 CHAIRMAN SEARLE: Okay.

21 MR. CASSELMAN: Good Morning, Mr. Chairman, Board
22 Members. Can you hear me okay? Sound check.

23 MR. ROEHRICH: Anthony, we can -- we can hear
24 you. A little low, but you're coming through.

25 MR. CASSELMAN: Great. I'll speak loud.

1 MR. ROEHRICH: That's better.

2 MR. CASSELMAN: All right. Mr. Chairman, Board
3 Members, again, good morning. Sorry I can't be with you in
4 person. They're keeping me pretty busy down here at the
5 Capitol.

6 The 2024 legislative session's off to a quick
7 start. This past month we saw the bill introduction deadlines
8 go by. Ended with a total of 1,759 bills, memorials and
9 resolutions. So again, they're keeping us busy.

10 Of course, two bills worth noting are the ADOT
11 continuation bills. The Senate version of the continuation bill
12 was heard this week. There were numerous amendments adopted,
13 including reducing the continuation from four years to two
14 years. The House version of the continuation bill went through
15 the committee last week, and that one moved with no amendments
16 and an eight-year continuation. So more to come on that.

17 This week was the last week for the chambers to
18 hear bills in the originating chamber. Also, a really critical
19 point in session for us, because it gives us a really good idea
20 of what -- truly what bills are going to be moving forward and
21 get any traction. Any bill that has not received a hearing at
22 this point is presumably not moving forward. So again, this
23 gives us a good opportunity to go in, clean up our tracking list
24 and make sure that the Board is aware of all the bills that
25 might impact the State Transportation Board and that are moving

1 through the process.

2 Just a quick update on where we're at in that
3 process. Next week is typically referred to as the transition
4 week. So there will be very few committee hearings, and then
5 the following week is when the House and Senate will begin to
6 hear bills from the opposite chamber.

7 Again, as I mentioned, we'll be working on
8 cleaning up the tracking list for the State Transportation
9 Board, and we'll get a clean list sent to the State
10 Transportation Board this afternoon.

11 That concludes my update, and I'm happy to answer
12 any questions.

13 CHAIRMAN SEARLE: Any questions for Anthony?

14 I think the one question I would have is the --
15 the discussion on the sunset of ADOT. And is there any concern
16 or risk with that issue?

17 DIRECTOR TOTH: Mr. Chairman, members of the
18 Board, I would just say that the department supports a clean
19 continuation bill.

20 CHAIRMAN SEARLE: Very good.

21 Any other questions? Any of our telephonic
22 participants? I see no questions. We thank you for your
23 report. Although one comment. I did notice that Minnesota is
24 naming their snowplows.

25 DIRECTOR TOTH: So Mr. Chairman, members of the

1 Board, we do have a contest out right now --

2 CHAIRMAN SEARLE: Okay.

3 DIRECTOR TOTH: -- to name our snowplows. We
4 have 10 -- we narrowed it down to 10 combinations, and actually,
5 I think it closed on the 15th. So we will be unveiling the
6 named snowplows pretty soon.

7 CHAIRMAN SEARLE: Very good. I'm glad we're
8 keeping up with Minnesota.

9 All right. Let's get back to the agenda. So
10 we've got 1, 2. Let's go to 3, which is our consent agenda.
11 Are there -- is there anything on the consent agenda -- consent
12 agenda that any member would like removed?

13 Hearing none, I would welcome a motion.

14 MR. KNIGHT: Mr. Chair, I moved to approve the
15 consent agenda as presented.

16 MS. HOWARD: I'll second.

17 CHAIRMAN SEARLE: I have a motion by Board Member
18 Knight and a second by Board Member Howard. I guess because of
19 all the online, let's just go right to a poll.

20 MR. ROEHRICH: Thank you, Mr. Chair. I was going
21 to ask you why don't we just do a roll call.

22 CHAIRMAN SEARLE: Yeah.

23 MR. ROEHRICH: Board Member Daniels.

24 VICE CHAIR DANIELS: Yes.

25 MR. ROEHRICH: Board Member Maxwell.

1 MR. MAXWELL: Yes.

2 MR. ROEHRICH: Board Member Knight.

3 MR. KNIGHT: Aye.

4 MR. ROEHRICH: Board Member Meck.

5 MR. MECK: Yes.

6 MR. ROEHRICH: Board Member Thompson.

7 MR. THOMPSON: Aye.

8 MR. ROEHRICH: Board Member Howard.

9 MS. HOWARD: Aye.

10 MR. ROEHRICH: Chairman Searle.

11 CHAIRMAN SEARLE: Aye.

12 MR. ROEHRICH: Chairman, the motion carries.

13 CHAIRMAN SEARLE: It carries.

14 All right. So now we'll move to Item 4, which is
15 our financial report from Kristine Ward.

16 MS. WARD: Good morning. Wish I had neat
17 pictures like that.

18 CHAIRMAN SEARLE: Well, you can always begin, you
19 know.

20 MS. WARD: I know. I think I'm just going to
21 have to start showing pictures regardless and just talk to you
22 about the financial separately so we can have them to look at.

23 MR. ROEHRICH: But you could tell us how much it
24 costs when you see pictures like that.

25 MS. WARD: I do see dollar signs.

1 MR. ROEHRICH: (Inaudible.)

2 DIRECTOR TOTH: (Inaudible.)

3 MS. WARD: Let's see. All right. So this will
4 be a fairly brief report, because I know that Paul is waiting
5 with great anticipation to come up and provide the five-year
6 program and give his presentation.

7 So when it comes to HURF, my report for the month
8 of January, January was not a particularly strong month, but we
9 remained within forecast range. You'll see the last couple of
10 months we've come back into forecast range.

11 And by way of context, we have -- our forecast is
12 only 1 percent growth on HURF this year. So we've got a very
13 small growth rate. Right now, for the month of January, we're
14 2.7 percent below January of the previous year, and we're 3.2
15 below -- I'm sorry -- 2.7 below January '23 and 3.2 below
16 forecast, with \$140 million worth of revenues collected. We
17 have just crossed that threshold, that -- the wonderful
18 threshold of (inaudible) dollars collected in revenues year to
19 date.

20 When you look at the individual categories
21 that -- revenue categories that flow into HURF, you'll see these
22 here in January -- for January, and you'll see that the declines
23 year over year are across all categories. So, you know, when I
24 originally saw these numbers, saw the overall numbers, I was
25 like, okay, well, let me see the individual, see if we've got

1 anything going, anything that is of concern going on. This was
2 just across -- pretty much across the board.

3 We look at the Regional Area Road Fund. We are
4 now getting the December data. That's what I'm looking --
5 you're looking at here, and this is actually November's activity
6 for the Regional Area Road Fund, and revenues were 1.3 percent
7 above last December and 1.3 above forecast. Year to date, we're
8 a little over 300 -- well, about \$369 million collected year to
9 date.

10 When you look at those individual categories,
11 you'll see the same characters. You know, retail represents
12 about 55 percent of the revenues that flow in in support of the
13 Regional Area Road Fund. Restaurant and bar is right behind
14 that, and then contracting. We've got some little anomalies in
15 there, that utilities. I'm checking into it. We don't have an
16 answer for you on that. It represents a very small component of
17 the revenues flowing into the fund.

18 So with regards to our federal aid program, it --
19 I will point that we are working -- I don't know what number
20 continuing resolution we are working on, but right now we have
21 federal funding that has been approved through March 1st.

22 And that concludes my presentation. The only
23 thing I would follow with that or give you additionally is since
24 we met a couple of weeks ago and we had the study session, there
25 haven't been any noteworthy changes to the revenue, so there are

1 no changes that would impact Paul's upcoming presentation. So I
2 have nothing further to add in terms of the five-year program.

3 CHAIRMAN SEARLE: All right. Thank you,
4 Ms. Ward.

5 Is there any questions from -- for Ms. Ward at
6 this time? How about our telephonic participants? Any
7 questions for Ms. Ward? Seeing none, hearing none.

8 Let's go ahead --

9 MS. WARD: Thank you.

10 CHAIRMAN SEARLE: -- and turn everything over to
11 Item 5. Mr. Patane.

12 MR. PATANE: Good morning, Mr. Chairman, Chairman
13 Searle, Board Members, Director Toth. Thank you for the
14 opportunity to present the 2025-2029 Tentative Five-Year
15 Transportation Facilities Construction Program.

16 So the items I'll be covering today are just a
17 quick overview of the Long Range Plan. We'll give an update on
18 our asset condition in -- both for bridge and pavement. We'll
19 talk about the five-year program development process --

20 VICE CHAIR DANIELS: I'm so sorry to interrupt,
21 Paul. It's really difficult to hear you. You're going to have
22 to use your outside voice.

23 MR. PATANE: Okay. Thank you.

24 We'll cover the recommended investment choices.
25 We'll talk about Greater Arizona, the three categories listed.

1 Then we'll go over the Maricopa County, the Pima County plans
2 and the Airport Capital Improvement Plan. There's also the next
3 steps moving forward.

4 Is that better?

5 VICE CHAIR DANIELS: That's not better. If you
6 could -- I don't know. Maybe we need to give him Searle's
7 microphone or something.

8 UNIDENTIFIED SPEAKER: Let me check the --

9 MR. ROEHRICH: Paul, why don't you try to -- a
10 few feet closer to -- because that Owl is what picks it up. I
11 don't know if --

12 UNIDENTIFIED SPEAKER: (Inaudible) changes the
13 mic real quick. This (inaudible) settings in here.

14 MR. ROEHRICH: Give us one second. We're going
15 to see if we can adjust the audio here.

16 CHAIRMAN SEARLE: Would it help to have him join
17 us up here?

18 UNIDENTIFIED SPEAKER: Yeah, that's what I was
19 going to do, have him --

20 CHAIRMAN SEARLE: Would that be...

21 DIRECTOR TOTH: Do you want to come up here?

22 CHAIRMAN SEARLE: Would that help, Floyd, you
23 think?

24 MR. ROEHRICH: Yeah. Let's try it. Yes, sir.

25 UNIDENTIFIED SPEAKER: Let me try this real

1 quick. Okay. Try talking now.

2 MR. PATANE: Testing one, two, three.

3 UNIDENTIFIED SPEAKER: That mic (inaudible).

4 MR. PATANE: Testing one, two, three.

5 MR. ROEHRICH: No? Is that better?

6 VICE CHAIR DANIELS: Much better.

7 (Inaudible conversation.)

8 MR. PATANE: Okay. Presentation...

9 MR. ROEHRICH: Yeah. He's going to do it right
10 now.

11 VICE CHAIR DANIELS: Thank you.

12 MR. PATANE: You're welcome.

13 So we'll start with the Long Range Transportation
14 Plan overview. As you recall, we adopted the Long Range Plan in
15 October, and the -- one of the major outcomes of the Long Range
16 Transportation Plan is the recommended investment choices, and
17 so the recommended investment choices for the -- for the -- this
18 current -- or the current five-year program recently -- or the
19 current Long Range Plan recently adopted was 78 percent for
20 preservation, 15 percent for modernization, and 7 percent for
21 expansion. And the purpose of the slide here is to really show
22 the connection between the Long Range Plan, the planning to
23 programming process, which we identified projects that
24 eventually make it into the five-year construction program.

25 As you recall, from the Long Range Transportation

1 Plan, one of the -- one of the outcomes was the funding needed
2 for the next 25 years for the Arizona -- Arizona transportation
3 system. So the total need is \$231 billion over the 25-year
4 period, which 74 percent is on the state highway system.

5 So this slide here shows the gap between the
6 expected revenue of 69.1 billion. We look at the needs of 231.4
7 billion, so we have a funding gap of approximately \$162 billion,
8 and a lot of this is because of the increase in infrastructure
9 needs along with the large increase in construction costs we
10 have experienced over the last couple years.

11 So next I'll get into the bridge and pavement
12 overview. First we'll start with the bridge ratings. These --
13 we're required by federal and state statutes, federal
14 regulations, state statutes to have performance metrics, and so
15 these metrics currently are on the pavement and bridge
16 condition. So how we evaluate our bridge ratings is based on
17 good, fair and poor, and the thing to note about the poor
18 condition is a poor condition bridge is not unsafe. Unsafe
19 bridges are closed.

20 So in looking at our bridge conditions, you know,
21 statewide, we have over 8,000 bridges both on the state highway
22 and the local system. Close to 5,000 are just on the state
23 highway system alone, and so our current plan investment in this
24 year's program is 60 million used for the ADOT system. Then for
25 the off-system bridges, we have a total of 15 million that's

1 competitive programmed for the local agencies to compete for.

2 When we look at our ratings, our bridge
3 conditions, we have 66 percent bridges in good condition, nearly
4 34 percent in fair condition, and 1 percent in poor condition.

5 Next we'll move to the pavement ratings. Similar
6 to the bridge rating, we've got good, fair and poor. So when we
7 look at the ratings for the bridge conditions, we break the
8 ratings into three areas: Interstates, the non-interstates on
9 the national highway system, then routes that are not on the
10 national highway system.

11 First we'll look at the interstate system, where
12 we have 51 percent in good condition, with the 47 percent in
13 fair, and 1.5 percent in poor. Kind of the thing to notice here
14 is over -- over the last 10 years -- or 12 years or so, the
15 condition has been going in a downward trend, which, you know,
16 causes concern for the agency.

17 When we look at the non-interstates with the
18 national highway system, fortunately there we have a downward
19 trend, and our pavement condition's only 32 percent in good
20 condition, where we have 64 percent in fair condition, and 4 and
21 a half percent in poor condition. Again, please notice a
22 downward trend.

23 Then we look at our -- the national as far as our
24 state highways not on the national highway system. Again, the
25 trend is an even more downward trend with only 17 percent in

1 good condition. We have 74 percent in fair, 9 percent in poor
2 condition.

3 So one of the items we did for this tentative
4 five-year program is we increased the pavement rehabilitation
5 fund by \$70 million annually. So between the bridge and the
6 pavement funding that we identified for the tentative program,
7 we'll have close to \$450 million both -- within the preservation
8 fund.

9 So looking at the developmental process for the
10 five-year program just kind of shows a snapshot of where we're
11 at in time, is looking -- the goal today is to get the tentative
12 draft program approved by the Board. Just a quick reminder.
13 The program takes about 15 months to put together, and so we've
14 already started some of the process for the next cycle or the
15 next 2026 program. It's just an ongoing process that we never
16 stop, and this early stage, typical activities are just early
17 coordination (inaudible) and just doing pavement testing, but
18 it's just an ongoing process for the development of the program.

19 So now we look at the regional funding
20 distribution. So the funding for this year's program, as you
21 can see by year, fiscal year, we have a very robust program, in
22 my opinion. And so look forward to the delivery of this program
23 as well. And so when we look at the distribution, it is 50
24 percent -- the blue is 50 percent for Greater Arizona. The
25 green is 37 percent for the MAG region. Then 13 percent for the

1 PAG region in Pima County.

2 So just -- just to go back over the Long Range,
3 the recommended investment choice for the Long Range
4 Transportation Plan, as you know, the -- when we look at and
5 measure the -- the percentages that we're going to show you for
6 the -- for the RIC -- we do the five-year average. We don't
7 take it year by year. So we evaluate how our targets are
8 aligning with the actual numbers we're putting as far as in
9 these three categories.

10 And this is where -- next slide I'll show you.
11 What this year's program shows for the Greater Arizona, we have
12 72 percent in preservation. We have 12 percent in expansion and
13 60 percent in modernization. Again, the one on the left is
14 strictly for Greater Arizona. When you look to the right,
15 looking at the PAG region, they do have an investment in
16 modernization, but both the PAG and the MAG regions, most of
17 their funding is going toward expansion of the system.

18 Next we'll focus on the Greater Arizona. And so
19 this year the five-year total for Greater Arizona was about
20 \$4.55 billion. It's 50 percent of the program, which is 50
21 percent, which is programmed by the Board. This excludes the
22 Maricopa and Pima Counties. It includes subprograms, our local
23 projects funded through the competitive programs, as well as
24 what we're -- what we're going to -- we're going to do this year
25 is one of the requirements of the state statutes is to

1 prioritize the projects.

2 We were unable to get you the prioritized list of
3 projects for the program, because the way that the statute is --
4 is written is that we need to prioritize by fiscal year. It
5 won't impact how the current program is set up, but we'll have
6 another piece of the program or another illustration of the
7 program by priority. That will be part of the Greater Arizona
8 section.

9 And how we establish that priority for the
10 projects by fiscal year is depending if there was federal grants
11 that were part of the project, if there was a legislative
12 appropriations that were part of the project. Then we
13 prioritize the preservation. We -- how we prioritize it was by
14 pavement first, then by bridge, then the project scored, if it
15 was by safety, then the other -- then the other final category
16 was other.

17 So our intent is to provide this prioritized list
18 of projects for you next week so you'll be able to review it and
19 provide us comments prior to March 1st when the -- that's when
20 we're currently scheduled to go out for public comment.

21 So next I'll move to the distribution for Greater
22 Arizona. The green is for the statewide preservation. As you
23 can see, as mentioned earlier, we have close to -- we have
24 450 million toward preservation. Then for modernization, that's
25 the red. As far as the -- the purple is for statewide

1 development. Then we have the statewide planning in yellow.
2 Then the blue is the expansion for Greater Arizona.

3 So next we'll go through some of the expansion
4 projects that are listed within the program for Greater Arizona.
5 So this is for 2025 expansion construction. We have about
6 \$83 million that are currently in the program. This includes
7 year two of the West Kingman TI. We have Vista Royale on US-93
8 for design. We also have Cane Springs for -- on US-93. We have
9 investments in I-10 of \$60 million, and the project on 191
10 was -- already talking about it, and it was just for -- to
11 provide a little update on the project, which was already given,
12 so...

13 So next, we have 2026 expansion projects. Back
14 on US-93 for Cane Springs. We also have 10 and a half million
15 dollars for design of US-93 in the Big Jim Wash area. Then also
16 where we have the construction funding for year one of the Lion
17 Springs widening on 260.

18 On year 2027, for expansion, we have
19 additional -- or year two of Lion Springs at 54 and a half
20 million. Then we have construction year one of US-93 on Big Jim
21 Wash of 50 million.

22 Then for 2028, we have a total expansion of
23 \$133.8 million investment year three of Lion Springs. Also Big
24 Jim Wash, along with construction funded for the Vista Royale
25 portion of US-93.

1 Then currently for 2029, there is no expansion
2 currently in the tentative program.

3 So here we'll just go through quickly some of the
4 projects or the funding by the board district that's programmed.
5 So we'll just -- here's just an overview of the totals for each
6 of the six board districts. They're on the screen. We do --
7 again, this covers the 50 percent in Greater Arizona. It does
8 not include the MAG and PAG regions. It does not include our
9 subprograms, and also, you're aware both for the Board and the
10 public, we have developed the dashboard for ease of viewing,
11 along with providing comments during the public comment period.

12 So for District 1, we have 20 projects. A total
13 of 186.3 million broken down in the categories as you see, from
14 preservation, modernization. We have the 30 million in
15 expansion shown.

16 For District 2, we have a total of 20 projects.
17 The breakdown in the different categories is shown there on the
18 screen. There's a total of 20 projects. Some of the
19 modernization projects include 11 safety projects in the city of
20 Tucson, two safety projects in Pima County, and the one safety
21 project in Oro Valley. There is expansion projects within Pima
22 County, but those will be shown when I present the PAG program.
23 Then also there is one administrative project of 3.8 million,
24 which is the conversion of high pressure sodium lights along
25 Interstate 10.

1 Next we have the District 3 projects. A total of
2 13 projects at a little over 133 million. You can see the
3 breakdown in the different categories, mainly within the
4 preservation, modernization areas. We have ten pavement
5 preservation projects or ten preservation projects total,
6 including pavement and bridge. We have one modernization
7 project.

8 We'll move on to District 4. There's a total of
9 29 projects in District 4, a little over \$300 million. They
10 include ten preservation projects.

11 CHAIRMAN SEARLE: Mr. Patane, on District 4,
12 we've had quite a bit of comments about 347. Are there projects
13 in the five-year plan including dealing with some of the issues
14 on 347?

15 MR. PATANE: Yeah. When -- the current program
16 has a pavement preservation project on 347, and it also has
17 funding for the Riggs Road interchange.

18 CHAIRMAN SEARLE: All right.

19 MR. MAXWELL: Mr. Chair, this is Ted.

20 CHAIRMAN SEARLE: Thank you.

21 MR. MAXWELL: Mr. Chair.

22 MR. ROEHRICH: Mr. Chairman, Mr. Maxwell is
23 trying to speak.

24 Mr. Maxwell, we can barely hear you.

25 MR. MAXWELL: All right. How about now?

1 CHAIRMAN SEARLE: Not any better.

2 MR. ROEHRICH: It's not any better, Mr. Maxwell.

3 MR. MAXWELL: All right. Therefore, I'll check
4 on it later.

5 UNIDENTIFIED SPEAKER: (Inaudible) put it in
6 chat.

7 MR. ROEHRICH: Then if you message, could you put
8 it in chat or email me or something and we can read it? He gave
9 me the okay sign, so I don't know what that means.

10 CHAIRMAN SEARLE: Okay.

11 MR. ROEHRICH: Okay.

12 CHAIRMAN SEARLE: Go ahead, Paul. And then when
13 we hear from Mr. Maxwell, we'll see what he has to ask.

14 MR. PATANE: Yes.

15 MR. MAXWELL: Is this any better?

16 MR. PATANE: So on District 4, we had a total of
17 29 projects at a little over 300 million. Ten preservation
18 projects. We have 12 modernization, including safety projects
19 and routes, State Route 70, 73, 79 and 87. We have funding for
20 dynamic message signing around -- along Interstate 10. Then
21 also, we have five local safety projects, including intersection
22 improvements at Florence Boulevard and Colorado Street in Casa
23 Grande. There are two significant expansion projects in
24 District 4. Those are the Lion Springs and the improvements on
25 State Route 387 or the widening on I-10 from State Route 587 to

1 State Route 387.

2 So on District 5, there's a total of 57 projects,
3 little over 594 million for the region. We have four rehab
4 projects. A lot of those are on Interstate 40, which is in
5 need. We have pavement rehabs on State Route 60 and State
6 Route 64. We have 15 modernization projects, which include
7 improvements to the scales at the Page and Sanders port of
8 entry. There are four local safety projects, including the
9 signals and signs in Apache County, the town of Egar, and the
10 administrative project shown here is to install fiber optic
11 along Interstate 40.

12 MR. THOMPSON: Chairman. Chairman.

13 CHAIRMAN SEARLE: Member Thompson.

14 MR. THOMPSON: Yes. Good morning.

15 CHAIRMAN SEARLE: Board Member Thompson, do you
16 have a question?

17 MR. THOMPSON: I do. I'll make a comment. I
18 know that that amount is way less than what is needed to address
19 much of the needs, that we have been repeating this to each
20 other over the years, and thinking what is that -- how can the
21 State Legislature help us increase additional dollars so that
22 additional amounts might be going into each district. So that's
23 my thought and that's my question. Thank you very much.

24 CHAIRMAN SEARLE: All right. Thank you, Board
25 Member Thompson.

1 Mr. Roehrich, have we got anything from
2 Mr. Maxwell?

3 MR. ROEHRICH: I'm just checking. I don't have a
4 chat or an email at this point. Mr. Maxwell, did --

5 MR. MAXWELL: Can you hear me now?

6 VICE CHAIR DANIELS: Yes.

7 CHAIRMAN SEARLE: Yes. That's better.

8 MR. ROEHRICH: Yes, sir. We can hear you now.

9 MR. MAXWELL: All right. Yeah. I just had to
10 switch up which microphone was being used. Yeah. It was just a
11 follow-up, kind of, Richard, to your question on 347, because
12 when I -- I thumb through the five-year plan, the -- as Paul
13 laid out, there is only two projects. One's Riggs Road
14 interchange, which may help alleviate some of the concerns. The
15 other is just a straight rehab plan, and so as I understand that
16 rehab plan, it's not going to do anything with either expansion
17 or alleviate any of the -- and correct me if I'm wrong, Paul,
18 but it really doesn't alleviate any of the concerns that we've
19 been hearing for the last year, two years from the 347 folks.

20 CHAIRMAN SEARLE: Thank you, Mr. Maxwell.

21 DIRECTOR TOTH: Mr. Chairman, and hopefully Greg
22 or Paul might be able to correct me, but my understanding is
23 that we did have a legislatively appropriated project for design
24 of the expansion, and that is continuing to move forward.

25 MR. MAXWELL: Okay.

1 MR. PATANE: Is it a new project or...

2 DIRECTOR TOTH: It's an existing.

3 MR. BYRES: Mr. Chairman, Board Members, yes.
4 The Director is correct. The project that we have is only for
5 design, not for construction.

6 CHAIRMAN SEARLE: But it's the first step.

7 DIRECTOR TOTH: Correct.

8 MR. MAXWELL: And Mr. Chair, Paul, Greg, when do
9 we think that design plan will be complete?

10 MR. BYRES: Mr. Chairman, Mr. Maxwell, I am not
11 sure. I'd have to find out exactly where we're at on the status
12 of the design project itself.

13 MR. MAXWELL: Thank you, Mr. Chair. Thank you.

14 MS. HOWARD: I have a question. I'm just not
15 quite sure when to ask this along the way this morning with all
16 these reports. Is it possible -- I mean, I've had discussions
17 with legislators regarding 347. I've put together my own
18 synopsis and history. Is it possible that you could put us
19 together a report on where we are, where we've been, where we
20 need to go, both financially, you know, for budgetary reasons,
21 you know, and where we are in engineering on this project and
22 provide that to us to help us facilitate some discussions?

23 MR. PATANE: Chairman Searle, Board Member
24 Howard, definitely that's what I wrote down here, the 347 plan.
25 We need to come out and hopefully by the next board meeting, we

1 can have a plan in place to show you what's -- what we're
2 working with with our regional partners with MAG and what ADOT's
3 moving forward with. So understood, and it's definitely needed.

4 MS. HOWARD: Thank you.

5 I've driven it three, four, five times this year.
6 You can drive it. You can sit on the corner and watch. You
7 can -- I think that's kind of been discussed more and more and
8 more, but it's the next steps, and I really want to get to a
9 point where we can start something in place to get this taken
10 care of.

11 CHAIRMAN SEARLE: Yeah. Well, that -- on that
12 note, I think it's appropriate to say that knowing how the five-
13 year plan works, some of these things get ahead of themselves,
14 and it takes a while to formulate it and get it put together
15 where it can actually go into the plan.

16 And I think to answer your question, I think it
17 would be very good for the public as well to know what ADOT is
18 doing, whether it's in this year's plan or whether it's in next
19 year's plan, what -- what the department is doing to address the
20 issues on 347, and without James Ranch Road as well. I think
21 it's probably premature right now to get it in the plan, but I
22 think the stakeholders need to know where we're going with this.
23 So with that said, go ahead, Paul.

24 MR. PATANE: Chairman --

25 CHAIRMAN SEARLE: You can go to District 6 now.

1 MR. PATANE: Understood.

2 Okay. Continuing on, District 6. We have 85
3 projects, a little over \$1 billion. The majority of that is
4 within preservation. We have five rehab projects along 40. We
5 have some rehab projects along US-93 as well. There are 46
6 modernization projects, both enhancing the port of entries as
7 well at Topock and the Yuma port of entry. We have 23 local
8 safety projects totaling 35 million in Cottonwood, Prescott, San
9 Luis, Somerton, Lake Havasu, Yuma, and both Mohave and Yavapai
10 and Yuma Counties. The expansion on -- are all on US-93 on the
11 Kingman West TI, and as we've shown earlier, Cane Springs, Big
12 Jim Wash, and Vista Royale.

13 Any questions on the projects?

14 CHAIRMAN SEARLE: Mr. Knight?

15 MR. KNIGHT: I do have one. I do have one
16 question. Just to go back a few slides, but on the bridges, do
17 we actually have any bridges that are unsafe and closed in the
18 system?

19 MR. PATANE: No, none to my knowledge.

20 MR. KNIGHT: Okay. Thank you.

21 MR. PATANE: Good question. Thank you.

22 Then just a reminder, on the dashboard, and so it
23 will be available for the public to provide comments as well,
24 with features, maps, project descriptions, program years,
25 amounts, and funding types. So it's good. You can search --

1 you can search by county MPO and board district. So user
2 friendly this year.

3 So next we'll move into the Maricopa County
4 Regional Transportation Freeway Program. The five-year total is
5 approximately 2.5 billion. This is 35 -- 37 percent allocated
6 to the MAG for the ADOT routes. It includes the MAG
7 subprograms. Currently, the MAG TIP only runs through 2025, and
8 so some of the projects along the freeway system, you have
9 numerous TI improvements on Camelback and Indian School and
10 I-17. They're showing widening along Interstate 10 as well as a
11 big interchange improvement on US-60 and 35th Avenue at Indian
12 School.

13 Just real quick. On the I-10 corridor, within
14 the Maricopa planning section and Pinal County and CYMPO as
15 well, as the Director mentioned, the corridor, this section,
16 this segment here of I-10 is fully funded into four projects,
17 and so we look forward to delivering it. And unfortunately, you
18 know, the good part and bad part is the construction will be
19 from 2024 to 2028. So we ask for patience as we begin to
20 construct and improve that much needed facility.

21 Next we'll jump to the Pinal -- Pima County
22 Regional Transportation Highway Program. Their five-year total
23 is 849 million, which is 13 percent allocated to the PAG for
24 ADOT routes. Again, their TIP runs through -- only runs through
25 2025, and -- because most of this funding is yet to be

1 programmed in their new TIP.

2 So that's some of the improvement projects along
3 the system here, is the I-10 widening, Country Club, and Kino
4 TIs. We have the I-19 Irvington TI. We also have improvements
5 on I-10 from Alvernon Way to Valencia Road.

6 Just a real quick overview of the I-10 widening,
7 from Country Club and Kino road TIs. The widening is three
8 miles along Interstate 10. We'll reconstruct the Kino traffic
9 interchange, along with adding a new traffic interchange at
10 Country Club Road. And this the estimated -- estimate for
11 construction is at \$500 million, making this the single largest
12 project we've done in the PAG region.

13 Next we'll move into the Airport Capital
14 Improvement Program. Five-year total, a little over 173
15 million. The projects will be identified and finalized once we
16 get the list from FAA that they approve.

17 Here's a breakdown of the programs within the
18 Airport Capital Improvement Program. We have the federal,
19 state, local program, the FSL program, which provides half the
20 sponsor's share for the air -- FAA airport improvement program.
21 We have the state, local program, which provides, you know,
22 funding -- state -- state and local funding for improvements to
23 the regional airports. And also, we have the Airport Pavement
24 Management System, APMS program. They have the Grand Canyon
25 National Park along with the airport aero development group.

1 So the next steps. Within the five-year program
2 process, we're here today to present the tentative program and
3 looking for Board approval. We have a public comment period
4 that will run from March 1st through May 24th. Then we have the
5 public hearing tentatively set for May 17th, followed up by the
6 Board study session. Then we seek final approval by the Board
7 at the June board meeting. Then the fiscal year starts in 2024.
8 July.

9 Any questions?

10 CHAIRMAN SEARLE: Questions for Mr. Patane at
11 this time or Kristine as well? Mr. Knight?

12 MR. KNIGHT: No, I don't have anything right now.

13 CHAIRMAN SEARLE: Ms. Howard?

14 MS. HOWARD: Thank you so much. Very informative
15 presentation.

16 MR. PATANE: Thank you.

17 CHAIRMAN SEARLE: Any from our online
18 participants? Mr. Maxwell? Ms. Daniels? Mr. Meck?
19 Mr. Thompson?

20 Everything seems quiet. I do have a --

21 MR. ROEHRICH: You can make a comment.

22 CHAIRMAN SEARLE: I do have a question, and it
23 gets back to our conversations just a little bit ago. Knowing
24 how the five-year plan is put together and knowing that it is
25 fiscally restrained -- we have to have the funding for it -- we

1 had the request from GSA to see the connector road for the port
2 in the five-year plan, and it's apparent that we do have some
3 funding for it, from the State at 8 million, but I know the
4 DCR's not complete yet. So it's kind of hard to put a
5 construction project in place that we don't have the plan
6 completed.

7 Is there something that we can do to give GSA or
8 some other players some assurances that a connector road will be
9 made, whether it's ADOT or by somebody else?

10 DIRECTOR TOTH: Mr. Chairman, members of the
11 Board, I would say that, you know, GSA has asked for a funding
12 plan, and so we are working closely with the -- the different
13 partners to develop that, as you heard from the mayor earlier
14 about applying for the SMART grant to be able to start the
15 design work. So I think there's a number of things like that as
16 well as the legislatively-appropriated funding that we can
17 demonstrate and that here's our plan of action in terms of
18 applying for future grant opportunities as well.

19 CHAIRMAN SEARLE: Okay. Thank you.

20 MR. KNIGHT: I just -- Mr. Chair.

21 CHAIRMAN SEARLE: Mr. Knight.

22 MR. KNIGHT: I just have one comment. It's been
23 my observation over the last few years that just because it's
24 not in the five-year plan, really all that means is there has
25 been no funding identified. Once the funding is there and

1 available doesn't mean it's going to go in year five. It will
2 actually go in the five-year plan in the appropriate place for
3 the funding and when it can be -- construction can start and all
4 of that. And so just because it's not there this time, it -- if
5 funding is identified prior to the next five-year plan, it could
6 end up in year two, one, two, three, with funding. That's what
7 gets it in the five-year plan.

8 CHAIRMAN SEARLE: Yeah. Thank you for that. And
9 I guess that's kind of where I was trying to go with some of my
10 comments and questions. All right.

11 So if there's no other -- requested action. So
12 we need a motion today?

13 MR. PATANE: Chairman Searle, yes, sir.

14 CHAIRMAN SEARLE: All right. Let me get back to
15 our script here.

16 MR. ROEHRICH: Mr. Chairman.

17 CHAIRMAN SEARLE: Actually, it's not in the
18 script.

19 MR. ROEHRICH: Mr. Chairman, we can have Paul
20 read the motion, and then all we need somebody to say, you
21 know --

22 CHAIRMAN SEARLE: All right.

23 MR. ROEHRICH: -- a motion and a second.

24 CHAIRMAN SEARLE: Mr. Patane, would you please
25 give us the motion that you would appreciate today?

1 MR. PATANE: Yes. Chairman Searle, Board
2 Members, ADOT is respectfully requesting a motion to approve and
3 publish the tentative 2025-2029 Five-Year Transportation
4 Facilities Construction Program for public review and comment.

5 CHAIRMAN SEARLE: Do I have a motion?

6 MR. KNIGHT: So moved.

7 CHAIRMAN SEARLE: I have a motion by Mr. Knight.

8 MS. HOWARD: I'll second.

9 CHAIRMAN SEARLE: I have a second by Ms. Howard.
10 If there's any -- is there any questions or comments on the
11 motion? Seeing none.

12 Would you please poll the Board?

13 MR. ROEHRICH: Vice Chair Daniels.

14 VICE CHAIR DANIELS: Aye.

15 MR. ROEHRICH: Member Maxwell.

16 MR. MAXWELL: Aye.

17 MR. ROEHRICH: Member Knight.

18 MR. KNIGHT: Aye.

19 MR. ROEHRICH: Member Meck.

20 MR. MECK: Aye.

21 MR. ROEHRICH: Member Thompson.

22 MR. THOMPSON: Aye.

23 MR. ROEHRICH: Member Howard.

24 MS. HOWARD: Aye.

25 MR. ROEHRICH: Chairman Searle.

1 CHAIRMAN SEARLE: Aye.

2 MR. ROEHRICH: The motion carries.

3 CHAIRMAN SEARLE: All right. Now can we move to
4 Item Number 6?

5 MR. PATANE: Yes.

6 CHAIRMAN SEARLE: Okay.

7 MR. PATANE: Chairman Searle, Board Members, it's
8 my pleasure to give you the update for the Multimodal Planning
9 Division report. My update today will just focus on some of our
10 tribal transportation updates that have gone on the last month
11 or so.

12 And so I just want to bring to your awareness
13 what's being -- currently being planned and discussed with the
14 2024 Arizona Tribal Transportation Safety Roundtable. ADOT is
15 currently working with its partners to plan this event. Some of
16 the ideas generated will focus on, you know, traffic safety
17 challenges, resource and training needs, along with future
18 partnering opportunities. This -- the time frame for this
19 in-person event is between April and May is what's currently
20 being discussed, and it will be held in the Phoenix area, and
21 we'll be happy to share that information as the logistics get
22 more tightened up.

23 Next we have the 2024 Southwest Tribal Technical
24 Assistance Program Summit in Flagstaff. It's currently being
25 scheduled between March 12th and 24th. The SWTAP is a

1 transportation resource center designed to serve tribal
2 transportation programs within Arizona, New Mexico, Colorado,
3 and the Navajo Nation region.

4 The goal of the summit is to bring together
5 tribal leaders, transportation professionals, FHWA, Bureau of
6 Indian Affairs, and other state transportation departments to
7 work to experience, discuss emerging trends, funding
8 opportunities and share insights, challenges on solutions, and
9 foster collaboration.

10 Next item is the SR-264 proposed corridor
11 planning study. We're currently working with our Hopi Tribe
12 partners in developing the scope of work to begin the study. We
13 anticipate the study to be under contract this summer. A major
14 component of the study, we'll look at areas for improvements
15 such as plans and major issues, transportation efficiencies,
16 look for areas where we can find recommended -- recommendations
17 for transportation improvements.

18 I just want to echo this -- you know, this
19 partnership and this little task here that we jointly worked on,
20 beginning to jointly work on with the Hopis. It's a great
21 collaboration of us listening to them and trying to help them
22 identify some of their needs within the region. And they've
23 been very proactive in reaching out to us to ensure that this
24 ongoing communication continues.

25 Just a little update on some of the newly-elected

1 tribal leaders. First we'll start with the Kaibab Band of
2 Paiute Indians. They appointed the Honorable Roland Maldonado
3 as their tribal chair back in December. Now for the San Juan
4 Southern Paiute Tribe, the Honorable Robbin Preston, Junior, was
5 inaugurated as president of the Pauite Tribe in December as
6 well. Then we have the Havasupai Tribe where they -- the
7 Honorable Bernadine Jones was sworn in as the chairwoman of the
8 Hassayampa Tribe.

9 CHAIRMAN SEARLE: Havasupai.

10 MR. PATANE: Havasupai. Thank you.

11 Any questions on the update?

12 CHAIRMAN SEARLE: Questions for Mr. Patane on
13 Item 6?

14 MR. THOMPSON: Chairman.

15 CHAIRMAN SEARLE: Anything from our telephonic
16 members?

17 MR. THOMPSON: Mr. Chairman.

18 CHAIRMAN SEARLE: Yes.

19 MR. THOMPSON: I'd just like to commend Paul
20 Patane, ADOT staff for doing more and more and reaching out and
21 getting more information out to the rural communities as well as
22 Native American communities. So certainly do appreciate that.
23 Thank you very much.

24 CHAIRMAN SEARLE: Thank you, Mr. Thompson.

25 If there's nothing else, we'll go ahead and move

1 to Item Number 7, our PPAC items.

2 Mr. Patane, you're going to continue with that.

3 MR. PATANE: Yes, sir.

4 Okay. We'll move on to PPAC items. So first
5 we'll begin with project modifications. So Chairman Searle,
6 Board Members, for your consideration, the proposed changes to
7 the 2024-2028 Five-Year Transportation Facilities Construction
8 Program, project modifications 7A through 7D.

9 CHAIRMAN SEARLE: If you'd like a motion for
10 procedural purposes, I have no problem. I think there may be
11 some questions on some of the projects. Would you -- maybe we
12 should go over the projects first and then get the motion.

13 MR. PATANE: Chairman Searle, your choice, sir.
14 We can do either/or.

15 CHAIRMAN SEARLE: I have a question on 7C myself.

16 MR. PATANE: Okay.

17 CHAIRMAN SEARLE: 7C is the Colorado River
18 Bridge.

19 MR. PATANE: Yes, sir.

20 CHAIRMAN SEARLE: It's basically doubling the
21 program amount, but it really doesn't have much description why
22 it's being doubled other than to say that it's managerial
23 issues, the best I can tell.

24 MR. PATANE: So when -- Chairman Searle, Board
25 Members, when we have projects that cross, you know, the

1 Colorado River, we enter into agreements with Caltrans, and
2 typically on these bridges that cross the Colorado River Bridge,
3 Caltrans is the lead agency, and we're required to -- through
4 past agreements, we committed to paying for 50 percent of the
5 cost. And so the increase of design cost was presented to us,
6 and I don't -- I don't have all the details on the reasons for
7 the increase, but it's our obligation to pay half of the costs
8 for the design of the projects.

9 CHAIRMAN SEARLE: I still don't know if I like
10 the reason, but understood. We have agreed to go 50 percent,
11 and they're saying it's costing twice as much as we originally
12 agreed.

13 MR. PATANE: Yeah. And they're -- you know,
14 they're kind of -- some of the increase is related to final
15 design cost, and also on the design build, you have costs
16 associated with the construction manager general contractor
17 services.

18 CHAIRMAN SEARLE: Any other questions on any of
19 the other items, A through D?

20 Hearing none, I would entertain a motion.

21 MR. KNIGHT: Mr. Chair, I would move to approve
22 PPAC Items 7A through 7D as presented.

23 MS. HOWARD: Second.

24 CHAIRMAN SEARLE: I have a motion by Board Member
25 Knight and a second by Board Member Howard. Are there any other

1 questions before I call for the vote? Hearing none.

2 Mr. Roehrich, would you please poll the Board?

3 MR. ROEHRICH: Vice Chair Daniels.

4 VICE CHAIR DANIELS: Aye.

5 MR. ROEHRICH: Member Maxwell.

6 MR. MAXWELL: Aye.

7 MR. ROEHRICH: Member Knight.

8 MR. KNIGHT: Aye.

9 MR. ROEHRICH: Member Meck.

10 MR. MECK: Aye.

11 MR. ROEHRICH: Member Thompson.

12 MR. THOMPSON: Aye.

13 MR. ROEHRICH: Member Howard.

14 MS. HOWARD: Aye.

15 MR. ROEHRICH: Chairman Searle.

16 CHAIRMAN SEARLE: Aye.

17 MR. ROEHRICH: The motion carries.

18 CHAIRMAN SEARLE: Now move to the remaining of
19 the projects. I believe it's 7E through G.

20 MR. PATANE: Yes, Chairman Searle.

21 Chairman Searle, Board Members, for your
22 consideration, the proposed changes to the 2024-2028 Five-Year
23 Transportation Facilities Construction Program, new projects 7E
24 through 7G.

25 CHAIRMAN SEARLE: Do we have any questions on

1 these items before we get a motion?

2 Well, I've got a question on 7F, which is the Ajo
3 Bridge, and my question is the total project is a little over
4 \$700,000. Is that the -- is that the complete project, the
5 design and build?

6 MR. PATANE: No. This is -- this is the request
7 that they asked through the -- through the program, and they --
8 they understand that they're the -- responsible to fund any
9 additional costs.

10 CHAIRMAN SEARLE: Once again, is this just for
11 design or is this design and construction?

12 MR. PATANE: This action here is O&C (phonetic),
13 so it's for construction, sir.

14 CHAIRMAN SEARLE: It is for construction?

15 MR. PATANE: Yes.

16 CHAIRMAN SEARLE: The only comment I would like
17 to make, and I hate to bring up a dead horse, is we had a
18 project a couple years ago at Pima -- no, at Fort Thomas -- and
19 put box culverts in on the project, and it ended up costing well
20 north of a million bucks. And I would like to make a comment
21 that if we can do this for this project, this is about what that
22 Fort Thomas project should have cost, so anyhow. If this is
23 construction, I support it as well. So I just wanted to -- I
24 just -- I didn't want to forget Fort Thomas.

25 MR. MAXWELL: Mr. Chair. Mr. Chair.

1 CHAIRMAN SEARLE: Yes.

2 MR. MAXWELL: Yeah. I agree with you. That
3 seems -- for a bridge, that's a very reasonable cost, and it is
4 using the box culverts. And the interesting part to me is that
5 it's replacing a 1953 timber bridge that's currently got a
6 weight limit of 10,000 pounds on it. So it's probably long
7 overdue.

8 CHAIRMAN SEARLE: No. I'm supportive of it. I'm
9 just appreciative that the cost came in reasonable opposed to
10 what happened a couple years ago.

11 So with that said, if there's no other questions
12 or comments, I'd entertain a motion for Items E through G.

13 MR. MAXWELL: Mr. Chair, Member Maxwell. I'll
14 motion Items E through G just to break the monotony of
15 (inaudible) from that side.

16 VICE CHAIR DANIELS: I'll second it.

17 CHAIRMAN SEARLE: Board Member --

18 VICE CHAIR DANIELS: Well, thank you.

19 CHAIRMAN SEARLE: -- Knight really appreciates
20 that. Thank you.

21 So I have a motion by Board Member Maxwell, and
22 did I hear Ms. Daniels come in with a second?

23 VICE CHAIR DANIELS: Yes. One of the Jenns
24 seconded it, so we're good.

25 CHAIRMAN SEARLE: All right. Thank you.

1 So motion by Board Member Maxwell and a second by
2 Board Member Daniels. If there's no other questions or
3 comments, please poll the board members, Mr. Roehrich.

4 MR. ROEHRICH: Vice Chair Daniels.

5 VICE CHAIR DANIELS: Aye.

6 You may want to also advance the slide, because
7 it isn't showing, actually, on the screen. We have it in our
8 packet, but for the public. Thank you.

9 MR. PATANE: Thank you.

10 MR. ROEHRICH: Member Maxwell.

11 MR. MAXWELL: Aye.

12 MR. ROEHRICH: Member Knight.

13 MR. KNIGHT: Aye.

14 MR. ROEHRICH: Member Meck.

15 MR. MECK: Aye.

16 MR. ROEHRICH: Member Thompson.

17 MR. THOMPSON: Aye.

18 MR. ROEHRICH: Member Howard.

19 MS. HOWARD: Aye.

20 MR. ROEHRICH: Chairman Searle.

21 CHAIRMAN SEARLE: Aye.

22 MR. ROEHRICH: The motion carries.

23 CHAIRMAN SEARLE: All right. Item 8, Mr. Patane.
24 Arizona State Match Advantage. The Arizona SMART Fund.

25 MR. PATANE: Chairman Searle, Board Members,

1 today we have two AZ SMART applications, and the full
2 applications were part of the Board packet. Just real quick,
3 just going over the eligible uses, they include reimbursement up
4 to 50 percent of grant development and submission costs. This
5 is depending on -- limited to counties with a population of less
6 than 100,000 and cities and towns with a population of less than
7 10,000. It can be used for match for a federal grant, also for
8 reimbursement of design and other engineering services.

9 The eligible applicants are all ADOT cities and
10 towns outside of the Pima and Maricopa Counties, and it includes
11 Gila Bend. All cities and towns are eligible. Counties outside
12 Maricopa and Pima Counties, along with Gila Bend, which is
13 within Maricopa County, who are eligible.

14 So just a brief description. Both applicants are
15 listing the RAISE grant, which they will be seeking future
16 funding opportunities.

17 The first request, there was several members from
18 the call to the public. This first request is for the Town of
19 Tusayan. The request is for \$2,389,300 for design and other
20 engineering services. Also, they're asking for \$2,200 for grant
21 development services. The project will establish a
22 comprehensive drainage and master plan, design concept report,
23 along with construction documents. As you mentioned, there's a
24 lot of concerns related to the flood -- flooding within this
25 region. There is a request for ADOT to administer this project

1 as well.

2 The next AZ SMART request is from the Town of
3 Pinetop. The project is -- the request is for design and
4 engineering services in the amount of 209,600. The funding will
5 help with design and drainage plans, encroachment and floodplain
6 use permits. The project will widen Woodlake (sic) Road to
7 construct a turn lane. It would increase connectivity, along
8 with providing traffic calming measures by discouraging vehicles
9 to use alternate routes. The applicant intends to be the direct
10 recipient. The applicant will also pursue the 2024 RAISE grant.

11 Just a summary. Both applications are
12 eligible -- are eligible. The PPAC committee has approved the
13 applications to be considered by the Board. The total requested
14 in design is \$2,598,900. The total requested for grant
15 development and submission is \$2,200.

16 Then this slide here kind of shows the available
17 funding. The available funding for awards is there, highlighted
18 in yellow. And so with the -- today's request, the
19 municipalities list 10,000, both those projects fall within that
20 category. It will change the total from approximately 11.36 to
21 8.76 within that category of funding.

22 CHAIRMAN SEARLE: Once again, just -- that's
23 municipalities less than --

24 MR. KNIGHT: 10,000.

25 CHAIRMAN SEARLE: -- 10,000.

1 MR. PATANE: Yes.

2 The second column is where all the activity is
3 for this month. The yellow, the highlighted yellow is the
4 current balance, at 11.36 (sic), with the addition of the two
5 requests we received today, and will be presented to you for
6 your consideration, the new total would be 8.76.

7 CHAIRMAN SEARLE: Any questions for Mr. Patane on
8 the grant requests?

9 I have a question. Is there -- we've got this
10 set up as two different motions on each. Is there any reason
11 why we can't combine both these projects in one motion?

12 MR. PATANE: No, sir.

13 CHAIRMAN SEARLE: All right. So that --

14 MR. ROEHRICH: As long as both are supported, you
15 know.

16 MR. PATANE: Yeah.

17 MR. ROEHRICH: As long as you don't split the
18 vote.

19 CHAIRMAN SEARLE: What's that?

20 MR. ROEHRICH: As long as you don't split the
21 vote. I mean, as long as they're both supported equally. You
22 don't know until you try, right.

23 CHAIRMAN SEARLE: We don't know until we try.

24 MR. ROEHRICH: Right.

25 CHAIRMAN SEARLE: So it sounds like we have

1 sufficient funding. I have not heard any concerns or questions,
2 so I would entertain a motion to combine the two. So I would --

3 MR. KNIGHT: Mr. Chair, I would -- I would move
4 to award in the amounts requested to the SMART funds to the Town
5 of Tusayan and the Town of Pinetop-Lakeside.

6 MS. HOWARD: I'll second.

7 CHAIRMAN SEARLE: All right. I have a motion by
8 Board Member Knight and a second by Board Member Howard to
9 approve both requests. If there's no other questions or
10 comments, Mr. Roehrich, please poll the Board.

11 MR. ROEHRICH: Vice Chair Daniels.

12 VICE CHAIR DANIELS: Aye.

13 MR. ROEHRICH: Member Maxwell.

14 MR. MAXWELL: Aye.

15 MR. ROEHRICH: Member Knight.

16 MR. KNIGHT: Aye.

17 MR. ROEHRICH: Member Meck.

18 MR. MECK: Aye.

19 MR. ROEHRICH: Member Thompson.

20 MR. THOMPSON: Aye.

21 MR. ROEHRICH: Member Howard.

22 MS. HOWARD: Aye.

23 MR. ROEHRICH: Chairman Searle.

24 CHAIRMAN SEARLE: Aye. And it appears to be
25 unanimous.

1 Let's go to Item 9 --

2 MR. PATANE: Thank you.

3 CHAIRMAN SEARLE: -- which is Mr. Byres.

4 Thank you, Mr. Patane, for the last hour of
5 entertainment.

6 MR. BYRES: So thank you, Mr. Chairman, Board
7 Members. Item 9, the state engineer's report. To date we've
8 got 86 projects under construction worth \$2.1 billion. Six
9 projects were finalized in December, worth \$34.4 million. And
10 year to date, we have finalized 36 projects.

11 And I'm going to go through what we've got across
12 the state. We heard Todd come in with Southeast District, but
13 across the rest of the districts, we have -- in the Southcentral
14 District, we've got four projects that they highlighted.

15 One -- first one is on I-10. It's a widening
16 project from Ina to Ruthrauff.

17 Second one that we've got in there is one that's
18 just getting ready to kick off with a design build procurement,
19 and that's Country Club to Kino on I-10.

20 Next one we have is on I-19, and that's the
21 Irvington TI design.

22 And then the last one that they highlighted was a
23 Border Patrol station -- or it should say on SR-90 from Border
24 Patrol station down to Moson Road. So that's what's happening
25 in Southcentral.

1 In the North Central, we have North Lake Powell
2 Boulevard roundabout on US-89. US-160, there's flashing "stop
3 ahead" signs on SR-98 and on IR-15, both those intersections.

4 Next one we have is a pavement pres. project --
5 preservation project, I should say -- on US-89. That goes from
6 Milepost 425 to 434.

7 And then the last one in Northcentral we have is
8 the JW Powell Bridge replacement on I-17.

9 The next one is in the Southwest District. On
10 this one, we have the I-10 truck parking availability. This is
11 actually a pilot project but is part of the I-10 coalition,
12 which includes Texas, New Mexico, Arizona, and California.
13 There's four locations that we're going to be installing these
14 signs.

15 The next one we have is on B-8. Gila Bend.
16 These are some ADA ramps and other sidewalk improvements that
17 we're working on.

18 And the third one that was highlighted was SR-85
19 at Gila Bend to the county line. This is spot repairs and
20 safety upgrades along SR-85.

21 In the Northwest District, we had four projects
22 that were highlighted. The first one is on I-40. This is from
23 Fort Rock TI to Markham Wash.

24 Next one is the East Kingman TI, westbound
25 bridge. This is part of the TI improvements.

1 The next one is Gunsite Canyon Road to Gray Wash.
2 This is on US-93.

3 And then the one is wash bridges on US-60 that
4 are all under construction at this time.

5 The next one is the Northeast District. These
6 are current projects they have going. The first one is on
7 SR-87. This is the Coyote Wash Bridge. We're replacing the
8 superstructure on that particular bridge.

9 Next one is on I-40. This is from Pinta to
10 McCarrel. This is a pavement preservation project running from
11 Milepost 318 to 330. That's -- that bid opened just last month.

12 Crest -- the next one we have is on B-40 in
13 Holbrook. Runs from Crestview to Joy Nevine. This is a paving
14 project that we're getting ready to do. Bids open in April for
15 that particular project.

16 And another upcoming project that's occurring in
17 the Northeast District is on SR-277. This is from Forest
18 Boundary to SR-377, and work on that's scheduled to begin in
19 June of this year.

20 So the last one we have is Central District.
21 This runs from -- the first project is on SR-101, which runs in
22 Princess to Shea. That's -- project is an expansion project in
23 Scottsdale, at this time is 3 percent complete.

24 Next one we have is the 16th Street screenwalls.
25 That's on SR-101, the Pima Freeway, which is 70 percent complete

1 to date.

2 Next project we have is on SR-347 at Lakeview
3 Boulevard. This is intersection and turning movement
4 improvements in the City of Maricopa. That's 60 percent
5 complete.

6 And the last one that was highlighted is on 60X,
7 which is the old US-60 highway. That's getting ready to kick
8 off here in the near future. So that's upcoming project.

9 So let's keep on going here. So that would be it
10 for the state engineer's report.

11 CHAIRMAN SEARLE: Any questions for Mr. Byres?

12 Hearing none. Go ahead and move into Item
13 Number 10, which is construction contracts.

14 MR. BYRES: Thank you very much.

15 So the first item we have is Item 10A. This is a
16 scour retrofit -- scour retrofit project on I-40. This is the
17 Ash Fork Creek bridges. The low -- let me grab my notes here.

18 So the low bid was \$1,045,128. The State's
19 estimate was \$1,475,831. There's a difference of \$430,704, or
20 29.2 percent below the engineer's estimate.

21 The low bidder intends to self-perform the work
22 included in the project and is located only 30 miles from the
23 project. So the mobilization has dropped tremendously. The low
24 bidder's production rates for excavation and structural concrete
25 work were also much higher than the engineer's estimate, and

1 after analysis of the low bid, it was determined to be a
2 responsive and responsible bid, and we recommend award to
3 Vastco, Inc.

4 CHAIRMAN SEARLE: Any questions on Item 10A?

5 MR. KNIGHT: Mr. Chair, since this is my
6 district, I move to award the bid on Item 10A to Vastco, Inc.

7 CHAIRMAN SEARLE: I have a motion by Board Member
8 Knight. Second?

9 MS. HOWARD: I'll second.

10 CHAIRMAN SEARLE: Second by Board Member Howard.
11 Any other questions or comments before I call for the vote?
12 Hearing none.

13 Mr. Roehrich, please poll the Board.

14 MR. ROEHRICH: Vice Chair Daniels.

15 VICE CHAIR DANIELS: Aye.

16 MR. ROEHRICH: Member Maxwell.

17 MR. MAXWELL: Aye.

18 MR. ROEHRICH: Member Knight.

19 MR. KNIGHT: Aye.

20 MR. ROEHRICH: Member Meck.

21 MR. MECK: Aye.

22 MR. ROEHRICH: Member Thompson.

23 MR. THOMPSON: Aye.

24 MR. ROEHRICH: Member Howard.

25 MS. HOWARD: Aye.

1 MR. ROEHRICH: Chairman Searle.

2 CHAIRMAN SEARLE: Aye.

3 MR. ROEHRICH: The motion carries.

4 CHAIRMAN SEARLE: Item 10B.

5 MR. BYRES: Item 10B is a construction of a
6 roundabout on the US-191 in Safford. The low bid \$6,519,519.
7 The State's estimate was \$5,060,076, a difference of \$1,459,443,
8 or a difference of 28.8 percent higher than the engineer's
9 estimate.

10 There were two bidders on this project. The low
11 bidder's production for the work for asphalt paving as well as
12 concrete paving were lower than the engineer's estimate. The
13 slower production rate is due to the segmental construction
14 that's required to maintain traffic during the course of
15 construction for the roundabout itself. After analysis of the
16 low bid, it was determined to be a responsive and responsible
17 bid, and we recommend award to Granite Construction Company.

18 UNIDENTIFIED SPEAKER: (Inaudible)

19 MS. HOWARD: I would. I'm very happy about this
20 project. This is a very well used road for the mine, Morenci,
21 and it's the only byway for any equipment, all of the employees,
22 and so -- and it's a very scary intersection at the present
23 time. So with that being said, I move we approve this project.

24 CHAIRMAN SEARLE: So I have a motion for Item B
25 from Board Member Howard, and since this is my district, I think

1 I can weigh in and second it. So we'll go with that. So we
2 have a motion by Board Member Howard and a second by Board
3 Member Searle. If there's no other discussion, please poll the
4 Board, Mr. Roehrich.

5 MR. ROEHRICH: Vice Chair Daniels.

6 VICE CHAIR DANIELS: Aye.

7 MR. ROEHRICH: Member Maxwell.

8 MR. MAXWELL: Aye.

9 MR. ROEHRICH: Member Knight.

10 MR. KNIGHT: Aye.

11 MR. ROEHRICH: Member Meck.

12 MR. MECK: Aye.

13 MR. ROEHRICH: Member Thompson.

14 MR. THOMPSON: Aye.

15 MR. ROEHRICH: Member Howard.

16 MS. HOWARD: Aye.

17 MR. ROEHRICH: Chairman Searle.

18 CHAIRMAN SEARLE: Aye.

19 MR. ROEHRICH: The motion carries.

20 CHAIRMAN SEARLE: Item 10C.

21 MR. BYRES: Item 10C is the construction of a
22 bridge in the town of Clifton. The low bid was \$2,197,112. The
23 State engineer's estimate was for \$1,282,920, a difference of
24 \$914,192, or a 71.3 percent above the engineer's estimate.
25 There was only one bid on this project, so -- and it was

1 significantly higher than the engineer's estimate. The Town of
2 Clifton has requested additional time to acquire the additional
3 funding. We recommend the project be postponed and brought back
4 at the March board meeting.

5 CHAIRMAN SEARLE: Do I have a motion to postpone
6 this item?

7 MR. KNIGHT: So moved.

8 MS. HOWARD: So moved. I'll second.

9 CHAIRMAN SEARLE: All right. I have a motion by
10 Board Member Knight and a second by Board Member Howard to
11 postpone Item 10C to March.

12 MR. MAXWELL: Mr. Chair.

13 CHAIRMAN SEARLE: Mr. Maxwell.

14 MR. MAXWELL: I just have one question for Greg
15 on that one, so thank you, Mr. Chair.

16 So with the postponement, I guess my question,
17 this is 71 percent over the State's estimate. So in the initial
18 review from the -- from ADOT, is this a reasonable bid based on
19 the reasons for the difference?

20 MR. PATANE: Mr. Chairman, Board Member Maxwell,
21 considering the conditions in which this bridge is being built,
22 yes, it was considered a responsive bid. It was just
23 tremendously over the State Engineer's estimate due to some of
24 the remoteness as well as the lack of materials that were close
25 to this bridge.

1 MR. MAXWELL: Thank you, Greg. Thank you,
2 Mr. Chair.

3 CHAIRMAN SEARLE: All right. Any other questions
4 or comments? Hearing none.

5 Mr. Roehrich, please poll the Board.

6 MR. ROEHRICH: Vice Chair Daniels.

7 VICE CHAIR DANIELS: Aye.

8 MR. ROEHRICH: Member Maxwell.

9 MR. MAXWELL: Aye.

10 MR. ROEHRICH: Member Knight.

11 MR. KNIGHT: Aye.

12 MR. ROEHRICH: Member Meck.

13 MR. MECK: Aye.

14 MR. ROEHRICH: Member Thompson.

15 MR. THOMPSON: Aye.

16 MR. ROEHRICH: Member Howard.

17 MS. HOWARD: Aye.

18 MR. ROEHRICH: Chairman Searle.

19 CHAIRMAN SEARLE: Aye.

20 MR. ROEHRICH: The motion carries.

21 CHAIRMAN SEARLE: Item 10D.

22 MR. BYRES: So Item 10D is a lighting project.

23 This is a retrofit lighting system in the town of Guadalupe.

24 The low bid was \$964,749. The State's estimate was \$1,226,600,
25 or a difference of \$261,851, or 21.3 percent under the

1 engineer's estimate. There were five bidders on this project.
2 Very competitive.

3 The low bidder's production rates for pole and
4 base removal as well as modification of the foundations and
5 installation of the new lights is much higher than the
6 engineer's estimate, but after analysis of the low bid, it was
7 determined that this is a responsive and responsible bid, and
8 recommend award to Roadway Electric, Inc.

9 CHAIRMAN SEARLE: I would entertain a motion for
10 Item 10D.

11 MR. KNIGHT: Mr. Chair.

12 CHAIRMAN SEARLE: Mr. Knight.

13 MR. KNIGHT: Move to Award Item 10D to Roadway
14 Electric, LLC.

15 MS. HOWARD: I'll second.

16 CHAIRMAN SEARLE: Motion by Board Member Knight,
17 second by Board Member Howard. If there are no other questions
18 or comments, Mr. Roehrich, please poll the Board.

19 MR. ROEHRICH: Vice Chair Daniels.

20 VICE CHAIR DANIELS: Aye.

21 MR. ROEHRICH: Member Maxwell.

22 MR. MAXWELL: Aye.

23 MR. ROEHRICH: Member Knight.

24 MR. KNIGHT: Aye.

25 MR. ROEHRICH: Member Meck.

1 MR. MECK: Aye.

2 MR. ROEHRICH: Member Thompson.

3 MR. THOMPSON: Aye.

4 MR. ROEHRICH: Member Howard.

5 MS. HOWARD: Aye.

6 MR. ROEHRICH: Chairman Searle.

7 CHAIRMAN SEARLE: Aye.

8 MR. ROEHRICH: The motion carries.

9 CHAIRMAN SEARLE: And that concludes Item 10.

10 Moves to Item 11, which is suggestions for future
11 board meetings.

12 If we don't have any suggestions, I would like to
13 note that our next board meeting will be March 15th in Pinal
14 County, and I believe it's at Florence; is that correct?

15 MR. ROEHRICH: Yes, sir. We'll be meeting at the
16 Board of Supervisors chambers for Pinal County, which is in the
17 Town of Florence.

18 CHAIRMAN SEARLE: All right. Hearing no other
19 suggestions, I'm going to go ahead and adjourn the meeting at
20 11:30. Thank you very much.

21 (Meeting adjourned at 11:32 a.m.)
22
23
24
25

C E R T I F I C A T E

BE IT KNOWN that the foregoing proceedings were reported by Teresa A. Watson, RMR, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and reduced to written form under my direction; that the foregoing 98 pages constitute a full, true, and accurate transcript of said electronic recording, all done to the best of my skill and ability.

DATED at Phoenix, Arizona this 8th day of July 2024.

/s/ Teresa A. Watson
Teresa A. Watson, RMR
Certified Court Reporter
Certificate No. 50876

Adjournment

Chairman Richard Searle adjourned the State Transportation Board Meeting on February 16, 2024.

Meeting adjourned at 11:32a.m. PST.

Not Available for Signature

Richard Searle, Chairman
State Transportation Board

Not Available for Signature

Jennifer Toth, Director
Arizona Department of Transportation