

ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

Michael S. Hammond, Chairman
Steven E. Stratton, Vice Chairman
Jesse Thompson, Member
Sam Elters, Member
Gary Knight, Member
Richard Searle, Member
Jenn Daniels, Member

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

BOARD AUTHORITY

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

PUBLIC INPUT

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

MEETINGS

The Transportation Board typically meets on the third Friday of each month. Meetings are held in locations throughout the state. **Due to the risks to public health caused by the possible spread of the COVID-19 virus at public gatherings, the Transportation Board has determined that for the time being public meetings will be held through technological means.** In addition to the regular business meetings held each month, the Board may conduct three public hearings each year to receive input regarding the proposed five-year construction program. Meeting dates are established for the following year at the December organization meeting of the Board.

BOARD MEETING PROCEDURE

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

BOARD CONTACT

Transportation Board members encourage citizens to contact them regarding transportation-related issues. Board members may be contacted through the Arizona Department of Transportation, 206 South 17th Avenue, Phoenix, Arizona 85007, Telephone (602) 712-4259.

NOTICE OF PUBLIC SPECIAL BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a TELEPHONIC/VIDEO CONFERENCE board meeting open to the public on Friday, June 19, at 9:00 a.m. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its board meeting on Friday, June 19, 2020, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons that require a reasonable accommodation based on language or disability should contact the Civil Rights Office at (602) 712-8946 or email

CivilRightsOffice@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

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

AGENDA

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

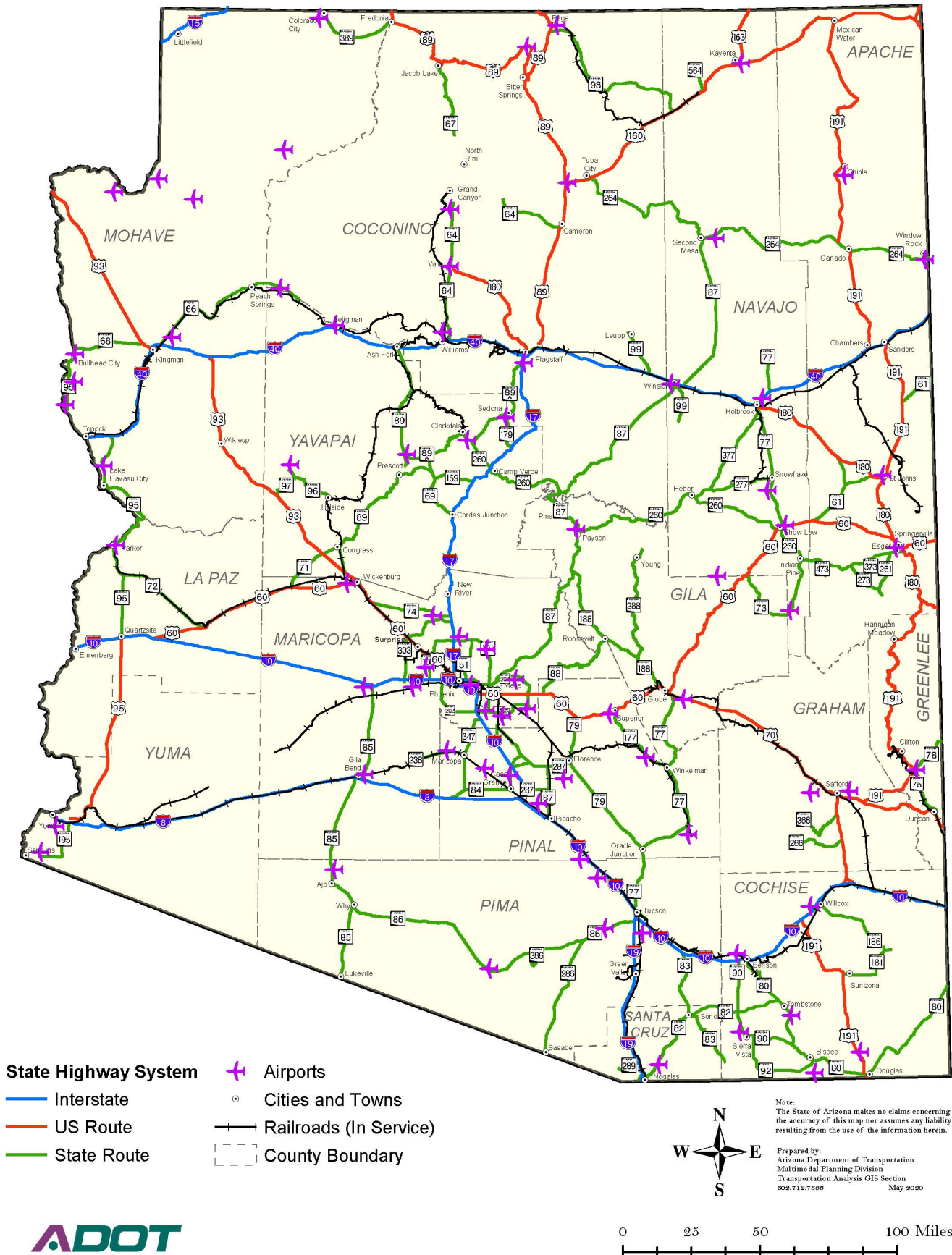
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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

The Chairman will poll the members of the Board at the commencement of the meeting with regard to which items require discussion. Any agenda item identified by any Board member as one requiring discussion will be accelerated ahead of those items not identified as requiring discussion. All such accelerated agenda items will be individually considered and acted upon ahead of all other agenda items. With respect to all agenda items not accelerated, i.e., those items upon which action has been deferred until later in the meeting, the Chairman will entertain a single motion and a single second to that motion and will call for a single vote of the members without any discussion of any agenda items so grouped together and so singly acted upon. Accordingly, in the event any person desires to have the Board discuss any particular agenda item, such person should contact one of the Board members before the meeting or ADOT Staff, at 206 South 17th Avenue, Room 135, Phoenix, Arizona 85007, or by phone (602) 712-4259. Please be prepared to identify the specific agenda item or items of interest.

Dated this 8th day of June, 2020

Arizona Highways, Airports and Railroads



ARIZONA STATE TRANSPORTATION BOARD**STATE TRANSPORTATION BOARD****TELEPHONIC/WEBEX MEETING****9:00 a.m., Friday, June 19, 2020****NO MEMBERS OF THE PUBLIC WILL BE ALLOWED TO ATTEND IN-PERSON**

Telephonic Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a TELEPHONIC/WEBEX CONFERENCE board meeting open to the public on Friday, June 19, 2020, at 9:00 a.m. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board will attend either in person or telephonic/webex meeting. The Board may modify the agenda order, if necessary.

Public Participation Members of the public who want to observe or participate in the Transportation Board meeting can access the meeting by using the webex meeting link at www.aztransportationboard.gov. Join the meeting as a participant and follow the instruction to use your telephone to enable audio.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, June 19, 2020. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

PLEDGE

The Pledge of Allegiance led by Floyd Roehrich, Jr., Executive Officer

ROLL CALL

Roll call by Board Secretary

OPENING REMARKS

Opening remarks by Chairman Hammond

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

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

<https://docs.google.com/forms/d/e/1FAIpQLSdr7eC3VJShEFhDFijBRREvZGFhxJWP68MpJrUYIhRXcZVqVg/viewform>

CALL TO THE AUDIENCE (information only)

An opportunity for citizens to discuss items of interest with the Board regarding the Tentative Five-Year Transportation Facilities Construction Program and Board Meeting agenda. To address the Board please fill out a Request for Public Input Form and email the form to boardinfo@azdot.gov. The form is located on the Transportation Board's website

<http://aztransportationboard.gov/downloads/request-for-public-input.pdf>. Request for Public Input Forms will be taken until 8:00 AM the morning of the Board Meeting. Since this is a telephonic/webex conference meeting everyone will be muted when they call into the meeting. When your name is called to provide your comments, you will indicate your presence by virtually raising your hand using your phone keypad or through the Webex application.

To raise your hand over the phone:

To raise your hand on your phone, press *3 on your phone keypad. You will be unmuted by the meeting moderator and asked to make your comments. When you have finished speaking or when your time is up, please lower your hand by pressing *3 on your phone keypad.

To raise your hand using the Webex computer application:

If you have joined us using the Webex computer application, open your participant panel located on the menu on the bottom of your screen. When the participant panel opens, click on the hand icon on the bottom right hand side of the participant panel. You will be unmuted by the meeting moderator and asked to make your comment. When you have finished making your comment, the moderator will mute your line and we ask that you please lower your hand by clicking on the hand icon again.

To raise your hand using the Webex internet browser application:

If you have joined us using the Webex application in your internet browser, you may raise your hand by clicking on the "more options" menu located on the bottom of your screen (it appears as three dots in a circle and is just left of the red "X" button on the menu) and select "Raise Hand". You will be unmuted by the meeting moderator and asked to make your comment. When you have finished speaking, the moderator will mute your line and we ask that you please lower your hand by clicking "lower hand" in the "more options" menu described above.

To raise your hand using the Webex iPhone or Android application:

If you have joined us using the Webex iPhone or Android application, select the participant list in the upper right hand side of the screen. Select "Raise Hand" on the bottom right side of the participant list screen. You will be unmuted by the meeting moderator and asked to make your comment. When you have finished speaking, the moderator will mute your line and we ask that you please lower your hand by clicking on the hand icon again.

A three minute time limit will be imposed.

BOARD MEETING**ITEM 1: Director's Report**

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

A) State and Federal Legislative Report**B) Last Minute Items to Report**

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

ITEM 2: District Engineer's Report - (NO REPORT FOR JUNE)

Staff will provide an update and overview of issues of regional significance, including an updates on current and upcoming construction projects, district operations, maintenance activities and any regional transportation studies.

ITEM 3: Consent Agenda*Page 9**

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

Items on the Consent Agenda generally consist of the following:

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

ITEM 4: Financial Report

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

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

***ITEM 5: Final approval of the FY 2021-2025 ADOT Five-Year Transportation Facilities Construction Program**

Staff will present the FY 2021-2025 ADOT Five-Year Transportation Facilities Construction Program for Board review, discussion, and approval of the program.

(<http://azdot.gov/planning/transportation-programming/tentative-program>)

(For discussion and possible action — Greg Byres, Division Director, Multimodal Planning Division)

ITEM 6: Multimodal Planning Division Report

Staff will present an update on the current planning activities pursuant to A.R.S. 28-506.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)

***ITEM 7: Priority Planning Advisory Committee (PPAC)**

Page 140

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2020 - 2024 Statewide Transportation Facilities Construction Program.

(For discussion and possible action — Greg Byres, Division Director, Multimodal Planning Division)

ITEM 8: State Engineer's Report

Page 190

Staff will present a report showing the status of highway projects under construction, including total number and dollar value. Provide an overview of Construction, Transportation and Operations Program impact, due to the public health concerns.

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

ITEM 9: Construction Contracts*Page 198**

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

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

ITEM 10: Suggestions

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

***Adjournment**

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

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

MINUTES APPROVAL

***ITEM 3a:** Approval of the May 15, 2020 Board Meeting Minutes Page 11

RIGHT OF WAY RESOLUTIONS (action as noted) Page 116

***ITEM 3b:**

RES. NO.	2020-06-A-038
PROJECT:	093 YV 194 F0125 / 093-B(217)Z
HIGHWAY:	KINGMAN – WICKENBURG
SECTION:	Wickenburg Ranch Way – S. R. 89
ROUTE NO.:	U. S. Route 93
DISTRICT:	Northwest
COUNTY:	Yavapai
PARCELS:	13 – 1951 and 13 – 1980
RECOMMENDATION:	Establish new donated fee right of way as a state route and state highway, which will facilitate the future construction phase of the above referenced improvement project, necessary to enhance convenience and safety for the traveling public.

***ITEM 3c:**

RES. NO.	2020-06-A-039
PROJECT:	089 YV 327 HX247 / 089-B(213)T
HIGHWAY:	PRESCOTT – ASH FORK
SECTION:	Road 1 North Intersection
ROUTE NO.:	State Route 89
DISTRICT:	Northwest
COUNTY:	Yavapai
RECOMMENDATION:	Establish new right of way as a state highway to facilitate the imminent construction phase of the above referenced project for traffic signal installation and intersection improvement, necessary to enhance convenience and safety for the traveling public.

CONSENT CONTRACTS (Action as Noted)

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

***ITEM 3d:** BOARD DISTRICT NO.: 4

Page 200

BIDS OPENED: MAY 22, 2020

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

SECTION: WILLOW SPRINGS ROAD – OLD HWY 77

COUNTY: PINAL

ROUTE NO.: SR 77

PROJECT : TRACS: 077-A(216)T: 077 PN 095 F003401C

FUNDING: 94.3% FEDS 5.7% STATE

LOW BIDDER: GRANITE CONSTRUCTION COMPANY

LOW BID AMOUNT: \$ 2,210,477.00

STATE ESTIMATE: \$ 2,341,466.70

\$ UNDER ESTIMATE: \$ 130,989.70

% UNDER ESTIMATE: 5.6%

PROJECT DBE GOAL: 1.25%

BIDDER DBE PLEDGE: 1.51%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



**STATE TRANSPORTATION BOARD MEETING
TELEPHONIC/VIDEO MEETING
PUBLIC HEARING AND BOARD MEETING
9:00 a.m., Friday, May 15, 2020
NO MEMBERS OF THE PUBLIC WILL BE ALLOWED TO ATTEND IN-PERSON**

Call to Order

Chairman Hammond called the State Transportation Board meeting to order at 9:05 a.m.

Pledge

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

Roll Call by Interim Board Secretary Carolyn Harmon

A quorum of the State Transportation Board was present. **In attendance:** Chairman Hammond, Vice Chairman Stratton, Board Member Thompson, Board Member Elters, Board Member Knight, Board Member Searle, and Board Member Daniels by telephone conference. Board Member Jesse Thompson arrived late due to internet difficulties. There were approximately 200 members of the public in the audience.

Opening Remarks

Chairman Hammond 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 the Title VI of the Civil Rights Act of 1964, as amended. Floyd, also reminded individuals to fill out survey cards, with 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

STATE TRANSPORTATION BOARD

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

TELEPHONIC PUBLIC HEARING

May 15, 2020
9:00 a.m.

REPORTED BY:

TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

Perfecta Reporting
(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

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

6
7 PARTICIPANTS:

8 Board Members:

9 Michael S. Hammond, Chairman
10 Steven E. Stratton, Vice Chairman
11 Jesse Thompson, Board Member
12 Sam Elters, Board Member
13 Gary Knight, Board Member
14 Richard Searle, Board Member
15 Jenn Daniels, Board Member
16
17
18
19
20
21
22
23
24
25

BOARD MEMBER COMMENTS

Mr. Jesse Thompson.....	4
-------------------------	---

CALL TO THE AUDIENCE

Mr. Charlie Odegaard.....	6
Mr. Jeff Meilbeck.....	7
Mr. Chris Bridges (Comments read by Mr. Roehrich).....	9

AGENDA ITEMS

Item A - Overview of the RAAC Financial Estimate Kristine Ward, Chief Financial Officer.....	10
Item B - Overview of the Priority Programming Strategy Dallas Hammit, Deputy Director of Transportation/State Engineer.....	50
Item C - Overview of the Tentative FY 2021-2025 Five-Year Transportation Facilities Construction Program Greg Byres, Division Director, Multimodal Planning Division.....	62
Item D - FY 2021-2025 Statewide Highway Construction Program Greg Byres, Division Director, Multimodal Planning Division.....	65
Item E - FY 2021-2025 MAG Transportation Improvement Program Greg Byres, Division Director, Multimodal Planning Division.....	70
Item F - FY 2021-2025 PAG Regional Freeway Highway Program Greg Byres, Division Director, Multimodal Planning Division.....	70
Item G - FY 2021-2025 Airport Development Program Greg Byres, Division Director, Multimodal Planning Division.....	70

COMMENTS BY BOARD MEMBER JESSE THOMPSON

Comment 1: Director Halikowski, regarding ADOT staff's recommendation to defer the Rio de Flag bridge project until 2021 discussed at the April 28th telephonic meeting, I'm concerned with the way that information was conveyed to the key project leaders in the City of Flagstaff and MetroPlan, and to me. I don't feel there was adequate notification prior to the meeting of ADOT's recommendation to defer the project, and I was put in an awkward position when I did learn of the decision to defer. I have discussed this concern with Mr. Roehrich and appreciated his response; I am confident that you and your team will look to strengthen the process for notifying key project stakeholders and Board members of these major project changes in advance of our meetings. Thank you very much.

Comment 2: Mr. Chairman and Director Halikowski, as the State Transportation Board member representing a broad area of northern Arizona, including Native American communities, you have heard me speak many times about the importance of improving the transportation network in these rural and remote areas. I have an obligation to advocate for critically important transportation resources for these communities. Improving existing roads and finding ways to establish new paved roads that connect rural and remote areas to the larger

1 northeast Arizona transportation network is essential to the
2 economy in that area, and essential for making sure our children
3 have fair and equitable access to education on a daily basis.
4 Improving the H60/Turquoise Trail dirt road and the
5 PaysonWinslow-Second Mesa Road is a key example of the type of
6 necessary connection I'm talking about. After recent sobering
7 presentations of our fiscal situation, I realize our financial
8 resources are severely limited, and the state has numerous
9 transportation priorities, but I feel it is my duty and
10 obligation to continue advocating for resources for our failing
11 roads and school bus routes in northeast Arizona, even if it's
12 just a "wish list" at this point. Thank you very much.

13
14 *****

15
16 (Beginning of recorded excerpt.)

17 CHAIRMAN HAMMOND: The next agenda item is a call
18 to audience, and this will cover the fiscal year '21 to '25
19 Tentative Five-Year Transportation Facilities Construction
20 Program. (Inaudible) the board meeting (inaudible). I'm
21 understanding that we have three (inaudible) that would like to
22 speak. I think they're regulars, so they know they've got a
23 three minute limit, and you can unmute your phone by pressing
24 asterisk six to access the (inaudible), and I would (inaudible)
25 call the three names and take it from there.

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

2 Our first speaker is Mr. Charlie Odegaard,
3 Flagstaff City Council and Vice Chair of MetroPlanning.

4 Mr. Odegaard, are you on the meeting?

5 MR. ODEGAARD: I'm present. Can you hear me?

6 MR. ROEHRICH: Yes, sir. Please, your time
7 starts now.

8 MR. ODEGAARD: Okay. Good morning. I'm
9 councilmember Charlie Odegaard for City of Flagstaff. Thank
10 you, Chairman Hammond, Vice Chair Stratton and board members for
11 the opportunity to address the Board this morning.

12 We understand recent -- State Transportation
13 Board's recent decision (inaudible) funding (inaudible) fiscal
14 year '20 to '21 for the bridge replacement project adjacent to
15 Flagstaff City Hall (inaudible). ADOT bridge replacement
16 project has been (inaudible) with the Rio de Flag Flood Control
17 Project that's being delivered by the Army Corps of Engineers in
18 partnership with the City of Flagstaff.

19 The City of Flagstaff entered into an IGA with
20 ADOT to provide the necessary property rights required for
21 ADOT's bridge replacement project. (Inaudible) \$678,000 for
22 excavation beneath the new bridge to ensure the new bridge is
23 not damaged when the Army Corps completes the flood control
24 improvements, and the City has recently completed \$1.3 million
25 of necessary utility relocation work in the vicinity of the new

1 bridge at ADOT's request.

2 The new bridge will provide 100-year flood
3 conveyance capacity that will protect property, the traveling
4 project and associated infrastructure to enhance our economy,
5 ensure the safety of our residents who reside in the floodplain.
6 The Army Corps has estimated that nearly \$1 billion worth of
7 damages would be suffered if a major flooding event was to
8 occur, and that figure was generated in 2008 during the
9 recession.

10 The \$102 million Rio de Flag Flood Control
11 Project is the most significant capital undertaken by our
12 community and is urgently needed to address the flood mitigation
13 in the core of our city. We respectfully that ADOT be mindful
14 of the public safety component of the Rio de Flag Flood Control
15 Project and ensure that the critical and integrated bridge
16 replacement project is not deferred beyond the fiscal year '20
17 to '21.

18 Thank you for your continued partnership with the
19 City of Flagstaff, and everyone please be safe. Thank you.

20 CHAIRMAN HAMMOND: Thank you.

21 MR. ROEHRICH: Thank you, Mr. Odegaard.

22 Our next speaker request is Mr. Jeff Meilbeck,
23 Executive Director of MetroPlan.

24 Mr. Meilbeck, are you on the meeting?

25 MR. MEILBECK: Yes, I am. Mr. Chairman and

1 members of the Board, can you hear me okay?

2 UNIDENTIFIED SPEAKER: Yes, we can.

3 CHAIRMAN HAMMOND: We can.

4 MR. MEILBECK: Thank you.

5 My name is Jeff Meilbeck. I'm the executive
6 director of the Flagstaff Metropolitan Planning Organization,
7 better known as Greater Flagstaff MetroPlan. I'm here today
8 really for three reasons. One is to acknowledge the fiscal
9 challenges and economic uncertainty that you face; and two, I
10 want to recognize the difficult choices that need to be made by
11 this board and by ADOT administration; and three, to underscore
12 the criticality of the Rio de Flag Bridge replacement as
13 budgeted in fiscal year '20 on your five-year plan, and recently
14 deferred to fiscal year '21.

15 I know that everyone in this virtual room can
16 make a strong case for the merits of any of their projects.
17 There's clearly more that needs to be done that can be done.

18 That said, the Rio de Flag bridge replacement has
19 a few other significant considerations. One, the project is
20 part of a larger flood control project that has been in the
21 works for decades. Two, the safety issues risked by delay could
22 be severe. Dare I say catastrophic from an economic and public
23 safety perspective. Three, the City of Flagstaff not only has
24 an IGA with ADOT to complete this project. The City has already
25 invested close to \$2 million for their part. And finally, this

1 project is heavily leveraged. In addition to City funding and
2 State funding, the Army Corps of Engineers will be investing --
3 you know, we're looking at close to \$120 million for this
4 project, and at all times, and particularly in a time of
5 economic challenge, a project as heavily leveraged as this, a
6 project that brings between twenty-to-one dollars to the table
7 to the state economy is critical.

8 So I would respectfully suggest that any one of
9 the considerations I raised, safety, IGA commitments,
10 leveraging, is sufficient to compel the continued programming of
11 the Rio de Flag Project in fiscal year '21. And I want to thank
12 the Board and the ADOT team for keeping the funding in fiscal
13 year '21, and I thank you for your consideration, and be well.

14 CHAIRMAN HAMMOND: Thank you.

15 MR. ROEHRICH: Thank you, Mr. Meilbeck.

16 The last speaker request we received, Mr. Chair,
17 was from Chris Bridges, the administrator for the Central
18 Yavapai Municipal Planning Organization. He chose not to speak,
19 but what he asked is that I make the statement that he supports
20 keeping expansion problems in the tentative program and pushing
21 them into the future years as funding availability will dictate.
22 That was a statement he wanted made during the call to the
23 audience.

24 Mr. Chair, that's all the requests that we
25 received.

1 CHAIRMAN HAMMOND: Thank you, Floyd.

2 We will close the public call to the audience now
3 and move to the (inaudible) the agenda, including a presentation
4 of the '21-'25 ADOT Tentative Five-Year Transportation Plan.
5 We're going to start with something a little different, which is
6 the overview of the financial estimate (inaudible).

7 MR. ROEHRICH: So Mr. Chair, we're getting the
8 presentation pulled up. Can you see the presentation?

9 CHAIRMAN HAMMOND: It's not showing on my screen.
10 Now it is.

11 MR. ROEHRICH: Okay.

12 DIRECTOR HALIKOWSKI: Go to the beginning.

13 MS. WARD: So first bring the scroll on the left-
14 hand side. There. All the way up.

15 DIRECTOR HALIKOWSKI: There you go.

16 MS. WARD: (Inaudible.) There we go.

17 Good morning, board members. I am happy to be
18 here presenting to you. I hope you all are safe.

19 CHAIRMAN HAMMOND: Can we move the phone -- can
20 we move the microphone a little closer?

21 MR. ROEHRICH: No, that's the recorder. That's
22 the microphone. You'll need to speak louder for them to hear.

23 MS. WARD: Okay.

24 MR. ROEHRICH: Remember the microphones are in
25 the ceiling.

1 MS. WARD: All right. I will stare at the
2 ceiling to speak to you.

3 Good morning, everyone. Welcome.

4 So what I'm about to present to you is the
5 revised financial plan. You'll recall that in January, at the
6 beginning of the rollout of the tentative program, the original
7 tentative program, I do a financial plan on which that tentative
8 program is based. Given our situation, we have had to revise
9 that financial plan, and that is what I will be presenting to
10 you today and what Dallas and Greg will be presenting to you in
11 terms of the plan.

12 If I could pause for a second, because I'm
13 getting a lot of feedback.

14 So okay. So I would like to emphasize that what
15 you're seeing today -- you know, normally our tentative program
16 process takes about six months to do. We start in August, and
17 when we present to you in January, you know, that's the time
18 period over which our revenue forecasts are developed, the
19 tentative program is developed, the projects are identified, all
20 the priorities made. Keep in mind that what you're looking at
21 now has been developed in about one and a half months. That is
22 a very accelerated, accelerated process, and I would emphasize
23 if I can get the clicker to work. You know, timing is
24 everything.

25 UNIDENTIFIED SPEAKER: (Inaudible.)

1 MS. WARD: Okay. The word of the day is
2 uncertainty. What we are developing for you here today is very,
3 very focused on the next two years, because we have got such
4 uncertainty in the financials here. These are some quotes
5 that -- from various sources I've been reading over the -- since
6 the beginning of COVID, and just in the last two days, the
7 Bureau of Labor came out with unemployment numbers for April.

8 In April, unemployment increased by 10.3
9 percentage points, up to 14.7 percent. These are the highest
10 numbers. They are higher than the Great Depression. In the
11 last 2 months, 36.5 million Americans have filed for
12 unemployment.

13 This next quote, what is most interesting about
14 this quote was, yes, it -- the fact that world GDP is expected
15 to fall by 3.9 percent in 2020 is significant, but what is also
16 significant is that this quote is from Fitch rating agencies.
17 That is one of three largest rating agencies out there. And
18 they revised their estimates within two weeks of their original
19 estimate, and they doubled that estimate. So again, the word of
20 the day, uncertainty.

21 Yesterday or the day before, the -- Washington
22 state put out that they have had a multi-billion dollar drop in
23 state revenues, and they are starting to take significant
24 budgetary actions.

25 And then lastly, with regards to the municipal

1 market, the bond market that we go out and sell our credits on,
2 our Highway User Revenue Fund credits, our Regional Area Road
3 Fund and our grant anticipation notes, there -- this was a quote
4 from about -- I think this one was about a month ago, little
5 over a month ago. There was a selling frenzy by virus-rattled
6 investors who pulled out record amounts of money to -- for a
7 flight to cash.

8 So it is in that -- it is in that atmosphere and
9 in this level of uncertainty that we are trying to project what
10 will be available for the program. As such, let me see if I can
11 switch slides here. And I cannot. If somebody would switch the
12 -- go to the next slide for me. Maybe or maybe not.

13 So it is in that -- with that level of
14 uncertainty, this is the financial approach we have taken given
15 the situation. Our first step, much like the -- you are seeing
16 in the markets, we -- our goal is to preserve cash. Preserve
17 the State Highway Fund cash in light of this level of
18 uncertainty.

19 Keep in mind that we want to preserve our bond
20 rating as best as possible, and keep in mind that numbers -- a
21 number of states have been downgraded, a number of issuers have
22 been downgraded and identified as a negative outlook.

23 One of the things that we've got going for us,
24 and I have seen in the past with rating agencies, is they
25 appreciate a proactive approach to ensure that fiscal constraint

1 gets maintained. So the fact that we are re-assessing our
2 revenues and adjusting our expenditures to be commensurate with
3 those estimated revenues and are reacting so quickly, that is to
4 our favor, and it is my hope that that will preserve our
5 ratings.

6 The second item is to ensure that we have
7 adequate funds, you know, to pay -- this cash pays for our debt
8 service. Our debt service is about \$144 million a year. We
9 have to operate and maintain the highways. Keep in mind the
10 maintenance -- our maintenance numbers are running anywhere from
11 175 to 200 million dollars a year.

12 And we have to meet our state match for the
13 federal formula funding. The State pulls down about
14 \$780 million a year in federal formula funding, and that match
15 requirement is very, very low. For every dollar that we get in
16 fed -- every 94 cents we get in fed dollars, we pay about
17 6 cents for that match. So it is a very, very low match, and we
18 want to make sure that we preserve that federal formula funding.
19 It is a very -- it's a good return on investment.

20 Again, maintain fiscal constraint, and then,
21 given the level of uncertainty, what the intention here is we
22 are going -- and what you will see in the rest of my
23 presentation is that we will modify the program in the short
24 term. While we are looking at the five-year period, our focus
25 is, from a revenue perspective, primarily on FY '20 through '22.

1 Get us into a safe position initially and then monitor
2 projections as data becomes available.

3 As I go through this presentation, one of the
4 things that you will hear from me is that we have -- we -- the
5 data that I'm going to be presenting to you, in some cases only
6 one portion of that data incorporates two weeks of the COVID
7 situation. So we do not have a tremendous amount of -- we don't
8 have data available to us, and the situation itself is
9 unprecedented.

10 So if we could move on to the next slide. And
11 Lynn, I'm just going to rely on you to do this because the
12 clicker is not working. Very good.

13 What you see before you now, so when I presented
14 to you in January, what you would have seen for FY '20, '21 and
15 '22 is the combination of the blue and the green. And you will
16 see a steady growth if you combine in those years of our
17 anticipated -- our estimated HURF revenues.

18 If you look at just the blue portions of '20 and
19 '21 and '22, those are the revised forecasts. What that
20 represents is a \$711 million loss to an estimated loss of HURF
21 revenues. Again, note we are only focusing these forecasts --
22 the forecasts primarily to stabilize in these first few years
23 while we get more data so we can reforecast based on some
24 actuals.

25 In these forecasts, we are assuming that a

1 recovery begins in FY '22, but the length of time it will take
2 us to get back to present revenue levels, well, back to the word
3 of the day: Uncertain.

4 We don't know if there's going to be a second
5 wave. That's one of the discussions that's going on. We don't
6 know the full impact of these unemployment numbers. Again, all
7 of this is new information, and what I would give if I could
8 have that information more quickly to present to you, but that
9 is not the case.

10 If we could move on to the next slide.

11 What this does is it takes that -- this -- what
12 this chart shows you is by year, each year where -- what makes
13 up that 711 million in revenue decline. So in our 2020 forecast
14 was originally 1 million -- one -- excuse me -- 1,569,000,000 in
15 HURF revenues. Our April 2020 revised forecast is
16 1,424,000,000. But focus -- let's focus more on '21 and '22,
17 where you'll see 359 million of that decline in 2021,
18 207 million of that decline in 2022.

19 Keep in mind that the data -- the way the data --
20 the timing of recognizing revenues and so forth has very little
21 of the COVID impact for -- if you consider 144 million very
22 little. And we have less of the COVID impact happening in FY
23 '20, although we do have it, and the balance of it in '21 and
24 '22. And again, we don't know how far it's going to go beyond
25 '22, but it will go beyond '22.

1 Moving on to the next slide.

2 This gives you a look at the change from our
3 official forecast. And when I say official forecast, that was
4 the one that we presented to you in January compared to our new
5 forecast. So in FY -- and it shows you that data broken down by
6 revenue category. What we -- when we completed our -- these
7 revised forecasts, we completed them down to the category level.

8 You will note that in FY '20, we anticipate a
9 total decline from our official forecast of 9.2 percent. What
10 that computes to is an overall growth rate of negative point --
11 6.3 percent year over year. For '21, the change from our
12 original forecast is a decline of 22 percent. Year over year,
13 that will be a negative 11 percent. And for 2022, our change
14 from the original forecast is 12.4 percent decline.

15 If we could go on to the next slide, please.

16 So what you're looking at, this is the -- the
17 slide that I typically present to you. It is actually also
18 incorporated in my standard financial report that I provide you
19 every month, but I've incorporated it here as well because it is
20 significant.

21 So what this shows you is the year to date
22 variance from forecast. Those last -- while March is green, the
23 real forecast change begins in April. And I want to emphasize
24 here that this only incorporates two weeks of COVID impact. So
25 this -- at this point, we just haven't got enough data showing

1 us the true COVID impact.

2 The other -- well, I'll give you a further update
3 when we get to Regional Area Road Fund.

4 If you'd go to the next slide, please.

5 What we are doing is we are now -- we are
6 tracking these on a month-by-month basis. So looking at what
7 our original forecast was to our actual with this -- with these
8 new estimates, and we came in above our revised estimates to the
9 tune of almost \$14 million. Again, keep in mind we've only
10 experienced -- so April means that we are looking at March,
11 March activity. So -- and keep in mind that the stay at home
12 orders began in the latter half of March. So we are not
13 capturing the full impact yet. April will be a telling -- a
14 telling set of data. But where we are right now is we are 13
15 million -- almost 14 million ahead of our revised forecast,
16 having captured two weeks of the COVID impact in these numbers.

17 If we could move on to the next slide.

18 Moving into the Regional Area Road Fund
19 projections. In total over the -- over '20 through '22, we are
20 anticipating a \$222 million loss to the program -- in RARF
21 revenues. Excuse me. And we are in a fortunate situation in
22 that the Regional Area Road Fund has some cash balances that
23 will help assist us through these first few years. So we are
24 not looking at immediate, immediate impacts to the Regional Area
25 Road Fund. However, like -- just like the HURF funding, we will

1 be looking at this data continually as we start to get actuals
2 in. Regional Area Road Fund data lags behind HURF revenue data.
3 So we have not seen any data on the Regional Area Road Fund yet
4 that incorporates the COVID impact.

5 If we could move on to the next slide.

6 That \$221 million breaks down over the three-year
7 period, as you see on this slide. So in 2020, we anticipate a
8 \$40 million loss from our original forecast. In 2021,
9 117 million, and then that last 65 million to represent the
10 entirety of the \$221 million revenue forecast decline.

11 You will note that the -- our compound growth
12 rate for that period, we have transitioned from the original
13 forecast we anticipated, 5.6 percent compound growth rate, and
14 now that has been revised down to 3.5 percent.

15 If we could go on to the next slide.

16 So what does that look like in terms of the
17 overall categories of the sources of revenue flowing into the
18 Regional Area Road Fund? That's what this slide depicts, much
19 like the HURF slide earlier. It breaks it down into the revenue
20 categories and our estimates, our forecasts for those revenue
21 categories, comparing these to -- our revised to our original
22 forecast.

23 So in 2020, overall, it's an 8 percent decline
24 from our original forecast. You will -- and then in 2021, a 22
25 percent decline from the original forecast. And in '22, an

1 almost 12 percent decline. You will note in terms of where the
2 primary revenues come from in the Regional Area Road Fund, the
3 largest component comes from retail sales. They make up about
4 54 percent of the revenues, and then restaurant and bar make up
5 11 percent of those revenues. Needless to say, you can imagine
6 what the restaurant and bar figures are going to be looking
7 like.

8 With retail sales, we have an interesting
9 situation, and I think our data could potentially be skewed as
10 we see it come in in the first few months, because we're unclear
11 and curious about what the hoarding -- hoarding effect will have
12 on our revenue figures. I'm not sure what toilet paper sales
13 are going to do here, because we have got a -- there was -- as
14 you are all aware, quite a bit of hoarding that took place on
15 taxable items. So it's not the rice and beans that are
16 completely absent from our shelves. It's those other items that
17 are actually subject to TBT.

18 If we could move on.

19 Oh, I should mention that we are -- we should
20 have April data here ready in the -- in next week, the next
21 week.

22 Where we are today. This is my standard slide
23 that I present to you reporting out on how we are -- we compare
24 the forecast. You'll see that we're 1.8 percent above forecast.
25 Keeping in mind that this reflects absolutely no COVID. This

1 data is February activity that gets reported in March, and then
2 I come in and report it to you. So we are looking at February
3 data here.

4 Moving on to the next slide.

5 Well, this one won't take very long, because this
6 is the template that I'll be presenting to you that shows you
7 actuals versus estimates on a month-by-month variance from our
8 revised forecast, and as I just said, we do not have April data
9 yet.

10 If I could move on to the next slide.

11 So as we were recasting the program and
12 reforecasting revenues, I just wanted to touch on the fact that
13 we did not make any change in our assumptions to our formula
14 funding. There's been -- this is the same slide that I
15 presented to you back in January. So the assumptions rolling
16 into the program, financials that I'm about to show you do not
17 have any change in formula funding.

18 If we could move on.

19 So this slide depicts our planned debt issues,
20 and if you'll recall, we have three credits. We have our HURF
21 credit, where we leverage Highway User Revenue Funds. We have
22 our Regional Area Road Fund credit where we leverage the
23 Regional Area Road Fund revenues. And then we have GANs, grant
24 anticipation notes, where we leverage future federal formula
25 funds.

1 What is reflected in this program and what I
2 reported to you last month and what was re-emphasized in that
3 uncertainty slide is that we have eliminated \$175 million of
4 planned -- originally planned HURF issues in '21 and '22. We
5 have got to get more data before we issue more debt. We do not
6 know -- one, we've got ambiguity and struggles within the
7 municipal market, but we also do not know where we are going to
8 land in terms of cash. Because unfortunately, when we issue
9 bonds, they like to be paid back, and so this is where -- this
10 is the approach we have taken for now. As I've said, we will be
11 revisiting this, and I will be talking to you every month about
12 where we stand in our revenue projections that are our financial
13 situation.

14 So the program that is going to be reflected to
15 you today eliminates 175 million. Net of debt service, that's
16 about 155 million of proceeds that were available to the
17 program. And these others -- the years '23 through '24 -- '23
18 through '25, those are in question. They are not -- we are not
19 currently planning them until we -- until we get more data.

20 Moving on.

21 So what does this mean for the tentative program
22 funding? What you see in front of you, if you look at those
23 very top -- that top row, you'll see the FY '21 original
24 program. Then you will see, going across from left to right,
25 you'll then see the FY '21 revised program, and then you'll see

1 the difference. Then you'll see '22. Again, the original, then
2 the arrived -- the revised and then the difference.

3 So in '21 we originally presented you a program
4 that was \$944.6 million. Those were -- I had no idea how
5 pleasant those times were at the time. We had added
6 \$105 million to the program, and unfortunately, that has gone.
7 So we in '20 -- in FY '21, we are having to remove -- there's an
8 impact in the program, about 369, almost 370 million. In '22,
9 an impact of approximately 215 million, and then the total
10 variation, 585 million.

11 That being said, I want to let you know that
12 while we are presenting you the '21 through '25 program today,
13 there are impacts in '20, and we have had to make changes in '20
14 that will be reported to you, because again, those original
15 approach, the financial approach we took/have taken is to
16 preserve cash. So we have as best we can transitioned all the
17 formula funding and just the match associated with that funding
18 to -- in order to preserve all State Highway Fund cash.

19 So what are the changes? Let's go on to the next
20 page. The next slide, please.

21 What is being incorporated so -- has been a
22 series of reductions and program modifications to FY 2020
23 through '22, and these make up those reductions. We made
24 operating budget, the departments operating budget and land
25 building and infrastructure, we have made modifications and

1 reductions there. In FY '20, we have cut 10 million from the FY
2 '20 budget. We have our assumptions going forward, because as
3 you imagine, I have -- we have to not only forecast our
4 revenues, but we have to forecast our expenditures when we
5 present the five-year program to you. We have taken and
6 adjusted those assumptions.

7 We have assumed the recently passed skinny
8 budget, as they refer to it -- and I think the director has --
9 oh, I just got a finger wagging. I'm not speaking any more on
10 that. We have assumed the skinny budget that was recently
11 approved by the Legislature, and we have assumed 0 percent
12 growth for the budget through FY '22. Those are the changes to
13 our appropriation.

14 On the changes to the five-year construction
15 program, we have done reductions and modifications that Greg and
16 Dallas will go into further, and these will be painful. We are
17 looking to delay the I-17 project indefinitely and return the
18 INFRA grant. You might ask, oh, my goodness. Why? That grant
19 requires quite a substantive match from the State Highway Fund,
20 to the tune of \$130 million. That match exceeds 40 to -- is in
21 the realm of 40 to 50 percent, where our federal formula
22 funding, our non-INFRA money, federal funding, only has a match
23 of 5.7 percent. So the return investment and the need to
24 preserve cash have put us in a very difficult situation.

25 We have converted -- the next item -- we have

1 converted SR-189 to federal formula funding and returning the
2 \$25 million TIGER grand. Again, the same circumstances as the
3 INFRA grant. The match on that TIGER grant is much, much higher
4 than the matching for our federal formula funding.

5 We are looking to suspend the parks funding.
6 That's approximately two and a half million dollars a year.

7 We are suspending the funding for the P3
8 sub-program. That's \$5 million a year of, again, both parks and
9 the P3 State Highway Fund money. Pure state highway. Not
10 federal funding. Again, back to that financial approach and
11 preserving the State Highway Fund.

12 We are suspending what we had just finally,
13 finally accomplished. In the program that was presented to you
14 in January, we had for the first time finally gotten our State
15 Highway Fund revenues back -- you know, they had recovered
16 enough that we had finally started building in State only
17 dollars for design so we could get projects ready ahead of
18 schedule. This is a very disappointing reversal. So that
19 constituted about \$20 million, actually -- yeah, \$20 million a
20 year of State Highway Fund moneys that was going to allow us to
21 design some projects in advance and have them on the shelf,
22 ready for when revenues -- additional revenues became available.

23 We are also -- had just implemented in the
24 present -- in the program that was presented to you in January,
25 we had for the first time built in grant application funding.

1 So we had a subprogram within that original tentative program
2 that would have -- would have provided funding -- more funding
3 for us to apply for grants, and then a small amount for matching
4 funds. Again, a very difficult reversal.

5 Lastly, you'll also -- well, not lastly. I
6 apologize. You will hear from Greg and Dallas on the delay of
7 other projects.

8 The next incredibly disappointing reversal is in
9 the last couple of years, we were finally able to reinstitute
10 the HURF swap program. You'll recall that that program is one
11 in which locals provide us -- give us their federal dollars, and
12 we give them State Highway Fund dollars. So they are relieved
13 of some of the burdens of dealing with federal funding.

14 The difficulty there is we need, again, to
15 preserve State Highway Fund dollars. We need -- they are our
16 most flexible dollars, and in times of uncertainty you want your
17 most flexible funding available to you. The difficulty here is
18 that program costs us about \$15 million, \$15.3 million a year of
19 State Highway Fund moneys. We're going to have to reverse that
20 or suspend the program, hopefully very temporarily, but at this
21 point we are looking at suspending through 2022 and starting
22 immediately, and then hopefully we will get data in that will
23 facilitate us re-instituting that program as soon as we possibly
24 can.

25 The remaining -- even after we make all of those

1 changes, we still have a shortfall. And the -- we will be
2 backfilling that shortfall with State Highway Fund cash
3 balances. State Highway Fund reserves.

4 During the tenure of many of you on this board,
5 the Department instituted a State Highway Fund operating cash
6 flow policy, in which we have a very standard annual process of
7 evaluating what we need to have in terms of cash reserves. And
8 this was implemented, I want to say -- I think we're going on
9 our third or fourth year, and it has taken the entirety of my
10 tenure to get our reserves up to those levels. Well, it appears
11 it is just in time, because we are about to beat down somewhere
12 between 180 to 200 million of those reserves, and our operating
13 cash -- our methodology says we should have reserves to the tune
14 of 221 million, and unfortunately, we have reached the situation
15 where they are required; however, we can be thankful that they
16 are there.

17 With that, this next slide I will have to tell
18 you I felt mildly -- it just felt very unusual to identify
19 potential risks when you are in the midst of the first pandemic
20 that I've ever -- so it's no longer a risk. The risk has been
21 realized. We now have an issue. So what are the potential
22 issues and risks that we are facing going forward that are a
23 threat to this -- to these financials and what we're presenting
24 to you today? Well, a discussion of a second wave. Will we
25 experience a second wave of COVID? And how will the pandemic

1 influence people's behaviors, and what will the economic impacts
2 of those behaviors be? We've got Congressional action. One
3 thing that could be positive that is getting discussed is will
4 there be a stimulus package? Will they eliminate some of these
5 matching requirements so we can garner some more of these
6 federal dollars without utilizing state highway funds, allowing
7 us to preserve state highway funds?

8 While -- I want to emphasize one item here that I
9 probably should have on an earlier slide. In terms of -- I want
10 to emphasize that in terms of us returning those grants, we are
11 in -- we have communicated and are in steady contact with our
12 Congressional members negotiating to eliminate those match
13 requirements and bring those dollars into the state. These are
14 discussions that are happening at the agency level. They're
15 discussions that are happening at the Governor's office level.
16 We are doing everything we can to ensure we still get those
17 federal grants. But we have no information at this point that
18 that will take place, and therefore, the prudent action is to
19 assume that we will not have those dollars available.

20 We also have the risk of the Highway Trust Fund
21 deficit. We'll -- we're moving on the assumption. As you saw,
22 I did not adjust the assumptions in the federal revenue --
23 formula funding, but the Highway Trust Fund at the federal level
24 is facing the deficit position. Also, our current long-term
25 reauthorization expires in September.

1 Then, if you'll recall in the very first slide,
2 the state legislative action is an issue as they face their own
3 budgetary problems and revenue shortfalls. Will we face sweeps
4 and transfers when the time -- when they start dealing with
5 those -- they start getting more information about the
6 reductions necessary? Will they want to do special
7 distributions to the locals? We don't know. These are risks.

8 So with that, I have -- that concludes my
9 presentation, and I would be happy to take questions in whatever
10 unique form they come in this situation.

11 CHAIRMAN HAMMOND: I want to ask the first
12 question. My sense is we'll have a lot of questions. My first
13 question, and this could be delayed for Dallas or for another
14 individual to answer, but my sense is, and rightly so, we've
15 taken a very conservative approach on revising the budget to be
16 fiscally constrained. Are we going to have a list of priorities
17 of re-inclusion of projects that we can go to as more
18 information, hopefully positive, comes in? And rather than --
19 what's the process of re-inclusion? My guess is it ought to be
20 different than in the past (inaudible) things that are
21 happening. (Inaudible.)

22 DIRECTOR HALIKOWSKI: Mr. Chairman, this is the
23 Director. There are actually two parts to your question, as I
24 take it. One is are we taking a conservative approach. And
25 then what's the re-inclusion process? And the answer is that

1 yes, our approach is conservative, but it's in line with other
2 budget agencies. What do I mean by this? The Joint Legislative
3 Budget Committee is taking pretty much the same approach as
4 they're briefing our legislative members. They're predicting a
5 1.1 billion budget shortfall for next year. That means that
6 it's going to wipe out the \$1 billion rainy day fund.

7 And the problem they're facing is the same
8 problem we're facing, is that it's very difficult to predict the
9 future, because the trend timeline is so short. We're still
10 dealing with April's numbers, but we know that we've seen a
11 precipitous drop in the economy, but we don't have a long trend
12 line to predict what's going to happen in the future, which is
13 how, as everyone knows, economists work.

14 So at this point, taking the tact that we are is
15 not simply an independent ADOT tact. We're working with
16 economists and the Finance Advisory Committee, the office -- the
17 Governor's Office of Strategic Planning and Budget and JLBC. So
18 yes, it may appear conservative, but it's in line with the best
19 expertise that we have that we work with.

20 As far as the re-inclusion process, it really is
21 also going to depend on the revenues and the revenue picture as
22 it comes in. As Kristine has lined out on that slide, we've
23 been intentionally talking the past few weeks, well, what does
24 the future look like and what could affect it? And you see
25 those issues up there, whether it's Congressional action,

1 legislative action. And we really have -- as she referred to --
2 a skinny budget right now, but there's also talk of coming back
3 in a special session at the state level and looking at the state
4 budget again. It may get skinnier. We just saw, for instance,
5 that Washington state's governor has ordering a hiring freeze
6 and a 10 percent reduction across all state agencies based on
7 their fiscal output.

8 So I think the watch word for re-inclusion is
9 that we're going to have a very austere program until numbers
10 begin to change. Hopefully they will change for the better.
11 And then as revenues become available, that's when we start to
12 have the discussion about re-inclusion of projects into the
13 program. And of course, that will depend on other factors. Is
14 there a grant? Is there a match for that grant? Does the State
15 have the cash to pull down the federal dollars? So there's a
16 lot of things that will go on in that re-inclusion discussion.
17 So yes, we will be having that, depending on the revenue
18 picture.

19 Kristine, I don't know if you have anything to
20 add to that.

21 MS. WARD: No.

22 MR. ELTERS: Mr. Chairman. Mr. Chairman.

23 MR. ROEHRICH: Mr. Elters, we can hear you.

24 Mr. Elters, we can hear you, if you want to make your comment.

25 MR. ELTERS: Okay. All right. Thank you, Floyd.

1 What a sobering presentation. I kept waiting to
2 hear some good news, and I think that came on the very last
3 slide and briefly. As I listened to it, my (inaudible) Kristine
4 say repeatedly is we have very little or no data, and there is a
5 lot of uncertainty, and that I understand. In fact, I really
6 sympathize. These are indeed unprecedented times. It is
7 unfamiliar territory. And we're trying to understand it, wrap
8 our arms around it, and do so through whatever means possible,
9 including models, and models are based on assumptions, and
10 assumptions based on data or lack of it, and as we seen
11 recently, some, if not many, of these models have really missed
12 their projections either by some or entirely.

13 So like Chairman Hammond, my concern is while I
14 understand that we need to do -- we need to be cautious and
15 approach it gradually, that we do not overreact. There's a
16 cause for the overreacting as well.

17 What I did not hear in the presentation is --
18 let's say I did not hear -- I heard very, very short and brief
19 reference to federal legislation to provide some stimulus and to
20 support the states and the various needs both in those states.
21 I did not hear any reference to project construction costs and
22 the -- the favorable nature of that when the economy is impacted
23 in a negative manner and the (inaudible).

24 So I'm troubled by the fact that we're
25 overturning grants. I had no idea that that was even in the --

1 even on the table or in the process. And it leaves me really
2 wondering if we are overreacting. And I don't mean it in any
3 negative way. Please understand. Except that if -- we do not
4 have the data, and as you noted, I -- my understanding is the
5 business sales tax revenues in Maricopa County where most of us
6 live, or some of us live, I should say, more accurately for the
7 month of March were nearly 10 or 11 percent over the same months
8 in 2019. That is with the fact that spring training was
9 canceled and many other things were shut down for a good portion
10 of March. So that adds to that uncertainty that you spoke of,
11 Kristine and John.

12 We do like data, and those are really primarily
13 the two reasons that make me reluctant and concerned to go full
14 bore with substantial change at this point, because we do not
15 know -- we really do not know enough --

16 DIRECTOR HALIKOWSKI: Well --

17 MR. ELTERS: -- as to what the (inaudible) will
18 be.

19 DIRECTOR HALIKOWSKI: Mr. Chairman, Mr. Elters,
20 realize that what we're going to be presenting to you today is a
21 recommendation based on the best data that we have and based on
22 the practices that we're observing other economic professionals
23 and budgetary projection organizations using. But this is
24 obviously not the last meeting we're going to have on the
25 staff's recommendation for recasting the five-year plan. As you

1 know, there are a couple more meetings that will be happening
2 before the plan is due to be finished in July.

3 So depending on how things work out, we may see
4 differences between what we're showing you today. We don't
5 know, but what we do know is that there is going to be, just as
6 we saw in the Great Recession, some impact to the program, and
7 the program has to be fiscally constrained. And so what we're
8 presenting to you here today is our best picture of what we
9 believe the future is going to be holding, even though we
10 haven't had a lot of data to base that on. We're using the best
11 that we have.

12 And I would say as far as the federal issues,
13 we're not going to be sending the grant checks back tomorrow.
14 As Kristine indicated, we're in discussions with FHWA, the
15 Congressional delegation and the Governor's office. What can we
16 do to repay those grants and put them to work without having to
17 put out State cash for the match money? And as you know, when
18 you look at I-17, that was built much like, I would say, a Jenga
19 puzzle in that, you know, getting federal money depended on
20 State money being put in. State legislative money got put in.
21 If one of those pieces comes out of that puzzle, the rest of
22 them are impacted.

23 And so with federal grants, we're going to do our
24 best to see how we retain that money. We're not the only state
25 in that position. As I talked with FHWA, this is being

1 discussed in their headquarters in Washington, D.C. So I don't
2 want to have people panic on the grants. We're trying to work
3 out things there.

4 As far as Congress goes, Mr. Elters, I think you
5 and I probably read many of the same articles. There's been
6 talk of a trillion dollar infrastructure stimulus that's gone
7 by, I think, the wayside at this point. Even though the House
8 seems to be in favor of it, the Senate is not. There's been
9 talk of backfilling the Federal Highway Trust Fund with
10 \$50 billion at one point. My understanding, now Congress has
11 dropped that figure down to 15.

12 So there's a lot of uncertainty. Even though
13 Congress has appropriated \$2 trillion already in the bailout,
14 there is a lot of uncertainty now. As infrastructure comes to
15 the table, it seems that buyer's remorse is beginning to set in
16 in Washington, D.C. and they're saying, oh my, can we really
17 afford to spend more money on infrastructure? And the answer of
18 all our stakeholders and partners in the department is how can
19 you not to? But again, this has become a very political issue
20 in D.C.

21 Kristine, I don't know if you have anything to
22 add to that.

23 MS. WARD: No, sir.

24 I guess one comment or one item I would make you
25 aware of, Mr. Chairman, Mr. Elters, you know, in terms of

1 Regional Area Road Fund, you had suggested that we were
2 significantly above forecast. Unfortunately, the situation we
3 find ourselves is the Regional Area Road Fund data that we have
4 does not yet reflect the COVID situation. That data is from
5 February. As it stands right now, we are 1.8 percent above our
6 original forecasts year to date. But again, no COVID impacts
7 yet. So we didn't -- we aren't far beyond our original
8 forecasts, and those are -- those forecasts have been revised,
9 and we don't have data yet.

10 So this really is a -- what we're doing in this
11 is we have -- given the unprecedented nature of this, we are
12 trying to temporarily put the brakes on to see how this unfolds.
13 And the difficulty is our transportation projects take a
14 significant length of time to build. So once you get -- you
15 don't want a situation where you have significantly started
16 something, you've invested in that, and I come to you when
17 you're six months down the road, when I actually have some trend
18 data, and say, you know what? You can't do that project. You
19 have to stop now. I need those dollars back. We can't spend.
20 So that -- we find ourselves in a very, very unusual situation.
21 And yes, we're forced with some very difficult -- well, you're
22 forced with some very difficult choices, and it's unfortunate.

23 DIRECTOR HALIKOWSKI: I would just add,
24 Mr. Chairman, Mr. Elters, I mean, your point is well taken. It
25 is speculative at this point. I mean, even the budget gurus at

1 JLBC admit their projections may be off. I mean, you may not
2 wipe out all of the rainy day fund. You may wipe out half.
3 They're in the same position as we are. We just don't know yet.
4 But as Kristine says, we don't want to get into something and
5 then find out down the road we don't have the money coming in to
6 pay for it, because I think as former state engineer, you know
7 what it means if we have to go in and cancel a project.

8 CHAIRMAN HAMMOND: Does that answer your
9 question?

10 MR. ELTERS: Mr. Chairman, just to a brief
11 (inaudible). I wanted to thank both Kristine and John, and I'll
12 say again, given this uncertainty and the lack of data, I
13 applaud the approach to be cautious. I would -- my preference
14 is to, you know, avoid overreacting and maybe take more of a
15 sort of precision approach to it, and be amenable and be
16 flexible to change as we learn more or -- and as we understand
17 what we're adding into and what the impact is.

18 Thank you again, Kristine and John, and thank
19 you, Mr. Chairman.

20 DIRECTOR HALIKOWSKI: Mr. Thank you, Mr. Elters.

21 MR. KNIGHT: Mr. Chairman, this is Board Member
22 Knight.

23 CHAIRMAN HAMMOND: Did you raise your hand?

24 VICE CHAIR STRATTON: Mr. Chairman, I have --

25 MR. KNIGHT: Mr. Chairman, this is Board Member

1 Knight.

2 CHAIRMAN HAMMOND: Go ahead.

3 MR. KNIGHT: Thank you.

4 I like Mr. -- I, too, like Mr. Elters, was very
5 surprised to see some of the cuts that are being recommended,
6 especially the grants, and I'm happy to hear the Director say
7 that they're not going to be done tomorrow and that there's
8 still time. I know I attend, along with Chairman Hammond, a
9 teleconference, associated general contractors and additional
10 transportation business partners held last week to develop a
11 joint statement to go to lobby Congress on the -- this third
12 CARES Act that they're working on now so that -- to lobby them
13 for money in the CARES Act for infrastructure, specifically for
14 states' DOTs, all 50 states.

15 There -- they've come up with, I see, a draft, a
16 thing that I'm sure it's been sent out to I think all of the
17 transportation board members, as well as a lot of elected
18 officials. They seem to be on point with lobbying to get some
19 infrastructure money in this next CARES Act, and it -- I think
20 we need (inaudible), although I think it is going to -- the next
21 CARES Act is going to happen sooner rather than later.

22 Every state has taken a considerable hit on
23 infrastructure funding and revenue losses. It's impacted all 50
24 states, not just us, and so I really would like to see -- at
25 this point I would like to see maybe a future agenda item or

1 whatever, the Board as a whole (inaudible) on to whatever
2 ultimately is the product of this joint committee, the
3 recommendations they're going to send Congress for the structure
4 funding.

5 So at this point, I hate to see us give any grant
6 money, and we've kind of indicated that we're not going to give
7 it away -- give it back right away, and I appreciate that. I
8 think that should be, in my opinion, of a last resort, and so --
9 and I think from what I'm hearing that's your position, also.
10 So I'm happy to hear that.

11 I think it would behoove us to at least lend our
12 support to this group that is going to lobby Congress and our
13 Congressional members to put some infrastructure funding -- the
14 (inaudible) was close to 50 billion (inaudible) to be divided
15 among the states' DOTs. I don't know exactly what portion. I
16 (inaudible) equal shares, which means each DOT would get a
17 billion dollars. I don't know -- I don't know how well that's
18 been seen so far. But anyway, funding -- anything we can get
19 from the feds at this point in the next CARES Act for
20 infrastructure will certainly help the situation, and whatever
21 we can do to keep those grants.

22 I did think that 130 million matching state funds
23 for I-17 was legislated -- my knowledge (inaudible) that money
24 back yet. So it would be rather premature to give the grant
25 back when we don't even know if they're going to take that

1 130 million back. But at any rate, that's my two cents.

2 VICE CHAIR STRATTON: Mr. Chairman.

3 CHAIRMAN HAMMOND: I have a response. By the
4 way, I might mention, remember that this is only for discussion.
5 The purpose is we are not going to vote on this until the end of
6 the June meeting. Hopefully we've got better data, but anyway,
7 I'm sorry, John or staff. If you have a comment to make, go
8 ahead.

9 MR. ROEHRICH: Yeah. Yeah. Mr. Chair, this is
10 Floyd. And that's another good point as well. (Inaudible) --

11 VICE CHAIR STRATTON: Mr. Chairman, this is
12 Steve.

13 MR. ROEHRICH: Mr. Chair, do you want staff to
14 comment on Mr. Knight, or do you want to go to Mr. Stratton?

15 CHAIRMAN HAMMOND: We can go to Mr. Stratton if
16 staff has more comments.

17 MR. ROEHRICH: Absolutely. Well, Mr. Stratton,
18 we will defer, and then we can discuss later. So Mr. Stratton,
19 if you have your comments.

20 VICE CHAIR STRATTON: Thank you, Mr. Chair, and
21 thank you, Floyd.

22 I'd like to echo the comments by my colleagues,
23 Mr. Elters and Mr. Knight that I too am troubled by returning
24 any grant money without first exhausting every possible action
25 that we can take to retain those grants and utilize them. I do

1 believe that while we don't have data, and everything at this
2 point is a guess, we will be getting some data, and what comes
3 in initially may not be what we will get later on through this
4 pandemic.

5 I agree with Mr. Elters that we should wade into
6 this cautiously, and I do believe that the construction prices
7 are going to be better. Obviously oil and fuel prices are
8 better, and hopefully there will be more competition on the
9 contracts as they come. So I just would like for us to be
10 cautious as we go into this and not eliminate things that we
11 don't have to.

12 CHAIRMAN HAMMOND: Floyd and Board Member
13 Stratton --

14 MR. ROEHRICH: Mr. Stratton --

15 CHAIRMAN HAMMOND: (Inaudible).

16 DIRECTOR HALIKOWSKI: Mr. Chairman, if I might.
17 A couple of things here is that --

18 MS. DANIELS: I'd like to chime in.

19 DIRECTOR HALIKOWSKI: I really --

20 MS. DANIELS: This is Jenn Daniels. I get to
21 claim new board member status for a little while, so that's
22 exciting, and so I have a question specific to Kristine.

23 Kristine, thank you for the presentation. My
24 question is do we as a board get monthly budget -- detailed
25 budget reports?

1 MS. WARD: Mr. Chairman, Ms. Daniels, yes, you --
2 I provide you a report at every board meeting. This board -- I
3 usually provide you a paper report as well as the report that I
4 present to you. This month I did not have a paper report for
5 you. But yes, every month I report out, and what you saw in
6 today's presentation is an additional slide that I will be
7 presenting that will be looking at the month-by-month forecast
8 to actuals for these revised forecasts. So not just year to
9 date. What are we looking like in a month-to-month -- on a
10 month-to-month basis. So yes, ma'am.

11 MS. DANIELS: Because the budget --

12 CHAIRMAN HAMMOND: Board Member Daniels, go
13 ahead.

14 MS. DANIELS: Thank you.

15 Because it will be such an important topic for us
16 over the next little while, I was wondering if we might be able
17 to request that we receive a detailed budget report from you a
18 week ahead of or at the time that we receive the agenda so that
19 we have a chance to review and maybe do a comparative analysis
20 on that on our own. It might help us come prepared, I think,
21 for that important conversation that we're going to have. So
22 I'll just make that request.

23 I also wanted to comment real quickly. You
24 mentioned the bond market and I think referenced an article that
25 came out in early March. We, as the Town of Gilbert, did do a

1 bond sale on May 7th. We had 11 bids and a very favorable
2 bidding environment. And so while I can appreciate there's some
3 trepidation within the bond market, our experience actually
4 countered what that article referenced, and frankly, what we had
5 anticipated was going to occur. So just keeping an eye on what
6 that bond market is currently doing, I think, will help us to
7 make better and educated decisions.

8 I am anticipating a more favorable bidding
9 environment in the next couple of years similar to what we saw
10 in 2009, 2011 time frame, and I'm anticipating that and hoping
11 that we might be able to capitalize on some of that. Obviously
12 that's all contingent upon whether we have funds to be able to
13 do so.

14 So that leads me to my final point, which is
15 going to echo some of the sentiments that you've heard from my
16 colleagues, and that is I would love to see us take a tiered
17 approach to this, that we have levers that we can pull when we
18 need to, but that we are very deliberate and monthly get to make
19 those decisions. I understand the need to adopt an entire
20 budget, but I think having those numbers and -- maybe I could be
21 mistaken, but I think what we do is set the upper limit of that
22 budget. And if I'm wrong, let me know, but I think what we do
23 is set the upper limit upon budget adoption, and we always have
24 the option to spend less and we should.

25 I absolutely favor a conservative approach to

1 that, but would love to see levers built into that that we can
2 pull as a board as needed based on what happens within the
3 market. We're seeing lots of different modeling, everything
4 from a U shape to a V shape to a haphazard up and down, up and
5 down over the next little while. Again, no predictability at
6 this point. But give us options as a board as we move forward.

7 CHAIRMAN HAMMOND: (Inaudible) staff.

8 DIRECTOR HALIKOWSKI: Well, Mr. Chairman, if I
9 might comment on this issue of conservatism versus perhaps not
10 being or being panicked. The staff is -- we're -- it isn't an
11 issue of panic. It's that we've been through this in a
12 different way before in 2009, and we watched what happened. And
13 until recently, we hadn't even climbed out that recession, and
14 we're into another one.

15 And the issue of levers, I would like to look at
16 that from a different perspective, and I'd like to look at it
17 this way: Instead of budgeting at the upper end, because our
18 plan has to be fiscally constrained, that we bring to you a
19 conservative budget, and then as revenues come in and continue
20 to improve, that's when you'll be able to pull levers, when
21 we're sure that we have the money to fund the projects that you
22 want to bring back in to the program in a measured way. So I
23 just want to be careful here that we don't overextend ourselves,
24 because if we do, the results of that are not good either.

25 The other point I wanted to clarify is the

1 \$134 million on I-17. Yes, that was a legislative
2 appropriation, but it was the Legislature reaching into the
3 State Highway Fund balance and appropriating it for I-17. It
4 was not new money that they gave us. So I just want to be clear
5 on that point, which is why we had -- were not able to continue
6 that 134 million at this time.

7 Kristine, have anything to add?

8 MS. WARD: No, other than, Mr. Chair,
9 Ms. Daniels, first of all, congratulations on a favorable issue
10 in Gilbert. You were right that I agree, all the data -- the
11 municipal market has stabilized some, but there -- it has
12 stabilized significantly since the end of March. The difficulty
13 is we are also watching to see what's going to happen to our
14 cash levels in order to pay future debt service. And I -- but I
15 appreciate your comments, and we are watching as I get daily
16 updates on the evaluation of the market from our underwriters.

17 In terms of the monthly decision making process,
18 I'd be happy to -- and the reporting, if you have requests, I'd
19 be happy to sit down and discuss what kind of data you'd like to
20 see and so you get the visibility that you need given the
21 situation. That's all.

22 CHAIRMAN HAMMOND: Board members?

23 MS. DANIELS: (Inaudible) forward to orientation.
24 I'm hoping it happens soon so that I can get some face-to-face
25 time with you guys. Thank you.

1 MR. ELTERS: Mr. Chairman, it's Elters.

2 CHAIRMAN HAMMOND: Go ahead. Go ahead, Sam.

3 MR. ELTERS: I just have two really brief
4 questions. One is how is our cash reserve doing today? And
5 perhaps how much is that if you have a number? If not, you can
6 perhaps share with the Board as a follow-up.

7 And the second question is are we reaching out,
8 are we having any interaction, any consultation with our
9 partners in the industry, being the construction and/or the
10 consulting industry? Thank you.

11 DIRECTOR HALIKOWSKI: So if we could take the
12 second one first, Mr. Chairman, we are working with not only the
13 industry, but with the Legislature. We were on a call with the
14 appropriations chair yesterday, and we're, you know, in constant
15 contact with FHWA, not only about the grant issue, but what else
16 we might be able to remove as far as our ability to be nimble
17 and cut down on costs during the process. And so there's a
18 number of things going on. We were on the call with the
19 transportation board with AGC hosting last week. And so yes,
20 we've been in a lot of discussions with the industry about how
21 we might work together better.

22 The thing I will say, though, is that, you know,
23 there's talk about how we might save money on a project as the
24 costs go down, and that's true. Oil prices are going down, but
25 they're going down for a reason that impacts us. They're going

1 down because people aren't buying gasoline, and we have a glut
2 of oil on the market which directly affects the gasoline taxes
3 coming in that we're using for our projects. As oil -- gasoline
4 consumption falls, our revenue per gallon is just not coming in.

5 So I wanted to take your second question to let
6 you know we have been doing a lot of outreach and, you know,
7 we're trying to figure out basically how to put every dollar
8 that we have to work. And as Kristine will tell you, she's
9 under a constant guillotine to never let a federal dollar go
10 back that we can't spend here.

11 MR. ROEHRICH: Cash reserve. Kristine, the
12 question was on cash reserve. Mr. Elters asked the status of
13 cash reserve.

14 MS. WARD: So Mr. Chair, Mr. Elters, with regard
15 to the cash reserves, I did not check my data. It is -- I
16 apologize. Oh, it was as of, I don't know, yesterday or the day
17 before. Our cash reserves were \$290 million was our balance.
18 Of that, we anticipate utilizing approximately 200 million,
19 between 180 and 200 million dollars of that cash reserve to get
20 through this -- our forecasts and keep -- which would, of
21 course, throw our cash reserves around to down around 90.
22 However, keep in mind that our match for federal funding runs
23 about \$40 million annually. What the forecast, as needing to
24 keep in cash reserves, is about \$221 million. So that is what
25 we are looking at right now.

1 DIRECTOR HALIKOWSKI: Well, and to add to that,
2 based on our experience with the last free session, we had very
3 little cash reserve at times where we were dipping into the
4 negative, and we were worried about not only paying our
5 contractors' bills, but making payroll for staff. So the idea
6 of cash reserves is extremely important. As we've looked at
7 this situation over the past ten days, liquidity is king.

8 MS. WARD: And Director, to that point, that is
9 also -- and to Ms. Daniels' discussion with regard to the bond
10 market, like she said, been working with rating agencies, she
11 will know that cash reserves are one of the key items that the
12 rating agencies will get as they are examining (inaudible).

13 CHAIRMAN HAMMOND: Other questions from the
14 Board?

15 VICE CHAIR STRATTON: I have --

16 MR. KNIGHT: Yes. Mr. Chair.

17 VICE CHAIR STRATTON: -- a question.

18 Mr. Chairman, this is Steve.

19 Director, to your point that we are not receiving
20 the revenues, the usage is down, I agree with you and everyone
21 about that. However, on our current contracts, binder and the
22 diesel fuel that's being used, it is -- those contracts are
23 being adjusted as we go through the ones that are out there
24 right now; is that correct? So we're saving more money than
25 what the initial bid was?

1 DIRECTOR HALIKOWSKI: Yeah. That may be true.
2 And I'm sorry. It is true. I mean, you do have an investment
3 clause in the contract. I just don't know at this point if that
4 will offset the revenue loss from gasoline sales, because you
5 know, honestly, we don't have any idea how people are going to
6 react and behave as these stay at home restrictions are limited.
7 Will they be out driving more? Will they be doing -- you know
8 going back to work in the way that they were? So there's a lot
9 of uncertainty there. But no, I would say that you're correct
10 that the cost of the binder and other things are going down.

11 VICE CHAIR STRATTON: Thank you.

12 MR. KNIGHT: Mr. Chair, this is Board Member
13 Knight.

14 CHAIRMAN HAMMOND: (Inaudible.)

15 MR. KNIGHT: One quick question. It was
16 mentioned that the 189 construction, that the TIGER grant could
17 be returned, and I was under the impression that that
18 construction was already started. So how would the return of
19 the grant impact the project?

20 MR. ROEHRICH: So Mr. Chair, Mr. Knight, Dallas
21 actually gets into that more in detail with the next
22 presentation. So if you could hold off on that question, let
23 Dallas make his presentation, and then we can discuss that
24 question if it's not answered.

25 DIRECTOR HALIKOWSKI: Because Dallas will --

1 MR. KNIGHT: Okay.

2 DIRECTOR HALIKOWSKI: Dallas will show the cash
3 flow and how that's working in more detail.

4 CHAIRMAN HAMMOND: With any luck, we've already
5 heard Dallas' presentation.

6 MR. ROEHRICH: Unfortunately not.

7 DIRECTOR HALIKOWSKI: Unfortunately not.
8 Unfortunately not. You're not that lucky today.

9 CHAIRMAN HAMMOND: Okay. Let's go to Item B.
10 Overview of the program -- Priority Program strategy with
11 Dallas.

12 MR. ROEHRICH: The one that's right there.
13 (Inaudible.)

14 MR. HAMMIT: Okay. Thank you, Mr. Chair. As we
15 get our technology set up, I'm going to give some briefings for
16 -- hang on. I thought we had a presentation set up.

17 DIRECTOR HALIKOWSKI: Go ahead, Floyd.
18 (Inaudible.)

19 MR. ROEHRICH: Can we just use the down arrow?
20 Would the down arrow work on the --

21 MR. HAMMIT: No. (Inaudible.)

22 So I'm going to talk about the 2020 adjustments,
23 the available funding that Kristine talked about, and then what
24 we're looking at in Greater Arizona, what our funding
25 recommendations are. And these recommendations are based on the

1 financial information that was just provided to you.

2 So we do need to make some adjustments, as
3 Mr. Knight was talking about earlier on the 2020. State Route
4 189, we do -- we are under contract with that project right now.
5 It had received a 2017 TIGER grant, which we were awarded
6 \$25 million to match a 34 -- \$134 million project. And you see
7 that the funding there, there was \$65 million state and local
8 funds. So there was not only state funds. There were local
9 participation. There's a \$25 million TIGER grant and then
10 \$44 million in formula funds. That was what was we submitted in
11 the application.

12 What we have found that those -- with the
13 forecast and the information given to us, the -- there's
14 \$52 million that is no longer available of state funds for this
15 project. This will put the \$25 million TIGER grant at risk.
16 Creating a deficit that -- to keep the project going right now,
17 we need to make up -- this is a \$77 million deficit.

18 So we have some options to look at. A number of
19 them I'm not a big fan of, but I -- we did go through all of our
20 options, and one would be to cancel the project. There would be
21 cost to get out of the project, and we would lose all the money
22 spent to date.

23 We also looked at could we rescope the project
24 and have a smaller project? Most likely, since it would be a
25 cardinal change to the contract, we would still need to cancel

1 that contract. It would cost us money to do that. We would
2 lose the money spent to date, and then it would cost money to
3 repackage and re-advertise.

4 We did look at can we move forward without the
5 state and local funds but keep the grant? We would only need to
6 make up \$52 million if that were possible.

7 And then the final option that we came up with
8 was keep moving forward with the project without the state/local
9 and the grant funds, and we'd need to make up for \$77 million
10 with formula funds from the fiscal year 2020 program.

11 Our recommendation is to keep the project moving,
12 and for what we know right now, it would be moving without
13 state/local or the TIGER funds. And we're looking at how do
14 we -- and I'll present an option -- how do we make up that
15 \$77 million.

16 As Kristine talked about, as did the Director, we
17 are working with Federal Highways on can we renegotiate that
18 grant into a different match? There was a meeting this week
19 with the executive -- or the division administrator and her
20 staff. We are looking at options. We are preparing a white
21 paper to be presented to the headquarters in D.C., and that's
22 who makes those decisions. This is not a decision that the
23 division can make. It will go to the -- I don't know where --
24 in FHWA, but the director's or with the administrator's office.

25 So how do we make up that \$77 million? We're two

1 months left in the year, so there weren't a lot of projects that
2 had those opportunities. We had two projects. Both of them
3 were in different places in their development. One of them will
4 be in the US-93. It's a \$41 million project, and if you
5 remember, this was also tied to a developer-funded project that
6 originally was supposed to have been done approximately a year
7 ago. That project has still not moved forward. We're still
8 working on right-of-way clearances on the project, utility
9 clearances. It would be difficult to deliver that this year.

10 There was also a pavement preservation project in
11 the Tucson area on the SR-77/Orcalle Road that was moving
12 forward. It too had some utilities that were just about to be
13 relocated, but not completely ready to go at this time. We
14 would reprogram that project immediately in 2021 and advertise
15 it in the first quarter if that was -- that recommendation moves
16 forward.

17 The US-93/Wickenburg project would be
18 reprogrammed as funds became available in our recommendation.

19 Mr. Chairman, Mr. Knight, does that answer your
20 questions on State Route 189?

21 CHAIRMAN HAMMOND: It does me. How about you,
22 Board Member Knight?

23 MR. KNIGHT: Yes. That answers my question.
24 Thank you.

25 MR. HAMMIT: So moving on, Mr. Chairman, to

1 what --

2 MR. SEARLE: Dallas. Mr. Chairman, this is
3 Richard Searle. A question for Mr. Hammit.

4 On this State Route 189 project, if you go
5 forward with the 77 million, why can't you keep the TIGER grant?

6 MR. HAMMIT: Mr. Chairman, Mr. Searle, the --
7 when we got the TIGER grant, we got that with an agreement that
8 we would match it with non-federal funds. That was a condition
9 of the agreement we made to get that TIGER grant. If we no
10 longer have the state funds to make the match, then we would
11 need approval on a renegotiation of the grant. So we can't meet
12 the terms of the grant at this time.

13 MR. SEARLE: So Wickenburg and the State Route
14 77, those are all federal funds?

15 MR. HAMMIT: Mr. Chairman, Mr. Searle, that is
16 correct.

17 MR. SEARLE: All right. Thank you.

18 MR. HAMMIT: Moving on to updates with the
19 2020 --

20 MR. ELTERS: Mr. Chairman, one more question from
21 me.

22 Related to the state and local funds, Dallas
23 mentioned that those were no longer available, and that's why
24 the grant would have to go away. Dallas, could you please
25 refresh my mind or our minds as to the makeup, dollars to state

1 and local dollars? And maybe if you have that info, just help
2 us understand what happened to them. Why are they no longer
3 available?

4 MR. HAMMIT: Mr. Chairman, Mr. Elters, I'm going
5 to let Kristine handle those, if you don't mind.

6 MS. WARD: Mr. Chairman, Mr. Elters, so what the
7 -- the funding from the state as we go into SR-189 was bond
8 funding, and the debt services associated with those bond funds
9 were to be paid for from overweight fee permits. That was
10 designated to pay the debt service. The difficulty is is that
11 overweight fee provision -- overweight -- overweight fee permits
12 have essentially been stopped, because they extended or
13 increased the weight that was allowed up to -- and Floyd help me
14 if --

15 MR. ROEHRICH: 90,000 pounds.

16 MS. WARD: 90,000 pounds. So the fees that were
17 going to come in and be available to pay the debt service are no
18 longer available, are no longer being charged. So the locals
19 don't have that funding anymore.

20 CHAIRMAN HAMMOND: (Inaudible) goes on, right?

21 MR. KNIGHT: Mr. Chair, this is Board Member
22 Knight.

23 On that same subject, I thought the local match
24 was primarily from the private sector. Am I wrong about that?

25 MS. WARD: Mr. Chairman, Mr. Knight, that is

1 incorrect. The --

2 DIRECTOR HALIKOWSKI: Well, let me just elaborate
3 that. Getting that fee established for the overweight permits
4 was heavily lobbied by the local secretary, but the money's not
5 coming from the private sector in Nogales. It's coming from the
6 fact that we're statutorily allowed to make that charge on
7 international traffic coming into Arizona. So that fee is put
8 onto the trucking company that's shipping in, but it's not
9 coming directly out of the local sector's pocket as a donation
10 or something like that.

11 MR. ELTERS: Thank you.

12 CHAIRMAN HAMMOND: All right, Dallas.

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

14 So moving on to the 2021-2025 program, as
15 Kristine showed you a similar slide to this, this is where we
16 started in January or February with our projections for what we
17 would have in the program. We'll just look at 2021. We started
18 with 944-plus million dollars. We had some off the top to do
19 our planning and a project development, and then the moneys that
20 would be programmed from Greater Arizona, MAG and PAG.

21 Going through the same RAAC formula when we move
22 to only having \$575 million, the funds for those areas are
23 decreased proportionally, and this slide shows the differences.
24 So to the total program in the first year, we lose
25 \$369.6 million. That means there's \$247.7 million less for

1 programming Greater Arizona and so on.

2 In just the first two years of the program, we
3 have \$584.6 million less to program, and this is on top of -- or
4 in addition is the \$77 million from FY 2020 that had to be
5 reprogrammed. So it is a pretty big cut.

6 MR. ROEHRICH: Dallas, there's a question. Who's
7 got the question?

8 Mr. Hammond, we can't -- we can't hear you.

9 MR. HAMMOND: Can't hear me?

10 DIRECTOR HALIKOWSKI: There you go. Now we can.

11 MR. ROEHRICH: Now we can.

12 MR. HAMMOND: Okay. I'm just curious how many
13 opportunities for better data that we have between now and the
14 end of June to possibly input into this (inaudible).

15 DIRECTOR HALIKOWSKI: Kristine can answer.

16 MS. WARD: Mr. Chairman, there is -- that is
17 difficult because of the lag time in getting data, we are not
18 going to have a lot of information -- a lot more information
19 come June.

20 DIRECTOR HALIKOWSKI: But I guess I would add to
21 that, Mr. Chairman, you know, when the program is signed off by
22 the Governor in July, that doesn't mean that we just stop there.
23 We're going to keep re-evaluating and re-assessing as revenues
24 come in and sharing that information with you. So it is
25 possible to amend the program if the numbers change.

1 MR. ROEHRICH: Well, Mr. Chair, we amend the
2 program every month, if you remember, through the PRB, PPAC, and
3 then what we bring to the Board. That program is constantly in
4 flux as we learn new information.

5 DIRECTOR HALIKOWSKI: So, you know, if
6 flexibility is the key, then the key to that flexibility is
7 keeping, as Board Member Daniels said, a very close eye on the
8 numbers as they're changing, and when we have good, solid
9 numbers, then we can come back to you and say we're ready to
10 consider adding this project or that project. So it will take
11 constant monitoring and communication.

12 CHAIRMAN HAMMOND: Dallas, you can continue.

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

14 So moving forward, there's been a lot of
15 questions on the I-17 project. Again, that had \$130 million of
16 State Highway Fund match with a \$90 million INFRA grant on that.
17 We are working very closely with FHWA looking for options to
18 keep that.

19 The one thing different between the TIGER grant
20 and the INFRA grant, the TIGER grant, we had a higher than --
21 well, both grants we had a higher than minimum match rate just
22 to be competitive. We felt we couldn't get the grant with --
23 going with the minimum. But the required on the TIGER grant on
24 SR-189 is much lower. The requirement on I-17 at the time the
25 notification went out was at least 20 percent. So we're working

1 with FHWA. Even if we can't renegotiate, do we have to put in
2 20 percent or can we find a way to find other opportunities to
3 work through and keep those funds?

4 One thing we did find out in working with FHWA is
5 we do not have to expend these funds until September of 2022.
6 So we do have some time. It could sit for a period of time and
7 not put the grant at jeopardy if revenues increase and come back
8 forward. So we would not be canceling that right away. We just
9 cannot plan for in building this program.

10 A couple of questions as we move forward that I'm
11 going to try to answer is, you know, what projects and
12 categories of projects can we keep, postpone or move out of the
13 program? What's the -- you know, what we needed to discuss the
14 balance, especially in the Greater Arizona section, the balance
15 between expansion, preservation and modernization. And what
16 could we do to be ready for any federal dollars? And I'm going
17 to cover that one first.

18 On -- in the program we had started development
19 on a couple of projects that were expansion projects. The
20 design funds are -- have already been obligated. We are not
21 stopping that work. We will continue that work and get those
22 projects ready when -- for the time that the funding is
23 available, either through our funding in recovery or if there
24 were federal stimulus dollars.

25 In addition to the ones that were in the program,

1 there was funding that had been general fund dollars on I-10 to
2 do some design work. We're looking to get the installers going
3 from the 2020 program to move forward. They were specifically
4 identified for I-10. So we are continuing design and
5 development so we're ready for a recovery or additional stimulus
6 funds.

7 So again, this is what we showed for the dollars
8 available. And what I'm going to discuss on the following
9 slides are the Greater Arizona program to be developed. The MAG
10 region and the PAG region will be working with their MPO to
11 develop their programs.

12 So on the modernization side, again, this is our
13 safety, where we do safety projects such as shoulder widening,
14 intersection improvements, signals, roundabouts. We have a
15 minor project program, and we used to call this when I was in
16 the district our district minor. These are small improvements
17 that we partner with local entities that make some pretty good
18 operational improvements in a local area that the district
19 engineer can identify and move forward. So those are projects
20 that we are doing. That went away for a couple of years, and
21 both we heard from our districts and from our locals that that
22 program needs to stay.

23 And then we had other projects. That rail safety
24 program that has specific identified money. We have an
25 intelligent transportation system, our ITS. Ramp metering,

1 message boards, a wrong-way driver detection system. And then
2 we do some drainage projects with this modernization money.

3 The tentative program had identified \$115 million
4 of work in that first year, and across the program we were
5 looking about 21 percent of the available funding to be used in
6 modernization.

7 That is very consistent with our long-range plan.
8 So in the recommendation that we are going to push forward is
9 that we stay with that 21 percent, but it will reduce, as you
10 can see on the screen. So in 2021, from 115,371 to 76,571, or
11 reducing that -- those programs by \$38.8 million. Again, this
12 is staff's recommendation to move forward.

13 One thing to keep in mind, especially on the
14 safety program, those use funding that have to be different
15 criteria for meeting a cost benefit on -- to use those safety
16 funds. So those funds can only be used for certain purposes.

17 So once I take out -- if we go with that
18 recommendation, taking out those dollars, the remaining funds in
19 Greater Arizona are as follows. You can see it on the screen,
20 but in 2021, \$241 million.

21 Looking at the preservation, those are dollars we
22 had previously scheduled for preservation in '21 through '25.
23 So in 2021 we have a -- in our earlier tentative program, we had
24 \$347 million set aside for preservation. If we put all of the
25 dollars remaining in preservation, we still are falling further

1 and further behind in our preservation. And to add to that, the
2 -- to make up for the 189 project, the \$42 million that is being
3 moved from the SR-77 moves into 2021, that meant \$42 million of
4 preservation projects were moved out of '21 into '22 to make up
5 for that. Those were both bridge and paving projects.

6 So at this time, and Greg will go into details,
7 but the Department is going to recommend that at this time --
8 and I'm stressing that with the information we have -- that the
9 remaining funds go into preservation.

10 I had a couple slides that my districts have sent
11 me this week on what our pavement conditions are looking like.
12 We are losing ground out on the roadways, and these are rural
13 roads, interstate highways throughout the state. And the same
14 is true on our bridges. We are just not keeping up.

15 The slide on the top right, the Director thought
16 that might be ice. Actually, that's calcium deposits that are
17 seeping through the bridge. This is on State Route -- excuse me
18 -- I think it's State Route --

19 DIRECTOR HALIKOWSKI: 89A.

20 MR. HAMMIT: -- 89A, up by Oak Creek Canyon, and
21 those are calcium deposits from the salts that go through there.

22 MR. ROEHRICH: Mr. Chair.

23 MR. HAMMIT: That's all I had on this.

24 CHAIRMAN HAMMOND: Okay. I think Greg's up now.
25 We can just continue.

1 MR. ROEHRICH: There were, like, two blank slides
2 in there. But I don't know why -- there we are.

3 MR. BYRES: Thank you, Mr. Chairman. Thank you,
4 Dallas. So we'll go ahead and get going.

5 Okay. So what I'm going to cover here is we're
6 going to go through a little bit of background, an overview of
7 the asset conditions, our --

8 MR. ELTERS: Chairman Hammond --

9 MR. BYRES: -- five-year highway delivery program
10 the MAG program, the PAG program, aviation and then next steps.

11 So this is a background of how we got to where
12 we're at today with the revised tentative program. So we had
13 gone through and given you the original tentative program
14 recommendations back in February, where you had approved them
15 for public comment. And so we were supposed to have had public
16 hearings in March and April, which were both canceled due to the
17 COVID-19 restrictions. We did have the revenues and future
18 projections dramatically change due to the COVID-19
19 restrictions. So we've come up with these revisions for the
20 tentative five-year program that we're presenting today. This
21 five-year program must be approved by the State Transportation
22 Board by June 30th, with the fiscal year starting on July 1st,
23 and the program must be fiscally constrained within the first
24 two years.

25 So just looking at the asset conditions that we

1 currently have. Right now, the entire system that we have is
2 valued at \$22.9 billion. However, if there was a cash
3 (inaudible) change or something happened, it basically costs
4 about \$300 billion to replace.

5 So I'm going to go through the bridges to start
6 with as part of our assets, and as I go through them, I just
7 want to kind of give you an idea of what's considered good,
8 what's fair and what's poor. So a good condition bridge is --
9 has primary structure components that have no problems or only
10 very minor deterioration. Fair bridges are primary structure
11 components are sound but have some concrete deterioration or
12 erosion around piers or abutments, which is usually caused by
13 flowing water and scour. Poor condition bridges are -- have
14 advanced concrete deterioration, scour or seriously affected
15 primary structural components. And a poor condition bridge is
16 not unsafe. Unsafe bridges are closed.

17 So taking a look at the bridges that we currently
18 have. We have 59 percent of our bridges are in good condition.
19 40 percent are in fair condition, and we have 1 percent in poor
20 condition. As Dallas had pointed out, if you look at the trend
21 line on our good condition, it's decreasing. So we're losing
22 ground on how we're maintaining those.

23 As far as pavements go, again, this -- they're
24 rated in good, fair and poor condition. Good pavements are
25 smooth road surface with little cracking and no ruts or

1 potholes. Fair condition is moderate amounts of cracking with
2 (inaudible) increased roughness of the road surface, shallow
3 ruts in the wheel path. Poor condition is numerous cracks,
4 rough road surface, ruts in the wheel path, potholes and a
5 disintegrated road surface.

6 So we break down pavements into different
7 categories. We'll start off with interstates. Interstates
8 right now, we're at 53 percent good, 46 percent fair, and 1
9 percent poor. Federal Highway allows a maximum of 4 percent in
10 poor condition, so on interstates. So we're actually not too
11 bad in the poor condition, but if you do look at the trend line
12 of our good through the years, we are losing ground there.

13 The next category is the national highway system.
14 There we have 35 percent of our roads are in good condition, 62
15 percent in fair, and 4 percent in poor, and that trend line is
16 dropping even faster the interstates.

17 When we go to the non-highway system, national
18 highway system, we're going a little bit further down. We only
19 had 23 percent in good condition, 71 percent in fair condition
20 and 6 percent in poor condition. So again, you can see what's
21 happening there. Now, these are mostly low volume roadways
22 compared to anything to interstate and so forth.

23 So our long-range transportation plan, which sets
24 criteria for our five-year program, as we go forward, Dallas has
25 already talked about preservation, modernization and expansion

1 projects, but this gives you a little better idea of what we're
2 talking about. So for preservation, it's investment that keeps
3 pavements smooth, maintains bridges. Modernization is
4 non-capacity investment that improves safety and operations, and
5 expansion is investment that adds capacity to the highway
6 system.

7 So how did we go through and put together the
8 revised program? So first off, the projects that were selected
9 came out of the current program recommendations that we gave you
10 back in February. They have been reprioritized as we've gone
11 forward and given you these recommendations. That
12 reprioritization was driven by the funds or lack of funding for
13 expansion projects, as we've already talked about, removing some
14 of those expansion projects out of the program.

15 There's a philosophical plan of action that was
16 started with the elimination of expansion projects which could
17 no longer be funded due to the reduced state revenues or state
18 funds. So as those expansion projects were eliminated out, we
19 started with that for room to be able to put those -- the
20 remaining projects into the program.

21 So the remaining preservation and modernization
22 projects were reprioritized based on input from our technical
23 groups. So our pavement and -- our pavement management group
24 and our bridge group were very influential in taking and putting
25 together this program, because we utilized this multitude of

1 parameters, including existing conditions and also the
2 degradation and degradation curves of both bridges and
3 pavements.

4 Project schedules and risks were also evaluated
5 for placement of the projects in the revised program. So we did
6 look at each of those different projects, saw where they were in
7 their development, as well as any other risks that could be
8 identified, so that we made sure that if they were advanced or
9 put further back into a program, and if they were put back
10 further into the program, making sure that it wasn't going to
11 increase the budgets in order to construct those projects.

12 As many projects as possible were included in
13 the program to take and maximize the funds that are available
14 but still maintain fiscal constraint.

15 So this is what the program is going to look
16 like. Let me kind of go through the explanation of this. To
17 start with, you'll see a horizontal black line. That black line
18 is our target for preservation of the system. So as you can
19 see, we're nowhere near that. The green is our preservation
20 numbers through the five-year program, and we haven't -- we're
21 not even close to hitting it at least in '21. We get a little
22 bit closer in '23, but that \$320 million is our target for
23 preservation to just maintain status quo of the system.

24 The red numbers that you see at the top are the
25 difference between what was originally recommended to the Board

1 and what this program presents. So it's -- you can see the
2 differences in each of the different years as we go through.
3 This includes all of our preservation, our modernization, and
4 the only place that we do have expansion -- and I need to go
5 through that -- we have two projects that go through expansion,
6 which is that 26.25 million. 25 million of that goes to the --
7 I forget which project it was.

8 UNIDENTIFIED SPEAKER: The US-95.

9 MR. BYRES: That's right. The US-95. That's the
10 General Fund money that the Legislature had put towards that
11 project. Then we also have 1.25 million, which will complete
12 some right-of-way and utility work on US-69, or State Route 69,
13 so that we can take and basically put that project aside until
14 we have additional funding.

15 So this is kind of a comparison of what this
16 program looks like. Now, this is the entire program, which
17 includes MAG and PAG, as well as the Greater Arizona funding.
18 So you'll see that compared to last year, it's really not much
19 of a change. We do still have a substantial amount of expansion
20 projects that all of which is occurring in MAG and PAG with the
21 exception of that 26.25 million.

22 This is the Greater Arizona area program, and if
23 you'll look at the percentages, we've got roughly 23 percent in
24 modernization, 76 percent in expansion. That 1 percent is that
25 26.25 million that we have for 95 and for 69.

1 So as we go through each of the different years,
2 starting in FY '21, again, we have the 69 and the 95 expansion
3 projects. As far as preservation goes, we do have -- the
4 largest project that we have in '21 is the Virgin River Bridge.
5 That is currently at \$60 million.

6 In FY '22, we have no expansion. Expansion
7 projects are at zero, but we do have some pretty extensive
8 preservation projects. We have preservation on I-17, which is a
9 bridge project at 35.9 million. We have the Queen Creek Bridge
10 on State -- on US-60 at 30 million. We have the Rainbow Wash
11 Bridge -- or actually, this is Rainbow Wash to Payson Road
12 pavement preservation project on State Route 85.

13 In FY '23, again, no expansion projects, but we
14 do have preservation projects. So those major preservations are
15 occurring on I-10 with -- we have 25 million for the Dome Rock
16 Road, northeast of Scaddan Wash, as well as 21 million west of
17 Salome Road and west of Tonopah. We also have 21 million on
18 I-8, which is west of Aztec -- east of Aztec. This is a
19 pavement preservation project. As well as the Gila River Bridge
20 on State Route 79, at 20 million.

21 In FY '24, no expansion projects, but the
22 preservation projects we have include projects on I-40, which is
23 the Walnut Creek Bridge project for 28 million. Or I'm sorry.
24 That's Walnut Creek Holy Moses Wash pavement preservation
25 project. On US-93, we have 21 million for the south of Nothing

1 Junction project on I-17. We have 13 million on the Dunlap Loop
2 101 (inaudible) Dunlap to Loop 101 project. And that's pavement
3 preservation. And then on I-8, we have 13 million for a
4 pavement preservation project on 130 -- Milepost 135 to the
5 county line.

6 In 2025, again, no expansion projects, but the
7 preservation projects we have listed are \$7 million for the
8 Santa Maria River Bridge on 96. We've got 16.5 million on
9 US-191 from Cochise Railroad Overpass. That's a preservation
10 project, bridge preservation. And then on State Route 82, we
11 have 7 million for the San Pedro River Bridge.

12 For the development years, going from 2026 to
13 2030, we really have no information to go with. So we just
14 basically are maintaining what we were projecting through the
15 last couple years in the program. So we'll see how that goes as
16 time goes by.

17 For the MAG region, we're utilizing the
18 information that MAG had approved back in September with their
19 rebalancing. That's the latest information that we have coming
20 out of MAG. So this is kind of a quick list of the projects
21 that they approved with the rebalancing.

22 In the PAG region, we still have projects going
23 there. We have projects on I-10, 77, as well as the I-10, 210
24 and I-19.

25 As we go forward, now we're going to go into the

1 Airport Capital Improvement Program. For it we have three
2 programs that we are funding through. Our FSL, our or
3 federal/state local program is being funded at \$5 million. Our
4 state/local program, our SLs, is being funded at \$10 million and
5 our APMS, which is the Airport Pavement Preservation Program, is
6 being funded at \$7 million. We also have \$15 million that is
7 going towards the Grand Canyon Airport, and 1.1 million for
8 state planning services. That was a total of 38.15 million in
9 the airport program.

10 So our next steps as we go forward. We had the
11 tentative program approved for public hearings back in February.
12 Again, our March and April hearings were canceled. We have the
13 meeting today. We will also be having a study session coming up
14 June 2nd here in Phoenix. We will present the final program to
15 the State Transportation Board on June 19th. That's scheduled
16 for Payson, and then a program will be delivered to the Governor
17 by June 30th, with the fiscal year beginning July 1st.

18 That's the -- what the program is currently
19 looking at -- or looking like. So if there's any questions, I
20 can certainly take them now.

21 CHAIRMAN HAMMOND: Board members, questions?

22 VICE CHAIR STRATTON: Mr. Chair, this is Steve.

23 CHAIRMAN HAMMOND: Go ahead, Board Member
24 Stratton.

25 VICE CHAIR STRATTON: Thank you.

1 Greg, on the Queen Quick Bridge, is that
2 replacement or a preservation?

3 MR. BYRES: Queen Creek Bridge is a replacement
4 project.

5 VICE CHAIR STRATTON: Okay. I believe you said
6 it was preservation on your slide. (Inaudible.)

7 MR. BYRES: It's coming out of the preservation
8 fund.

9 VICE CHAIR STRATTON: Okay. Thank you.

10 MR. ELTERS: Mr. Chair.

11 VICE CHAIR STRATTON: (Inaudible) question. Is
12 it possible -- I know that it's due to the Governor by the 30th,
13 but being that we're in a unique situation, what's the
14 possibility of delaying that so that we get better revenue
15 information over the next month or two months before we adopt a
16 final plan? That's probably a question for the Director.

17 DIRECTOR HALIKOWSKI: Well, we'll look into it,
18 Board Member Stratton, Mr. Chairman. It's a statutory date, but
19 we'll look and see if there's any wiggle room there.

20 I guess the other thing would be that, you know,
21 we talk about the final, but as we've said and have done in the
22 past, as revenues -- the revenue picture changes, I mean, the
23 five-year program can be amended throughout the year if new
24 funds become available. So, you know, I know that we sign it
25 off and the Governor approves it, but obviously it's subject to

1 the situation that we face now in this unique era of every month
2 bringing us something new. But we'll look into it.

3 VICE CHAIR STRATTON: Thank you.

4 One last question, Greg. I sit on the Sun
5 Corridor MPO Board, which we had a meeting on Tuesday, and why
6 is it the COGs and MPOs and other people know what you're going
7 to recommend to the Board before we hear it? That's where I
8 heard that all the expansion projects were going to be
9 eliminated. And, you know what? It kind of puts egg on a board
10 member's face when he's asked to or she's asked to comment and
11 we've had no information on it.

12 MR. BYRES: I'm not sure where that information
13 came from. I don't know. We have several people that work on
14 putting this program together. It isn't done in isolation. So
15 in some cases, we're actually contacting people to get
16 information. So that may be where some of that's coming from.

17 VICE CHAIR STRATTON: This isn't the first time,
18 and it really puts a -- puts me in a bad position. I don't know
19 what the other board members think or if they're (inaudible)
20 this before, but I would really appreciate being kept abreast of
21 what information is being put out there so that I don't look
22 stupid. I mean, there's no other way to put it. You sit there
23 and don't know what's going on. You're hearing it from an
24 outside source. I would appreciate it if information is going
25 to be given out that at least the board members be apprised of

1 that information.

2 MR. BYRES: We could certainly schedule something
3 with you on a regular basis if that would help.

4 CHAIRMAN HAMMOND: Greg, to Board Member
5 Stratton's point, I think what -- I can't put words in his
6 mouth, but I know when I got the tentative plan, I think it was
7 two days ago, I almost called to get a kind of what's in it,
8 what's out of it based upon the previous glance so I could
9 better prepare. I don't know, again, how much ongoing
10 communication the board member, number one, wants or what can be
11 provided, but I know -- I know these plans were developed, you
12 know, and finalized two days ago. So I don't know what the
13 balance is or if there is a balance, but I know where Member
14 Stratton's coming from.

15 DIRECTOR HALIKOWSKI: Yeah. Mr. Chairman, I
16 would say that we were actually still finalizing some things up
17 until yesterday. So I don't know what Sun Corridor heard or
18 what information they had. It would be useful to know exactly
19 what they were being able to reveal. But as of this week, we
20 were still briefing the Governor's staff up to yesterday on some
21 of the final numbers.

22 So again, we were working on this in a very short
23 time frame to get the program recast, and things were changing
24 as information came in. So, you know, just want to say to the
25 Board this was not even fully baked a couple of days ago.

1 CHAIRMAN HAMMOND: Board Member (inaudible)
2 questions from staff (inaudible).

3 MR. KNIGHT: Mr. Chair. Mr. Chair, this is Gary.
4 There's was a -- there's an intersection in
5 Kingman. I can't -- Santa Fe. I can't remember the name of it.
6 Anyway, it was given money -- the legislative (inaudible) pays
7 money to that particular project if they were able to come up
8 with the matching funds, and my understanding was six months ago
9 they had matching funds, and that project was -- so they were
10 going to be able to get the -- the money the Legislature
11 provided to them for that. What's the status on that
12 intersection?

13 DIRECTOR HALIKOWSKI: Well, if -- Mr. Chairman,
14 Mr. Knight, if it was a bill pending at the Legislature to
15 provide money for that intersection, if I'm understanding your
16 question correctly, when the Legislature or when the Senate --

17 MR. HAMMIT: It was last year's.

18 MS. WARD: It was last year.

19 DIRECTOR HALIKOWSKI: Oh, last year?

20 MR. HAMMIT: Director, may I?

21 DIRECTOR HALIKOWSKI: Go ahead, please.

22 MR. HAMMIT: Mr. Chairman, this is Dallas, and
23 Mr. Knight. I believe Mr. Knight's talking about I-40 Rancho
24 Santa Fe project. There were two interchanges that the
25 Legislature in last year's session brought -- gave funding to

1 the City of Kingman. They will be bridges on Interstate 40.
2 Once they are ready to go -- and we've been working with them
3 through our district on a permit to go forward -- but once
4 they're ready to go, they will build that project under permit
5 and bring that forward, and we'll work with them going that way.

6 So we'll not really enter the five-year program,
7 because it's local funds, and they will do it by permit on the
8 state highway system. It will not be part of the five-year
9 program since we're not programming those funds.

10 MR. KNIGHT: That answers my question then.
11 Thank you. I wondered why it wasn't in the five-year program.
12 Thank you.

13 MR. ELTERS: Mr. Chairman.

14 CHAIRMAN HAMMOND: Go ahead.

15 MR. ELTERS: A question for Dallas.

16 Dallas, was the postponement of the expansion
17 projects starting in '22 and going through '25, these projects
18 were in various stages, my understanding. Some of them were in
19 preliminaries and (inaudible) phase. Some were in environmental
20 documentation. Some were in -- even in design and right-of-way
21 acquisition.

22 Understanding that, design -- designs do not
23 change, but environmental documents have a life cycle attached
24 to them and potentially the right-of-way. Have you -- do you
25 have a feeling, have you assessed what the impact would be if

1 those were delayed and how much monetary impact that will be
2 (inaudible) potentially negatively, but I wanted to get a feel
3 from you if you've -- if you have a feel for that impact and if
4 you've assessed it.

5 MR. HAMMIT: Mr. Chairman, Mr. Elters, we have
6 not got to that level. We are continuing to move forward with
7 the development of those projects, but if we take I-17, which
8 had a environmental -- or we've completed NEPA, and we have a
9 record of decision -- or a categorical exclusion on that
10 project. If we did not come back to it for a long period of
11 time, yes, we would have to go back and revisit it. But we have
12 not gone to that level of detail to estimate what those costs
13 would be to date, because right now we don't know what year we
14 would come back to them in. So we have not done that yet.

15 CHAIRMAN HAMMOND: Okay. (Inaudible) try to
16 close the public meeting on the tentative five-year plan.

17 MR. KNIGHT: Mr. Chair, move to adjourn.

18 CHAIRMAN HAMMOND: Do I have a second?

19 MR. ELTERS: Second.

20 CHAIRMAN HAMMOND: Okay. (Inaudible) but maybe
21 somebody did.

22 MR. ELTERS: (Inaudible.)

23 CHAIRMAN HAMMOND: Do we have a board member by
24 board member roll call?

25 MR. ROEHRICH: Yeah. Mr. Chair, just for the

1 record, the motion was made by Board Member Knight, and it was
2 seconded by Board Member Elters. And to make sure that we have
3 captured properly, I will go down the public hearing roll call
4 vote, and I'll start with Vice Chair Stratton.

5 VICE CHAIR STRATTON: Aye.

6 MR. ROEHRICH: Mr. Thompson, were you able to get
7 onto the phone? Mr. Thompson?

8 Mr. Elters.

9 MR. ELTERS: Yes.

10 MR. ROEHRICH: Mr. Knight.

11 MR. KNIGHT: Aye.

12 MR. ROEHRICH: Ms. Daniels. Ms. Daniels, I think
13 you might be muted.

14 MS. DANIELS: Aye.

15 MR. ROEHRICH: Thank you.

16 Mr. Searle.

17 MR. SEARLE: Aye.

18 MR. ROEHRICH: And Chairman Hammond.

19 CHAIRMAN HAMMOND: Yes.

20 MR. ROEHRICH: Mr. Chair, the motion passes.

21 I do have one statement just to make sure that --
22 remind board members and the public. Your board member will --
23 the Board will hold a study session on June 2nd. It will be a
24 Webex event again, and the topic at that time will be the
25 further discussion of deliberation on the five-year program. In

1 that time as well, we'll keep following up on issues like
2 Mr. Stratton said, about possibly deferring action this year, or
3 what are some other options. But June 2nd will be the study
4 session to finalize the deliberation with the expectation that
5 at the June board meeting, we'll approve the five-year program
6 like you normally do, barring any further discussion and
7 options. So with that, thank you, Mr. Chair.

8 CHAIRMAN HAMMOND: A comment, Floyd. I don't
9 know what other board members think, but if there's a way to
10 social distance and meet in place (inaudible) if it's
11 (inaudible) consideration (inaudible). But just nothing
12 replaces a face-to-face discussion.

13 MR. ROEHRICH: Mr. Chair, you bring up a good
14 point, something that I've been talking with the Director a
15 little bit. As we look to opening up government, as well as
16 opening up our meetings and the other part, we're trying to
17 follow the CDC guidelines and the guidelines by the Governor's
18 office. There are still limitations on the size of meeting
19 groups, as well as measures to take in order to practice not
20 just social distancing, but the health -- the best health
21 activities. We will be looking for those and figuring out how
22 we can move forward with that as a possibility. So we will have
23 those discussions, Mr. Chair, but at some point we really need
24 to sit down, you, myself and the Director, and talk about how we
25 will move forward with board meetings. We'll do that separate

1 from today.

2 (End of recording.)

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1 STATE OF ARIZONA)
)
2 COUNTY OF MARICOPA) ss.
3

4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 79 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

11 I FURTHER CERTIFY that I am in no way related to any of the
12 parties hereto, nor am I in any way interested in the outcome
13 hereof.

14 DATED at Phoenix, Arizona, this 10th day of 2020.
15
16

17 /s Teresa A. Watson

18 TERESA A. WATSON, RMR
19 Certified Reporter
 Certificate No. 50876
20
21
22
23
24
25

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

TELEPHONIC BOARD MEETING

MAY 15, 2020

REPORTED BY:

TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

Perfecta Reporting
(602) 421-3602

PREPARED FOR:

ADOT - STATE TRANSPORTATION BOARD

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

6
7 PARTICIPANTS:

8 Board Members:

9 Michael S. Hammond, Chairman
10 Steven E. Stratton, Vice Chairman
11 Jesse Thompson, Board Member
12 Sam Elters, Board Member
13 Gary Knight, Board Member
14 Richard Searle, Board Member
15 Jenn Daniels, Board Member
16
17
18
19
20
21
22
23
24
25

AGENDA ITEMS

Item 1 - Director's Report, John Halikowski, Director.....	4
Item 2 - District Engineer's Report, Randy Everett.....	4
Item 3 - Consent Agenda.....	11
Item 4 - Financial Report, Kristine Ward.....	12
Item 5 - Multimodal Planning Division Report, Greg Byres, Division Director, Multimodal Planning Division.....	12
Item 6 - Priority Planning Advisory Committee (PPAC), Greg Byres.....	13
Item 7 - State Engineer's Report, Dallas Hammit, Deputy Director of Transportation/State Engineer.....	17
Item 8 - Construction Contracts, Dallas Hammit, Deputy Director of Transportation/State Engineer.....	17
Item 9 - Suggestions, Floyd Roehrich, Junior.....	19

1 (Beginning of excerpt.)

2 CHAIRMAN HAMMOND: Thank you. Okay. Let's call
3 the May board meeting to order. Let's go to Item 1. Director,
4 I think we may have your report. You're welcome to have the
5 floor.

6 DIRECTOR HALIKOWSKI: Thank you, Mr. Chair.
7 You're correct. You do have it.

8 MR. THOMPSON: Chairman.

9 DIRECTOR HALIKOWSKI: So I will go ahead --

10 MR. THOMPSON: Chairman Hammond.

11 MR. ROEHRICH: Mr. Thompson, is that you?

12 MR. THOMPSON: It's me. I've been trying to get
13 ahold of you guys.

14 MR. ROEHRICH: Hey, well, you've got us.

15 MR. THOMPSON: This is me.

16 MR. ROEHRICH: Thank you, Mr. Thompson. We have
17 finished the public hearing. I did send you the presentations
18 that I could. We will follow up with you later on any
19 questions. We have now moved on to the regular board meeting,
20 and we're conducting the Director's report.

21 DIRECTOR HALIKOWSKI: Mr. Chair, I don't have
22 anything additional to report. Thank you.

23 CHAIRMAN HAMMOND: Okay. Item 2, district
24 engineer with Randy Everett.

25 MR. EVERETT: Good morning.

1 (Indiscernible conversation.)

2 MR. ROEHRICH: It's all the way to the left,
3 district engineer.

4 MR. EVERETT: Sit here?

5 MR. ROEHRICH: Sure.

6 DIRECTOR HALIKOWSKI: Do you just go by one name,
7 Randy?

8 MR. EVERETT: Yeah. I'm going to start using
9 just my first (inaudible). What, just hit this one?

10 UNIDENTIFIED SPEAKER: Yes.

11 MR. EVERETT: Good morning, everyone. I will
12 keep this pretty short. I know we've gone pretty long today.
13 So this is our presentation for the Central District.

14 This is our key construction staff. It's me.
15 It's James Hartman and Dylan Cardie on the construction side.

16 So I'm going to talk about preservation projects,
17 modernization projects and expansion projects very quickly today
18 for the Central District. We've got a lot of flush projects
19 going on, which is our preservation projects right now in the
20 valley. So we've got an SR-87, US-60, I-17, both of the San Tan
21 and Red Mountain portions of the 202, and then we are also
22 flushing the 101 over on the Agua Fria side soon. So we've got
23 a lot of these projects going on in the valley right now. We've
24 got almost 800 miles treated at this point in time for this
25 fiscal year.

1 Modernization projects, I'm just going to focus
2 on a big one that we've got coming up, and it's advertising in
3 June, next month, and that's the SR-347 Maricopa High T
4 interchange that we've got in Maricopa Road and 347. That is
5 our one big modernization project that we're really focusing on
6 at this time.

7 All right. Now we're going to go into the
8 expansion projects. I'm going to go over them quickly, but I
9 just wanted to give everybody a heads up on what we've got going
10 on and what we think at least we've got coming up in the near
11 future.

12 This is our Loop 101 Pima Freeway project. We're
13 about 55 percent done with the project itself. Time is about 61
14 percent. So this is going pretty well. We're pretty on target
15 on this project.

16 You've got the I-17 drainage upgrade project, and
17 that's just started. So we're just out of the gate on that one.
18 If you've driven around 17 up around Greenway, you'll see this
19 project. It's just starting out of the gate.

20 We've got the I-17/Central Avenue bridge project
21 happening right now, and that's really just out of the gate.
22 You can see that's just starting. We just took the asphalt off,
23 and they're doing some of the bridge demolition at this point in
24 time.

25 I-10 and Fairway, that project's going very well.

1 As you can see, we're closing in on being done with that
2 project, and we are pretty much on time and on budget on that
3 project.

4 Loop 101/Price Freeway is our other big design
5 build project besides the Pima project and 101. That is a big
6 project that is now starting to reach its completion. About 80
7 percent complete at this time.

8 And then we have the I-17/Pinnacle Peak and Happy
9 Valley TI. That's a little bit behind schedule at this time,
10 but if you drive up there, you know that they are full bore in
11 construction at this point in time.

12 Now, projects coming up in the near future, we
13 have the SR-24 Gateway Freeway project from Ellsworth over to
14 Ironwood. That is coming up, and that's about a cost of
15 131 million. That is advertised -- due to advertise next month.

16 We also have the Lindsay Road TI, due to
17 advertise in two months. It's about a \$27 million project.

18 And then one project that we're hoping still
19 happens is the I-10/Gila River Bridge replacement. It's right
20 now due next year, March 2021, at about \$78 million, and we hope
21 that stays in the program, obviously, if it's possible.

22 One thing I did want to bring before the Board
23 really quickly this morning is we are looking at future
24 considerations in the Central District. You can see this photo
25 right here is what we have a lot of on our streets, and really

1 what it is is it's the asphalt -- it's the one-inch asphalt
2 overlay that is starting to ravel off our concrete underneath,
3 and if you've driven the valley, you've seen this a lot of
4 places.

5 So to use an old phrase, we are trying to put one
6 more tool in our toolbox, and that is starting to look at taking
7 this asphalt off -- sorry. Take this asphalt off, and we're
8 doing it carefully as we can, and then diamond grinding that
9 concrete instead of putting that one-inch asphalt back on. What
10 it does is allows us to have a section of road that is diamond
11 ground. Right now this is a section of 202 down on the San Tan
12 where we just did a section from I-10 to 101, and this section
13 at least in the number two, three and four lanes, is completely
14 diamond ground, and we've put the striping on. That area is
15 finished.

16 I encourage anyone who is in the area to drive
17 it. We're looking at it, and we want to make sure that we take
18 a look at what it costs us in the future for a diamond ground
19 surface versus a -- an asphalt covered surface. So we're still
20 looking at, again, this being a tool in our toolbox that we
21 could use. We don't know if it's going to cost less or more in
22 time, but we're hoping that it does save on preservation dollars
23 in our future. That's something that the Central District is
24 doing.

25 We are working in unison with our partners at

1 MAG, and we are doing this diamond grinding on both the Price
2 project on 101 and the Pima project on 101. So this is a new
3 concept for us, and we're going to have several places that you
4 can drive and look at it and weigh in for yourself in the
5 valley.

6 That's all I have. Any questions?

7 CHAIRMAN HAMMOND: Any questions of Randy?

8 MR. KNIGHT: Mr. Chair, this is Gary. Just a
9 quick question. The -- how thick is the concrete that's left
10 that you're talking about?

11 MR. EVERETT: Yeah. Usually that concrete ranges
12 anywhere from about 8 to 12 inches thick maybe. Depends on
13 grade.

14 MR. KNIGHT: Wow. Okay. Thank you.

15 DIRECTOR HALIKOWSKI: So Mr. Chairman, to that
16 point, that's a good question that Mr. Knight brought up,
17 because I think in order for the diamond grinding to be
18 effective, you need a good concrete sub-base, and that's not
19 true of our system around the state. As you know, I-40 has a
20 deteriorated sub-base, and also I think on the I-17, Dunlap to
21 101, we really can't diamond grind that because the concrete's
22 not in great shape underneath; is that correct?

23 MR. EVERETT: That's a good point, Director.
24 Yes. Our concrete is different ages around the valley. So
25 there are places where our concrete is very old, and it's less

1 likely that we can do a diamond grind in those sections.

2 DIRECTOR HALIKOWSKI: Thank you.

3 MR. ELTERS: Mr. Chairman.

4 CHAIRMAN HAMMOND: Go ahead.

5 MR. ELTERS: One quick question for Randy.

6 Randy, understanding that the Loop 202 South Mountain is
7 contractor operated and maintained, have the asphalt issues --
8 the asphalt pavement issues been completely resolved, and is the
9 work done related to that?

10 MR. EVERETT: If you're talking about the -- the
11 one-inch asphalt and the half-inch rubber asphalt over the top,
12 that is complete or nearly complete at this time. I don't know
13 a whole lot about the South Mountain technically, because that's
14 not technically in the district, but that's what I -- I do know
15 at this time that they did or they are finishing up their
16 asphalt half-inch overlay in the near future.

17 MR. HAMMIT: Mr. Chairman and Mr. Elters, where
18 we had some trouble and what made the news on the friction
19 course overlay at the bridge approaches, where you brought it
20 from the bridge approach and they had to feather it in, they had
21 some of that come up. They are fixing that as they're putting
22 their final friction course down.

23 And one note on that that we've seen, one of the
24 very few benefits I've seen with the fewer traffic is we've been
25 able to do construction during the week and closing lanes. So

1 they've been able to gain some time putting that friction course
2 down, the asphalt rubber on the Loop 202 during regular working
3 hours.

4 MR. ELTERS: Thank you. Dallas, thank you.

5 CHAIRMAN HAMMOND: Any other questions of Randy?

6 Okay. Let's move on to Item 3, which is the
7 consent agenda. Does any board member want any item pulled from
8 the consent agenda?

9 If not, I'd entertain a motion and a second to
10 approve the consent agenda.

11 MR. SEARLE: Move, Richard Searle.

12 VICE CHAIR STRATTON: Second, Steve.

13 CHAIRMAN HAMMOND: (Inaudible) Floyd, you have
14 the motion and the second. So if we can go to the vote.

15 MR. ROEHRICH: Yes, sir. Mr. Chair, I have the
16 motion by Mr. Searle and the second by Vice Chair Stratton. I
17 will call for our vote.

18 Vice Chair Stratton.

19 VICE CHAIR STRATTON: Aye.

20 MR. ROEHRICH: Mr. Thompson.

21 Mr. Elters.

22 MR. ELTERS: Aye.

23 MR. ROEHRICH: Mr. Knight.

24 MR. KNIGHT: Aye.

25 MR. ROEHRICH: Ms. Daniels.

1 MS. DANIELS: Aye.

2 MR. ROEHRICH: Mr. Searle.

3 MR. SEARLE: Aye.

4 MR. ROEHRICH: And Chair Hammond.

5 CHAIRMAN HAMMOND: Yes.

6 MR. ROEHRICH: Just one more time for

7 Mr. Thompson. Mr. Thompson, are you able to hear?

8 MR. THOMPSON: Aye.

9 MR. ROEHRICH: Thank you, Mr. Thompson. I got
10 that as an aye, or else somebody else just grunted.

11 The motion passes, Mr. Chair.

12 CHAIRMAN HAMMOND: Okay. Let's move on to the
13 financial report. Kristine, do you have anything more you'd
14 like to say at this point?

15 MS. WARD: Mr. Chairman, no. I actually covered
16 all of those items in the previous -- my previous report.

17 CHAIRMAN HAMMOND: Any follow-up questions to
18 Kristine (inaudible)?

19 All right. Let's move to Item 5, which is the
20 Multi Planning Division report.

21 MR. BYRES: Thank you, Mr. Chairman, board
22 members.

23 The only thing I add, we've been working on the
24 five-year program, obviously, for the last couple, three weeks,
25 and that's been consuming most of what we're been doing.

1 However, we do have one item, and that is the additional
2 \$40 million that came through transit through the CARES Act. We
3 did get the application in and received positive feedback on
4 that. So we do have the -- it actually came out about
5 38 million ultimately that we will be disbursing across the
6 state. So we're in the process of getting all that under
7 contract and all the agreements signed. So that's a big plus
8 for the State for that extra funding that has come through. So
9 other than that, that's all I have.

10 CHAIRMAN HAMMOND: Okay. For information and
11 discussion only.

12 Okay. PPAC items, Item 6.

13 MR. BYRES: So Mr. Chairman, board members, we
14 have -- we'll do this in two votes. We have our project
15 modifications. These are going to be Items 6A through 6G.
16 There's a total of seven projects. And the Priority Planning
17 Advisory Committee brings these forward with a recommendation
18 for approval.

19 CHAIRMAN HAMMOND: Any questions or do we have a
20 motion?

21 MR. ELTERS: So moved.

22 CHAIRMAN HAMMOND: Second?

23 VICE CHAIR STRATTON: Second.

24 CHAIRMAN HAMMOND: I think we have a motion and a
25 second. Floyd, you want to repeat that and we'll make a vote?

1 MR. ROEHRICH: Yes, sir. I have the motion by
2 Mr. Elters and the second by Mr. Stratton. I did not know if
3 anybody had any other comments.

4 If not, we will go for the vote, and I will start
5 with Vice Chair Stratton.

6 VICE CHAIR STRATTON: Aye.

7 MR. ROEHRICH: Mr. Thompson.

8 MR. THOMPSON: Aye. Aye.

9 MR. ROEHRICH: Mr. Elters.

10 MR. THOMPSON: Aye.

11 MR. ROEHRICH: Thank you, Mr. Thompson.

12 Mr. Elters.

13 MR. THOMPSON: Aye.

14 CHAIRMAN HAMMOND: Mr. Elters.

15 MR. ELTERS: Aye.

16 MR. ROEHRICH: Mr. Knight. Mr. Knight.

17 Ms. Daniels.

18 MS. DANIELS: Aye.

19 MR. ROEHRICH: Mr. Searle.

20 MR. SEARLE: Aye.

21 MR. ROEHRICH: Chair Hammond.

22 CHAIRMAN HAMMOND: Aye.

23 MR. ROEHRICH: Mr. Knight, were you able to get
24 back in? Mute that. Unmute.

25 MR. KNIGHT: That was aye from me.

1 MR. ROEHRICH: Thank you, sir.

2 That motion passes.

3 CHAIRMAN HAMMOND: Thank you.

4 PPAC new projects Items 6H to 6Y.

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

6 Again, these are new projects that are coming
7 forward, and the Priority Planning Advisory Committee does bring
8 these forward with a recommendation for approval.

9 CHAIRMAN HAMMOND: Does any board member have a
10 question on them?

11 UNIDENTIFIED SPEAKER: Where's the money coming
12 from?

13 UNIDENTIFIED SPEAKER: (Inaudible.)

14 MR. BYRES: So most of these projects are all
15 being funded either through sub-programs -- we do have some that
16 are being -- actually being paid for through -- some of them are
17 rail crossings, and the rail is actually paying for some of
18 these projects. So it's a multitude of sources, but generally,
19 these are all coming out of sub-programs.

20 MR. ROEHRICH: And we have the money for them.

21 MR. BYRES: Yes.

22 MR. ROEHRICH: We have the money for them.

23 MR. ELTERS: So Mr. Chairman, one quick question
24 just out of curiosity on 6V, as in Victor. It says the
25 project -- this is a bridge project, and it says it's

1 co-maintained by the City of Needles. I didn't see any
2 reference to funding from the City. So is this -- how is this
3 working out? Clearly you're not maintaining half the bridge and
4 not the other. So is there an agreement that was not mentioned
5 that (inaudible) costs?

6 MR. BYRES: Mr. Chairman, Board Member Elters,
7 actually, yes, there is. There is 175,000 coming from the City
8 of Needles, and there is a JPA that has been signed with them
9 for that money. The other 175 is coming out of the sub-program
10 for bridge replacement and rehabilitation.

11 MR. ELTERS: Okay. Thank you, Mr. Chairman.
12 Thank you, Greg.

13 MR. KNIGHT: Mr. Chair, this is Gary. I move to
14 approve.

15 MR. ELTERS: I second.

16 CHAIRMAN HAMMOND: Okay. We have a motion and a
17 second. Floyd, you want to take a vote?

18 MR. ROEHRICH: Yes, sir. Thank you.

19 So the motion, just for the record, was by
20 Mr. Knight, and the second by was by Elters. We will go ahead
21 and do the roll vote.

22 Vice Chair Stratton.

23 VICE CHAIR STRATTON: Aye.

24 MR. ROEHRICH: Mr. Thompson. Mr. Thompson.

25 Mr. Elters.

1 MR. ELTERS: Aye.

2 MR. ROEHRICH: Mr. Knight.

3 MR. KNIGHT: Aye.

4 MR. ROEHRICH: Ms. Daniels.

5 MS. DANIELS: Aye.

6 MR. ROEHRICH: Mr. Searle.

7 MR. SEARLE: Aye.

8 MR. ROEHRICH: And Chair Hammond.

9 CHAIRMAN HAMMOND: Aye.

10 MR. ROEHRICH: The motion passes.

11 CHAIRMAN HAMMOND: Okay. Thank you, Floyd.

12 Move to Item 7, state engineer's report, for
13 information and discussion only.

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

15 This is Dallas Hammit. Currently we have 90
16 projects under construction totaling 1 billion 31.1 million
17 dollars. In April we finalized six projects totaling
18 9.2 million, and year to date we have finalized 91 projects.

19 Nothing else under the state engineer's report.

20 CHAIRMAN HAMMOND: Okay. Any discussion,
21 comments on (inaudible)?

22 Okay. Good. Moving on to contracts. We only
23 have one contract; is that correct?

24 MR. HAMMIT: Yes, Mr. Chair.

25 CHAIRMAN HAMMOND: Item 8A?

1 MR. HAMMIT: Yes, Mr. Chair, Item 8A.

2 And back on why there's one contract. We did
3 work with industry, as we had started in March, and I believe I
4 briefed the Board last month. We saw that there was a lot of
5 uncertainty. We felt that we should delay some openings. So we
6 did delay opening of a number of projects until May and -- just
7 so that there was more certainty in the industry. So next month
8 and the following months, you will see a number -- back to
9 normal schedule of projects.

10 But the one project that is here, it was critical
11 to get it out, to get it done this season. It is to put a turn
12 lane in on US-80 in Flagstaff. The low bid was \$1,135,740. The
13 State's estimate was \$900,623. The bid did come in over the
14 State's estimate by \$235,117, or 26.1 percent.

15 We saw higher than expected pricing in some of
16 the light poles, the retaining wall, and the mobilization on the
17 project. The Department has reviewed the bid and believes it is
18 a responsive and responsible bid and recommends award to CS
19 Construction, Inc.

20 CHAIRMAN HAMMOND: Are there any questions?
21 Otherwise, I'll entertain a motion for Item 8A (inaudible).

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

23 CHAIRMAN HAMMOND: Second?

24 MR. ELTERS: Aye. Second.

25 CHAIRMAN HAMMOND: Okay. We have a motion and a

1 second to approve Item 8A. Floyd.

2 MR. ROEHRICH: Thank you, Mr. Chair. And for the
3 record, the motion was by Mr. Knight, and the second was by
4 Mr. Elters.

5 The roll call vote will be Vice Chair Stratton.

6 VICE CHAIR STRATTON: Aye.

7 MR. ROEHRICH: Mr. Thompson.

8 Mr. Elters.

9 MR. ELTERS: Aye.

10 MR. ROEHRICH: Mr. Knight.

11 MR. KNIGHT: Aye.

12 MR. ROEHRICH: Ms. Daniels.

13 MS. DANIELS: Aye.

14 MR. ROEHRICH: Mr. Searle.

15 MR. SEARLE: Aye.

16 MR. ROEHRICH: And Chair Hammond.

17 CHAIRMAN HAMMOND: Aye.

18 MR. ROEHRICH: Mr. Chair, the motion passes.

19 CHAIRMAN HAMMOND: Moving on to Item 9,
20 suggestions for the (inaudible) study session (inaudible).

21 MR. ELTERS: Mr. Chairman.

22 CHAIRMAN HAMMOND: Did I hear somebody?

23 MR. ROEHRICH: Mr. Elters. Mr. Chairman,
24 Mr. Elters is asking to speak.

25 CHAIRMAN HAMMOND: Go ahead.

1 MR. ELTERS: It's not so much of a point for the
2 agenda other than I would like for the record to echo
3 (inaudible) said related to the study session, which is to make
4 every effort possible while adhering CDC and the state
5 guidelines to have that in person, if possible.

6 CHAIRMAN HAMMOND: Thank you, Board Member.

7 Any other (inaudible)? Okay. If not, I will
8 (inaudible) entertain (inaudible). (Inaudible) wants to keep it
9 open.

10 MR. ROEHRICH: So you want to start the
11 presentations over, Mr. Chair?

12 MR. ELTERS: So moved, Mr. Chair.

13 UNIDENTIFIED SPEAKER: Kristine wants to go
14 again.

15 MR. ELTERS: So moved, Mr. Chair.

16 MR. KNIGHT: Second.

17 CHAIRMAN HAMMOND: Okay. Motion from Board
18 Member Elters, a second from Board Member Knight. Do we need to
19 do a roll on that one?

20 MR. ROEHRICH: No, sir. I think you can just say
21 you concur and we'll adjourn.

22 CHAIRMAN HAMMOND: Thank you all for being
23 patient during these difficult Webexes, and hopefully we
24 (inaudible). Thank you all.

25 MR. ROEHRICH: And be safe and healthy everyone.

1 Thank you, Mr. Chair, and all the board members and the public
2 who participated.

3 (End of recording.)
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

1 STATE OF ARIZONA)
)
2 COUNTY OF MARICOPA) ss.
3

4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 21 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

11 I FURTHER CERTIFY that I am in no way related to any of the
12 parties hereto, nor am I in any way interested in the outcome
13 hereof.

14 DATED at Phoenix, Arizona, this 10th day of June 2020.
15
16

17 /s Teresa A. Watson

18 TERESA A. WATSON, RMR
19 Certified Reporter
 Certificate No. 50876
20
21
22
23
24
25

Adjournment

A motion to adjourn the May 15, 2020 State Transportation Board meeting was made by Board Member Sam Elters and seconded by Board Member Gary Knight. In a voice vote, the motion carried.

Meeting adjourned at 11:46 a.m. PST.

(Not available for signature)

Michael Hammond, Chairman
State Transportation Board

(Not available for signature)

John S. Halikowski, Director
Arizona Department of Transportation

June 19, 2020

RES. NO. 2020-06-A-038
PROJECT: 093 YV 194 F0125 / 093-B(217)Z
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Wickenburg Ranch Way - S. R. 89
ROUTE NO.: U. S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai
PARCELS: 13 - 1951 and 13 - 1980

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of the Kingman-Wickenburg Highway, U. S. Route 93, within the above referenced project.

The existing alignment was previously established as a state route and state highway, designated U. S. Route 89, by Resolution of the Arizona State Highway Commission, dated September 09, 1927, entered on Page 26 of its Official Minutes, as depicted on its Official Map of State Routes and State Highways. Additional right of way for improvement and relocation was established as a state highway and the Wickenburg-Kingman Highway was given the overlapping designation of State Route 93 by Resolution 62-48, dated November 06, 1961. On August 16, 1991, Arizona State Transportation Board Resolution 91-08-A-66 eliminated the overlapping State Route 93 designation; and on August 21, 1992, Resolution 92-08-A-56, eliminated the U. S. Route 89 designation, renumbering and redesignating it as U. S. Route 93. New right of way for State Route 89, including its junction at U. S. Route 93, was established as a state route by Resolution 2003-05-A-021 of May 09, 2003; and as a state highway in Resolution 2004-11-A-064 of November 19, 2004. New right of way at Wickenburg Ranch was established as a state route and state highway in Resolution 2014-08-A-031, by donation, and Resolution 2014-08-A-032, by dedication, both of August 08, 2014. Additional right of way was established as a state route for the overlapping Tegner Street - S. R. 89 Project in Resolution 2018-10-A-044 of October 26, 2018.

June 19, 2020

RES. NO. 2020-06-A-038
PROJECT: 093 YV 194 F0125 / 093-B(217)Z
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Wickenburg Ranch Way - S.R. 89
ROUTE NO.: U.S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai
PARCELS: 13-1951 and 13-1980

A donation of new fee right of way is now being established for public transportation purposes, which will facilitate the future construction phase of the above referenced improvement project to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the KINGMAN-WICKENBURG HIGHWAY, Wickenburg Ranch Way - S.R. 89, Project 093 YV 194 F0125 / 093-B(217)Z".

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established as a state route and state highway, and that access is controlled.

I recommend the acquisition of the new right of way, pursuant to Arizona Revised Statutes §§28-7092 and 28-7094, as an estate in fee, or such other interest as is required, including advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans.

June 19, 2020

RES. NO. 2020-06-A-038
PROJECT: 093 YV 194 F0125 / 093-B(217)Z
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Wickenburg Ranch Way - S.R. 89
ROUTE NO.: U.S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai
PARCELS: 13-1951 and 13-1980

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a controlled access state route and state highway, which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation. This resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required.

Pursuant to Arizona Revised Statutes §28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

DALLAS L. HAMMIT, Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

June 19, 2020

RES. NO. 2020-06-A-038
PROJECT: 093 YV 194 F0125 / 093-B(217)Z
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Wickenburg Ranch Way - S.R. 89
ROUTE NO.: U.S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai
PARCELS: 13-1951 and 13-1980

RESOLUTION OF ESTABLISHMENT

DALLAS L. HAMMIT, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on June 19, 2020, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway for the improvement of the Kingman - Wickenburg Highway, U.S. Route 93, as set forth in the above referenced project.

A donation of new fee right of way is now being established for public transportation purposes, which will facilitate the future construction phase of the above referenced improvement project to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to establish and acquire the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the KINGMAN - WICKENBURG HIGHWAY, Wickenburg Ranch Way - S.R. 89, Project 093 YV 194 F0125 / 093-B(217)Z".

June 19, 2020

RES. NO. 2020-06-A-038
PROJECT: 093 YV 194 F0125 / 093-B(217)Z
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Wickenburg Ranch Way - S.R. 89
ROUTE NO.: U.S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai
PARCELS: 13-1951 and 13-1980

WHEREAS establishment as a state route and state highway, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§28-7092 and 28-7094 to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way as a state route and state highway needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; and

WHEREAS the existing county, town or city roadways, as delineated on said maps and plans, are hereby established as a state route and state highway by this resolution action; and this resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; therefore, be it

RESOLVED that the recommendation of the Deputy Director is adopted and made part of this resolution; be it further

June 19, 2020

RES. NO. 2020-06-A-038
PROJECT: 093 YV 194 F0125 / 093-B(217)Z
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Wickenburg Ranch Way - S.R. 89
ROUTE NO.: U.S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai
PARCELS: 13-1951 and 13-1980

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state route and state highway, to include any existing county, town or city roadways, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as delineated on said maps and plans. Where no access is shown, none will be allowed to exist; be it further

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means, pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as is required, to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; be it further

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statutes §28-7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state route and state highway herein; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

RESOLVED that the Deputy Director secure an appraisal of the property to be acquired, including access rights, and that necessary parties be compensated - with the exception of any existing county, town or city roadways being immediately established herein as a state route and state highway. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

June 19, 2020

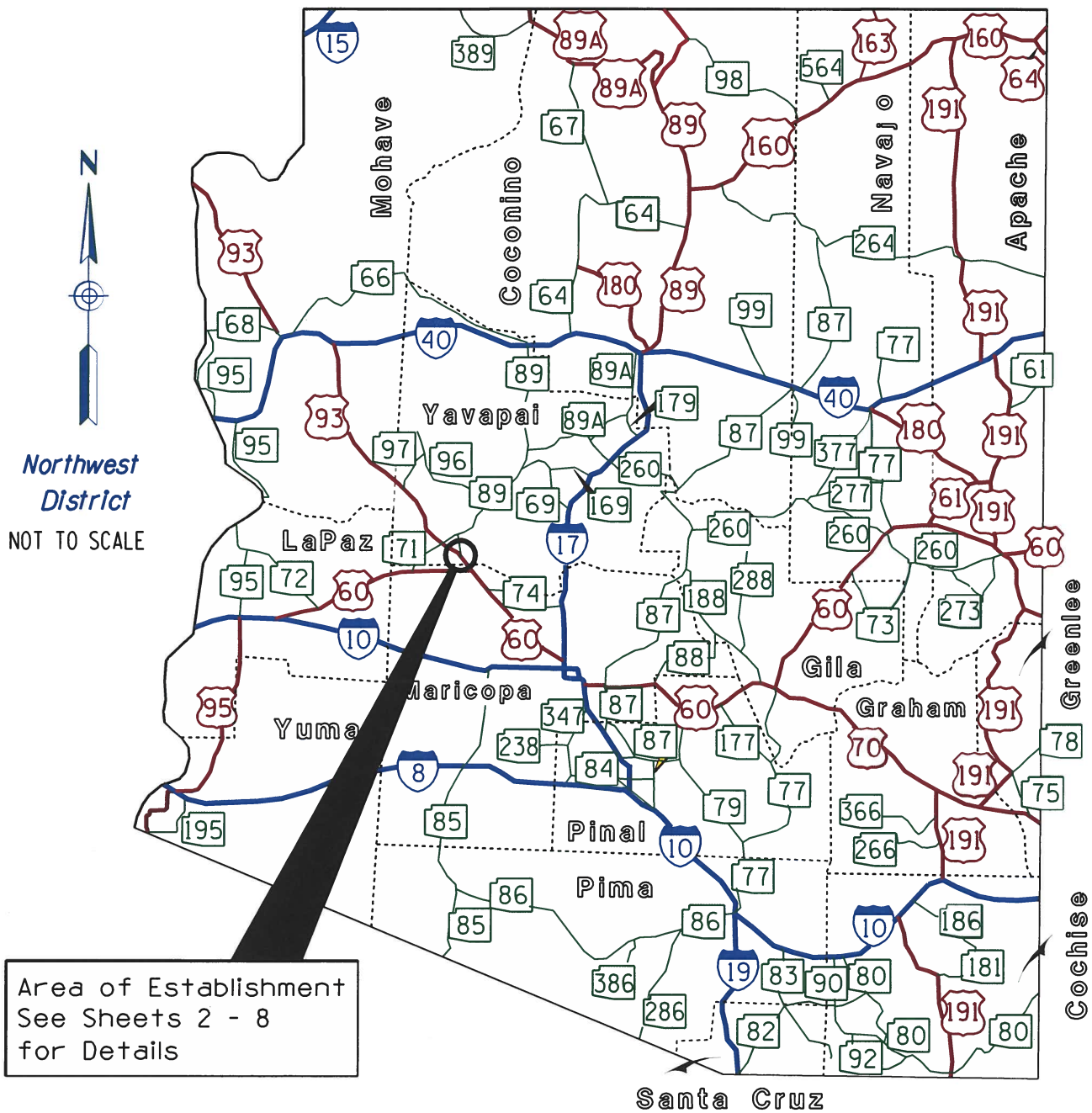
RES. NO. 2020-06-A-038
PROJECT: 093 YV 194 F0125 / 093-B(217)Z
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Wickenburg Ranch Way - S.R. 89
ROUTE NO.: U.S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai
PARCELS: 13-1951 and 13-1980

CERTIFICATION

I, DALLAS L. HAMMIT, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on June 19, 2020.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on June 19, 2020.

DALLAS L. HAMMIT, Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation



2020-06-A-038
June 19, 2020
Sheet 1 of 8

APPENDIX "A"

APPENDIX "A"
LEGAL DESCRIPTION
ADOT NEW RIGHT OF WAY, US HIGHWAY 93

THAT PORTION OF SECTION 18, 19 AND 20, TOWNSHIP 8 NORTH, RANGE 5 WEST OF THE GILA & SALT RIVER MERIDIAN, YAVAPAI COUNTY, ARIZONA AS DELINEATED ON PLANS ON FILE IN THE OFFICE OF THE STATE ENGINEER, INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION, ARIZONA DEPARTMENT OF TRANSPORTATION, PHOENIX, ARIZONA, ENTITLED RIGHT OF WAY PLANS OF THE KINGMAN - WICKENBURG HIGHWAY PROJECT 093 YV 194 F0125, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 19, BEING A STONE MARKED 1/4, FROM WHICH A 1/2" REBAR WITH TAG MARKED "PE 2522", MARKING THE NORTH QUARTER CORNER OF SECTION 18 BEARS NORTH 00°31'06" EAST, 5277.76 FEET;

THENCE ALONG THE NORTH-SOUTH MID SECTION LINE OF SAID SECTION 18, NORTH 00°31'06" EAST 16.23 FEET TO THE **POINT OF BEGINNING**.

THENCE DEPARTING SAID MID SECTION LINE NORTH 51°45'26" WEST, 585.25 FEET;

THENCE NORTH 06°10'52" WEST, 70.01 FEET, TO THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF US HIGHWAY 93, KINGMAN-WICKENBURG HIGHWAY;

THENCE SOUTH 51°45'26" EAST, ALONG SAID RIGHT OF WAY LINE, 595.58 FEET, TO SAID MID SECTION LINE OF SAID SECTION 18;

THENCE CONTINUING SOUTH 51°45'26" EAST, ALONG SAID RIGHT OF WAY LINE, 129.90 FEET, TO THE SECTION LINE COMMON TO SAID SECTIONS 18 AND 19;

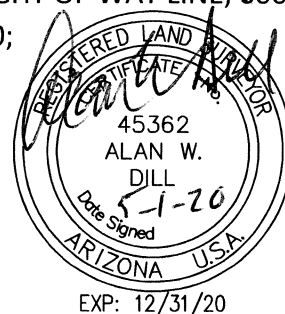
THENCE CONTINUING SOUTH 51°45'26" EAST, ALONG SAID RIGHT OF WAY LINE, 1061.40 FEET;

THENCE SOUTH 38°14'34" WEST, CONTINUING ALONG SAID RIGHT OF WAY LINE, 50.00 FEET, TO A NON-TANGENT CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 21,219.23 FEET, TO WHICH A RADIAL LINE BEARS NORTH 38°14'34" EAST;

THENCE CONTINUING SOUTHEASTERLY ALONG SAID CURVE AND RIGHT OF WAY LINE, THRU A CENTRAL ANGLE OF 04°31'32", 1675.99 FEET, TO A POINT OF TANGENCY;

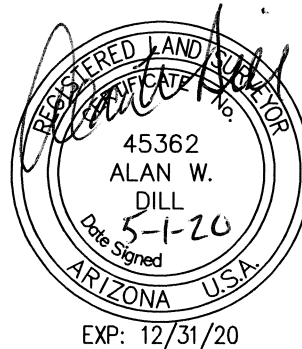
THENCE SOUTH 47°13'54" EAST, CONTINUING ALONG SAID RIGHT OF WAY LINE, 600.00 FEET, TO THE SECTION LINE COMMON TO SAID SECTIONS 19 AND 20;

SHEET 2 OF 8



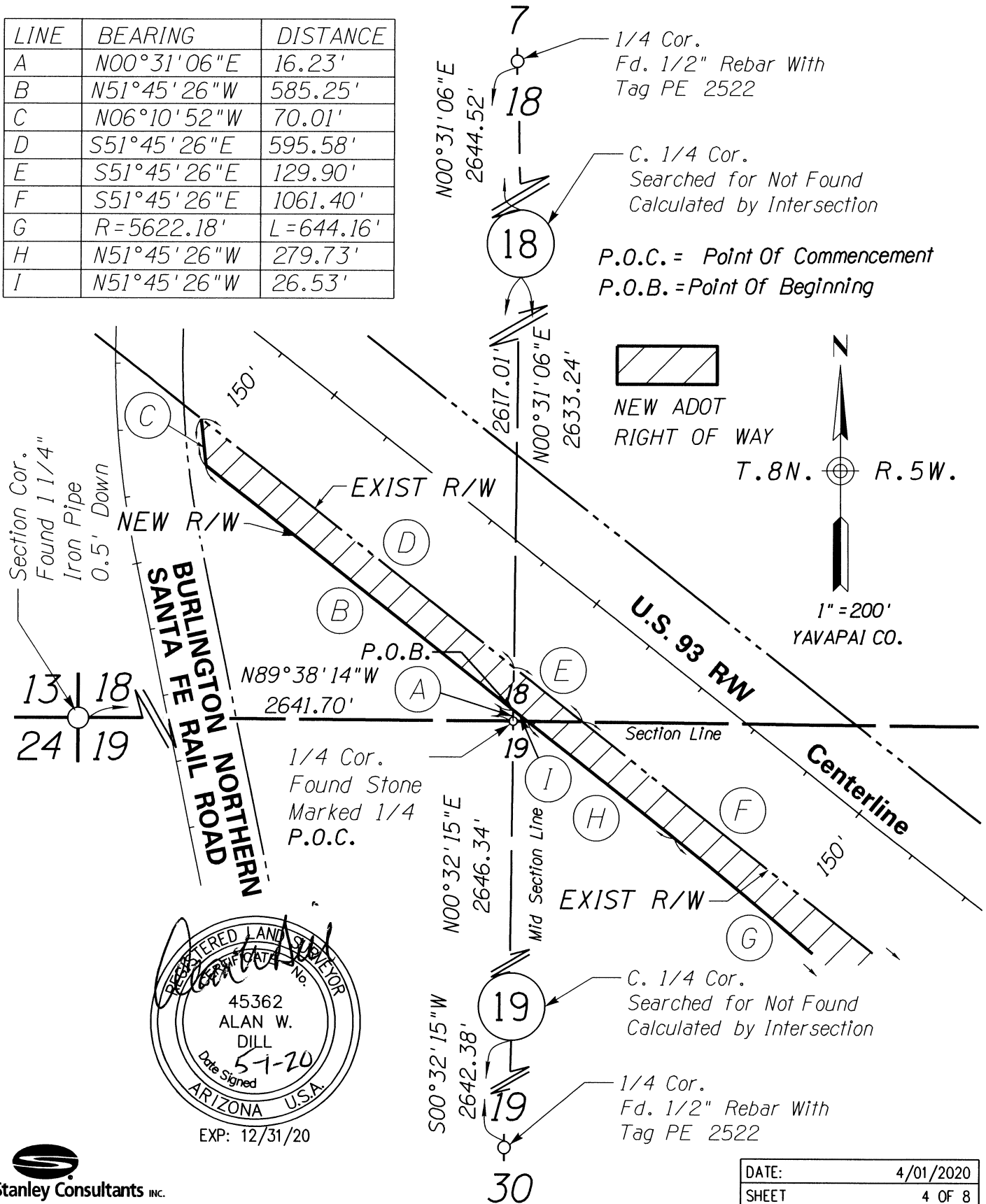
THENCE CONTINUING SOUTH 47°13'54" EAST, ALONG SAID RIGHT OF WAY LINE, 365.59 FEET;
THENCE NORTH 52°41'00" WEST, DEPARTING SAID RIGHT OF WAY LINE, 337.99 FEET, TO SAID SECTION LINE COMMON TO SAID SECTIONS 19 AND 20;
THENCE CONTINUING NORTH 52°41'00" WEST, 843.61 FEET, TO A TANGENT CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 7796.98 FEET;
THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THRU A CENTRAL ANGLE OF 07°31'11", 1023.29 FEET;
THENCE NORTH 45°09'50" WEST, 641.95 FEET, TO A TANGENT CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 5622.18 FEET;
THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THRU A CENTRAL ANGLE OF 06°33'53", 644.16 FEET;
THENCE NORTH 51°45'26" WEST, 279.73 FEET, TO THE SECTION LINE COMMON TO SAID SECTIONS 18 AND 19;
THENCE CONTINUING NORTH 51°45'26" WEST, 26.53 FEET, **TO THE POINT OF BEGINNING.**

CONTAINING 336,043 SQ FEET OR 7.7145 ACRES

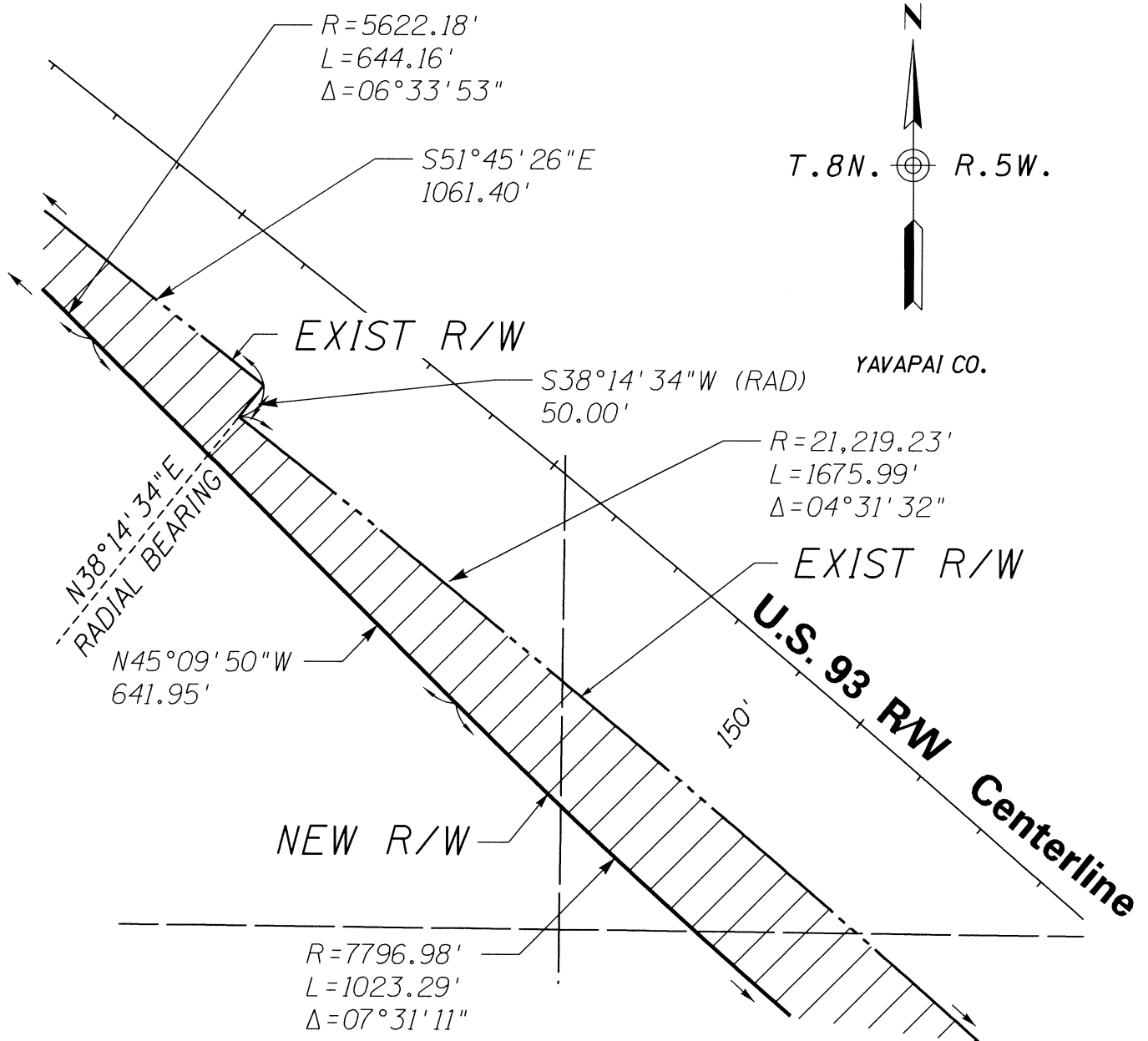


APPENDIX "A"

LINE	BEARING	DISTANCE
A	N00°31'06"E	16.23'
B	N51°45'26"W	585.25'
C	N06°10'52"W	70.01'
D	S51°45'26"E	595.58'
E	S51°45'26"E	129.90'
F	S51°45'26"E	1061.40'
G	R=5622.18'	L=644.16'
H	N51°45'26"W	279.73'
I	N51°45'26"W	26.53'



APPENDIX "A"

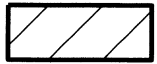


EXP: 12/31/20

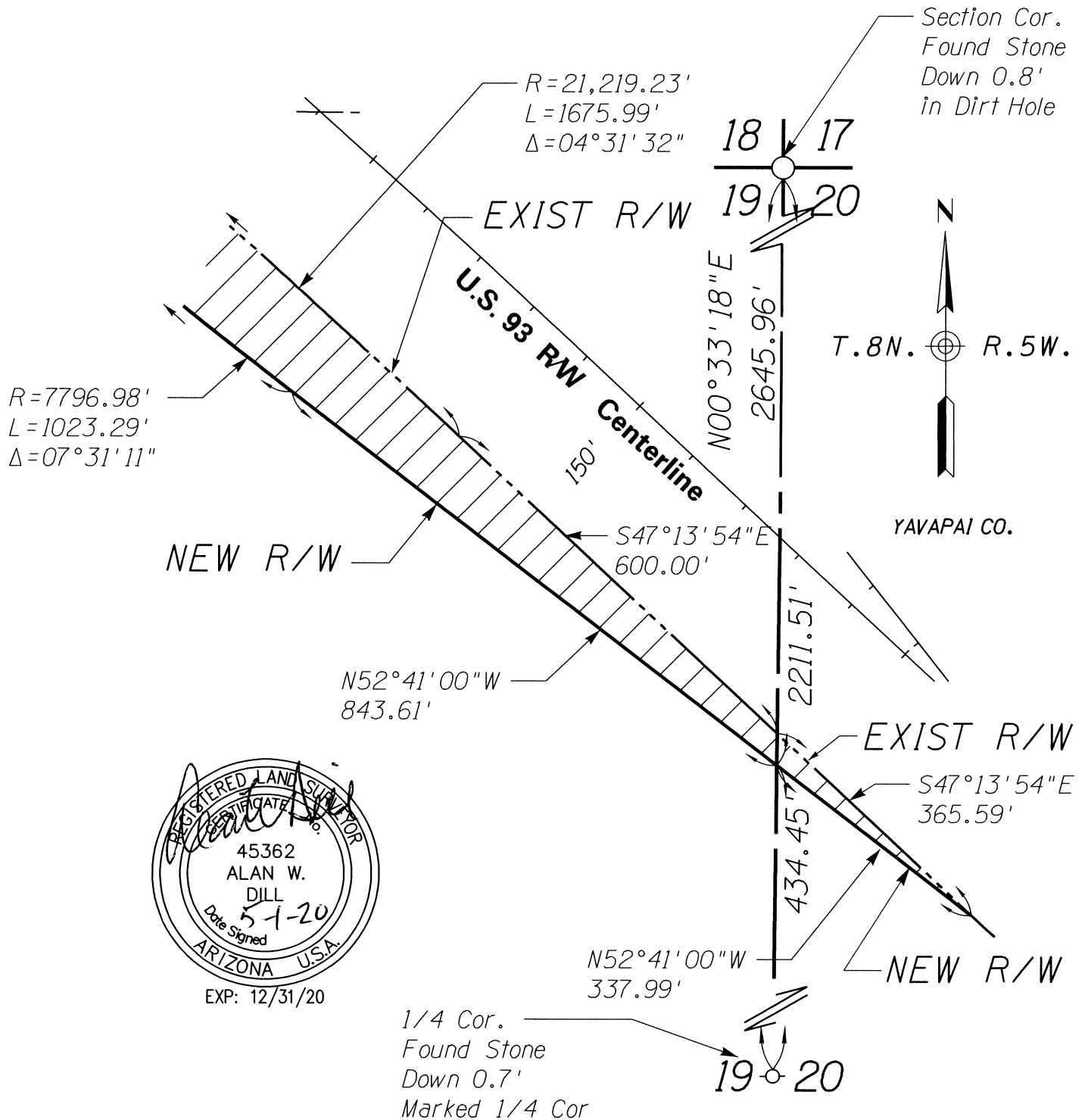


NEW ADOT RIGHT OF WAY

APPENDIX "A"



NEW ADOT RIGHT OF WAY



APPENDIX "A"
LEGAL DESCRIPTION
ADOT NEW RIGHT-OF-WAY, HIGHWAY S.R. 89

THAT PORTION OF THE NORTHEAST QUARTER OF SECTIONS 19, TOWNSHIP 8 NORTH, RANGE 5 WEST OF THE GILA & SALT RIVER MERIDIAN, YAVAPAI COUNTY, ARIZONA AS DELINEATED ON PLANS ON FILE IN THE OFFICE OF THE STATE ENGINEER, INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION, ARIZONA DEPARTMENT OF TRANSPORTATION, PHOENIX, ARIZONA, ENTITLED RIGHT OF WAY PLANS OF THE KINGMAN - WICKENBURG HIGHWAY PROJECT 093 YV 194 F0125, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 19, MARKED BY A STONE IN DIRT HOLE, FROM WHICH A STONE MARKED 1/4, MARKING THE NORTH QUARTER CORNER OF SAID SECTION 19 BEARS NORTH 89°27'34" WEST, 2640.98 FEET;

THENCE ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 19, NORTH 89°27'34" WEST 1132.11 FEET TO THE EXISTING EASTERLY RIGHT OF WAY LINE OF HIGHWAY S.R. 89, WICKENBURG-PRESCOTT HIGHWAY, BEING A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 2755.00 FEET, TO WHICH A RADIAL LINE BEARS SOUTH 70°01'57" WEST;

THENCE DEPARTING SAID NORTH LINE ALONG SAID EASTERLY RIGHT OF WAY LINE, SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THRU A CENTRAL ANGLE OF 12°55'18", 621.32 FEET;

THENCE SOUTH 11°48'05" WEST, CONTINUING ALONG SAID EASTERLY RIGHT OF WAY LINE, 35.36 FEET, TO THE **POINT OF BEGINNING**.

THENCE DEPARTING SAID EASTERLY RIGHT OF WAY LINE, SOUTH 34°55'36" EAST, 147.42 FEET;

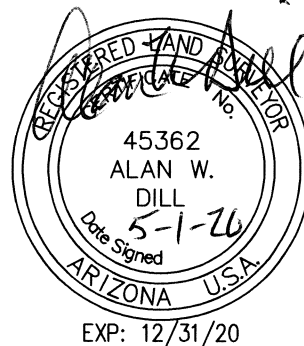
THENCE SOUTH 53°33'14" WEST, 35.00 FEET, TO THE SAID EASTERLY RIGHT OF WAY LINE OF S.R. 89, BEING A POINT ON A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 2815.00 FEET, TO WHICH SAID RADIAL LINE BEARS SOUTH 53°33'14" WEST;

THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE AND A CURVE CONCAVED NORTHEASTERLY, THRU A CENTRAL ANGLE OF 02°20'08", 114.75 FEET;

THENCE NORTH 11°48'05" EAST, CONTINUING ALONG SAID EASTERLY RIGHT OF WAY LINE, 49.04 FEET, TO **THE POINT OF BEGINNING**.

CONTAINING 4685 SQ FEET OR 0.1076 ACRES

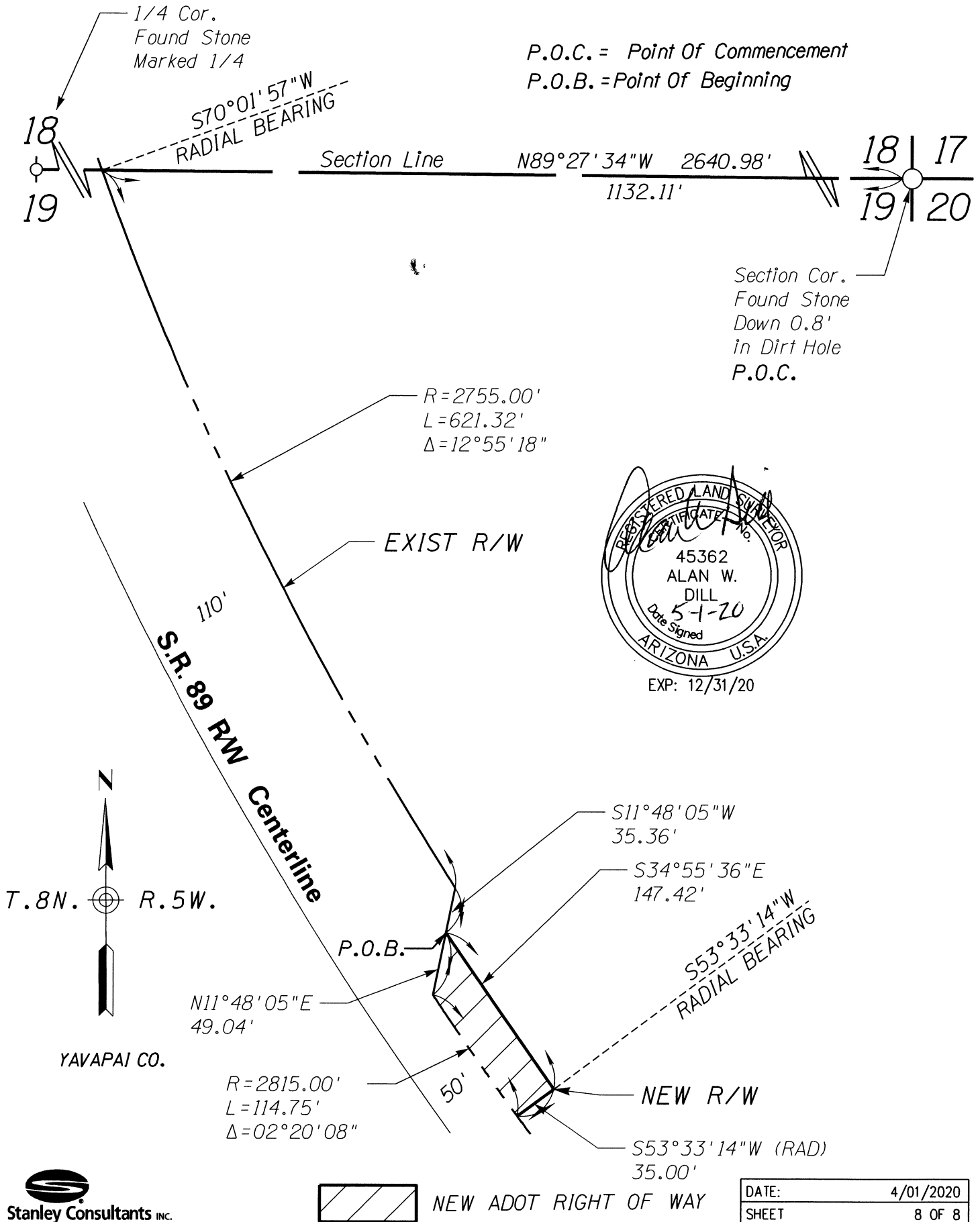
SHEET 7 OF 8



APPENDIX "A"

P.O.C. = Point Of Commencement

P.O.B. = Point Of Beginning



June 19, 2020

RES. NO. 2020-06-A-039
PROJECT: 089 YV 327 HX247 / 089-B(213)T
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Road 1 North Intersection
ROUTE NO.: State Route 89
DISTRICT: Northwest
COUNTY: Yavapai

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state highway for the improvement of the Prescott - Ash Fork Highway, State Route 89, within the above referenced project.

The existing alignment was previously established as a state route and state highway, designated U.S. Route 89, by the State Highway Commission Resolution of September 09, 1927, entered on Page 26 of its Official Minutes, depicted on its Official Map of State Routes and State Highways, and incorporated by reference therein. The Resolution dated October 28, 1933, shown on Page 414 of the Official Minutes, established the location and relocation of the Prescott - Ash Fork Highway. Resolution 62-20, dated August 22, 1961, established a relocated alignment as a state highway; and Resolution 63-14, dated January 31, 1963, established additional right of way for widening and improvements as a state highway, which was thereafter amended by Resolution 66-33, dated May 06, 1966, to encompass additional relocation and improvements. Thereafter, Resolution 92-08-A-56, by the Arizona State Transportation Board, dated August 21, 1992, renumbered and redesignated this portion of U.S. Route 89 as State Route 89. Recently, Resolution 2019-03-A-010, dated March 15, 2019 established new right of way as a state route under the above referenced project.

June 19, 2020

RES. NO. 2020-06-A-039
PROJECT: 089 YV 327 HX247 / 089-B(213)T
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Road 1 North Intersection
ROUTE NO.: State Route 89
DISTRICT: Northwest
COUNTY: Yavapai

New right of way is now needed to facilitate the imminent construction phase of the above referenced project for traffic signal installation and intersection improvement to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to establish and acquire the new right of way as a state highway for this improvement project.

The new right of way to be established as a state highway and acquired for necessary improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PRESCOTT - ASH FORK HIGHWAY, Road 1 North Intersection, Project 089 YV 327 HX247 / 089-B(213)T".

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established as a state highway.

I recommend the acquisition of the new right of way, pursuant to Arizona Revised Statutes §§28-7092 and 28-7094, an estate in fee, or such other interest as required, including advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans.

June 19, 2020

RES. NO. 2020-06-A-039
PROJECT: 089 YV 327 HX247 / 089-B(213)T
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Road 1 North Intersection
ROUTE NO.: State Route 89
DISTRICT: Northwest
COUNTY: Yavapai

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a state highway, which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation. This resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required.

Pursuant to Arizona Revised Statutes §28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

DALLAS L. HAMMIT, Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

June 19, 2020

RES. NO. 2020-06-A-039
PROJECT: 089 YV 327 HX247 / 089-B(213)T
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Road 1 North Intersection
ROUTE NO.: State Route 89
DISTRICT: Northwest
COUNTY: Yavapai

RESOLUTION OF ESTABLISHMENT

DALLAS L. HAMMIT, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on June 19, 2020, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes §28-7046, recommending the establishment and acquisition of new right of way as a state highway for the improvement of the Prescott-Ash Fork Highway, State Route 89, as set forth in the above referenced project.

New right of way is now needed to facilitate the imminent construction phase of the above referenced project for traffic signal installation and intersection improvement to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to establish and acquire the new right of way as a state highway for this improvement project.

The new right of way to be established as a state highway and acquired for this improvement is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the PRESCOTT - ASH FORK HIGHWAY, Road 1 North Intersection, Project 089 YV 327 HX247 / 089-B(213)T".

June 19, 2020

RES. NO. 2020-06-A-039
PROJECT: 089 YV 327 HX247 / 089-B(213)T
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Road 1 North Intersection
ROUTE NO.: State Route 89
DISTRICT: Northwest
COUNTY: Yavapai

WHEREAS establishment as a state highway, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§28-7092 and 28-7094, to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended establishment and acquisition of the new right of way as a state highway needed for this improvement; and

WHEREAS the existing county, town and/or city roadways, as delineated on said maps and plans, are hereby established as a state highway by this resolution action; and this resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is required; therefore, be it

RESOLVED that the recommendation of the Deputy Director is adopted and made part of this resolution; be it further

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state highway, to include any existing county, town or city roadways necessary for or incidental to the improvements as delineated on said maps and plans; be it further

June 19, 2020

RES. NO. 2020-06-A-039
PROJECT: 089 YV 327 HX247 / 089-B(213)T
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Road 1 North Intersection
ROUTE NO.: State Route 89
DISTRICT: Northwest
COUNTY: Yavapai

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means, pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; be it further

RESOLVED that written notice be provided to the County Board of Supervisors in accordance with Arizona Revised Statutes §28-7043, and to the affected governmental jurisdictions for whose local existing roadways are being immediately established as a state highway herein; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

RESOLVED that the Deputy Director secure an appraisal of the property to be acquired and that necessary parties be compensated - with the exception of any existing county, town or city roadways being immediately established herein as a state highway. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

June 19, 2020

RES. NO. 2020-06-A-039
PROJECT: 089 YV 327 HX247 / 089-B(213)T
HIGHWAY: PRESCOTT - ASH FORK
SECTION: Road 1 North Intersection
ROUTE NO.: State Route 89
DISTRICT: Northwest
COUNTY: Yavapai

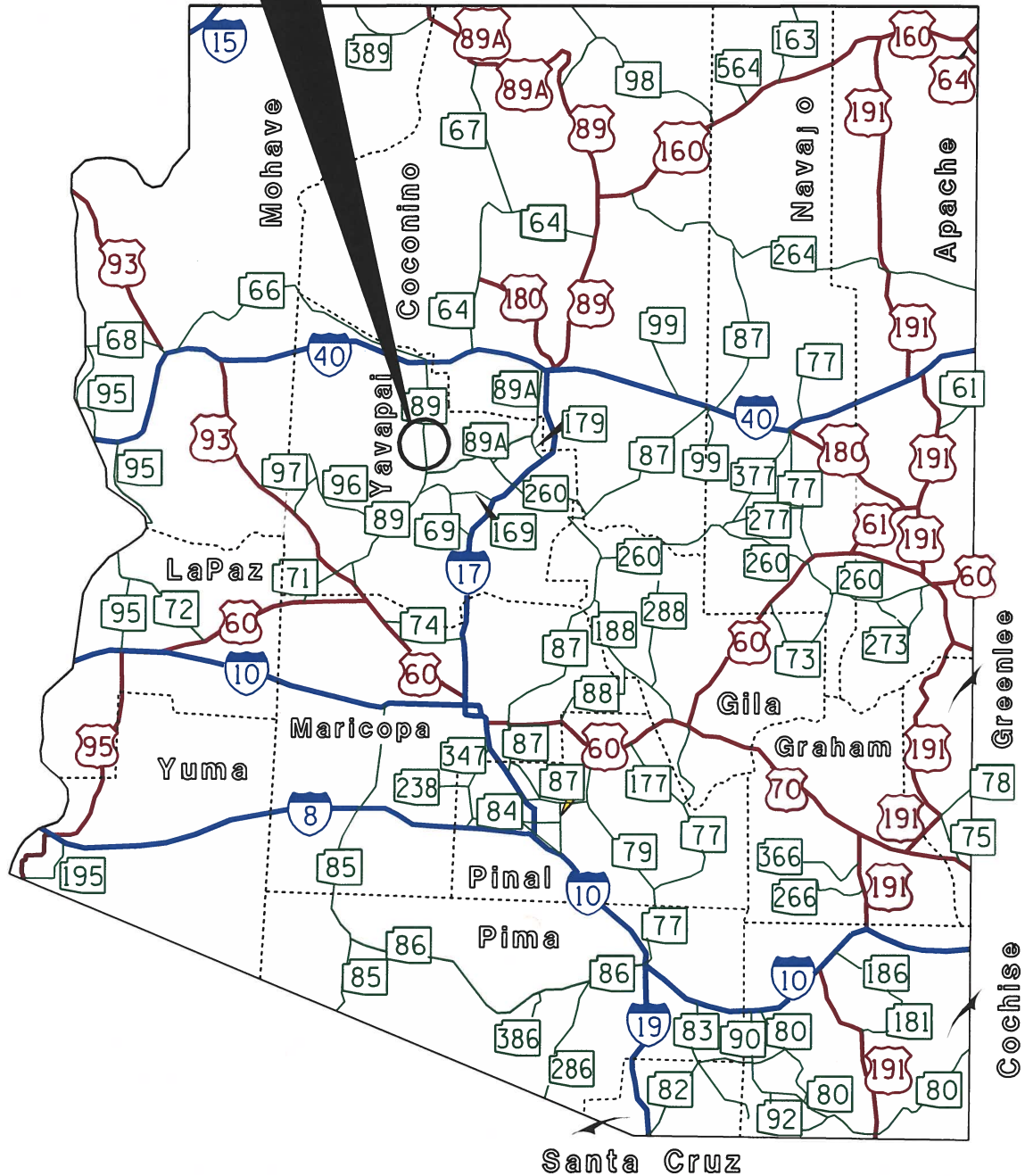
CERTIFICATION

I, DALLAS L. HAMMIT, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on June 19, 2020.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on June 19, 2020.

DALLAS L. HAMMIT, Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Area of Establishment
See Sheet 2 of 2
for Details



2020-06-A-039
June 19, 2020
Sheet 1 of 2

APPENDIX "A"

089 YV 327 HX247 / 089-B(213)T
PRESCOTT - ASH FORK HIGHWAY
Road 1 North Intersection
Yavapai County

TOWN

Road 3 North

Road 2 North

Road 1 North

Center St

Road 1 South

Road 2 South

16

15

14

21

22

23

28

27

26

Road 1 West

Road 1 East

S. R. 89

CHINO

OF

Forest Service Rd

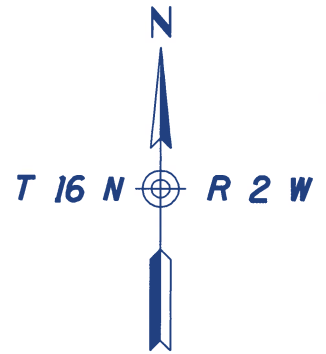
Telephone Rd



To Paulden




To Prescott



Northwest
District

NOT TO SCALE

Area of 
Establishment

2020-06-A-039
June 19, 2020
Sheet 2 of 2

APPENDIX "A"

089 YV 327 HX247 / 089-B(213)T
PRESCOTT - ASH FORK HIGHWAY
Road 1 North Intersection
Yavapai County

VALLEY

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

ITEM 7a	Route & MP:	Proposed Future Roadway
	Project Name:	INTERMOUNTAIN WEST CORRIDOR (I-11)
	Type of Work:	TIER 1 EIS
	County:	Statewide
	District:	Statewide
	Schedule:	
	Project:	M518001P TIP#: 5521
	Project Manager:	Bret Anderson
	Program Amount:	\$15,000,000
	New Program Amount:	\$17,000,000
	Requested Action:	Increase project budget.



01

1. PRB Meeting Date: 4/14/2020

2. Teleconference: No

3. Form Date / 5. Form By:

4. Project Manager / Presenter:

6/9/2020

Bret Anderson @ (602) 712-8144

Bret Anderson

206 S 17th Ave, 371, 310B - 4210 MPD PLANNING TEAM

6. Project Name:

7. Type of Work:

INTERMOUNTAIN WEST CORRIDOR (I-11)

TIER 1 EIS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
JT1N	Statewide	999	Statewide	0.0	M518001P	0.0	999-M(161)F

16. Program Budget: \$15,000

17. Program Item #: 5521

18. Current Approved Program Budget:

18a. (+/-) Program Budget Request:

18b Total Program Budget After Request:

\$15,000

\$2,000

\$17,000

CURRENTLY APPROVED:**CHANGE / REQUEST:****19. BUDGET ITEMS:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72315	\$15,000		

Item #	Amount	Description	Comments
72320	\$2,000	CONTINGENCY	

CURRENT SCHEDULE:**CHANGE REQUEST/NEW SCHEDULE:**

21. CURRENT FISCAL YEAR:

21A. REQUEST FISCAL YEAR:

22. CURRENT BID READY:

22A. REQUEST BID READY:

23. CURRENT ADV DATE:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	NOT APPLICABLE
-------------------	--------------------	----	--------------------	----	-------------	----	---------------------	----------------

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Increase project budget

26. JUSTIFICATION OF REQUEST

The Draft Environmental Impact Statement (DEIS) was released and several public hearings were conducted. From the comments collected at the public hearings as well as through several other sources, additional alternative corridor alignments were identified. These additional alternatives require the same level of study as those presented in the DEIS and is additional to the original scope. The number of comments generated with the release of the DEIS was also overwhelming, requiring additional effort to address, prior to issuance of the Final EIS.

Consultant: \$1,820K

ICAP: \$180K

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:****APPROVED / RECOMMENDED ACTIONS:**

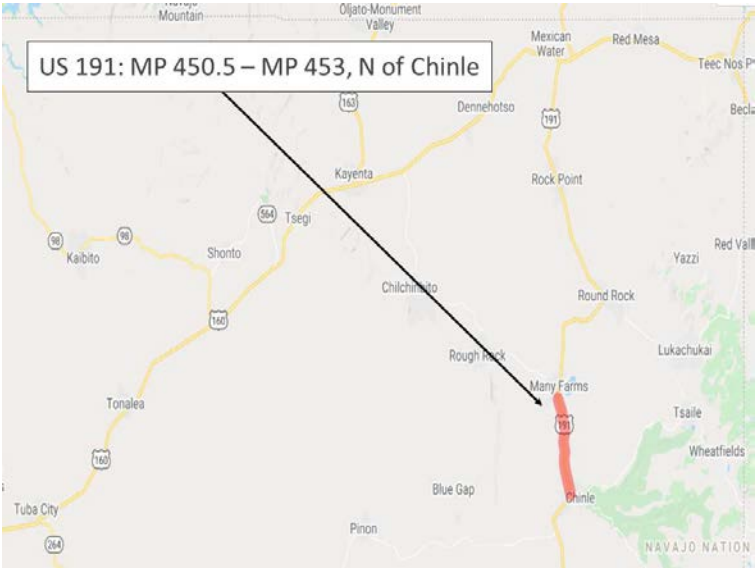
CHANGE IN BUDGET

 REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 6/9/2020



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7b	Route & MP:	US 191 @ MP 450.5
	Project Name:	US 191; MP 450.5 - MP 453.0, NORTH OF CHINLE
	Type of Work:	SHOULDER WIDENING
	County:	Apache
	District:	Northeast
	Schedule:	
	Project:	F019301D TIP#: 100328
	Project Manager:	Christ Dimitroplos
	Program Amount:	\$471,000
	New Program Amount:	\$910,000
	Requested Action:	Change Project Name, Change Scope, Increase Budget.



02

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 6/3/2020



2. Teleconference: 602) 712-2217

3. Form Date / 5. Form By:

6/4/2020

Christ Dimitroplos

4. Project Manager / Presenter:

Christ Dimitroplos @ 602) 712- 2217

205 S. 17th Ave Phoenix, AZ 85007 - 4983 PROJECT MANAGEMENT

6. Project Name:

US 191; MP 450.5 - MP 453.0, NORTH OF CHINLE

7. Type of Work:

SHOULDER WIDENING

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
RW1Q	Northeast	191	Apache	450.5	F019301D	4.0	HSIP191-E(217)T

16. Program Budget: \$471

17. Program Item #: 100328

18. Current Approved Program Budget:

\$471

18a. (+/-) Program Budget Request:

\$439

18b Total Program Budget After Request:

\$910

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
10032	\$471		HIGHWAY SAFETY IMPROVEMENT PROGRAM

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70120	\$439	MODERNIZATION	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN:	24a. PROJECT NAME:	YES	24b. TYPE OF WORK:	NO	24c. SCOPE:	YES	24d. CURRENT STAGE:	STAGE I
-------------------	--------------------	-----	--------------------	----	-------------	-----	---------------------	---------

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Change Project Name, Change Scope, Increase Budget

26. JUSTIFICATION OF REQUEST

Change Project name to "Chinle - Black Mountain Wash".

Expanding original project limits of MP 450.5 to MP 453 to include an additional 9 miles of roadway. The new project limits will extend from MP448 to MP 460.3. This project on US 191 is HSIP eligible.

Funding is needed to design an additional 9 miles and subsequent deliverables to complete design.

Staff \$395K

ICAP \$44K

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN SCOPE
CHANGE IN PROJECT NAME
CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/9/2020

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7c	Route & MP:	I-40 @ MP 48.5
	Project Name:	US 93/I-40 WEST KINGMAN TI
	Type of Work:	Acquire Right of Way
	County:	Mohave
	District:	Northwest
	Schedule:	
	Project:	H799301R TIP#: 9031
	Project Manager:	Craig Regulski
	Program Amount:	\$10,000,000
	New Program Amount:	\$0
	Requested Action:	Delete project.



06

1. PRB Meeting Date: 6/3/2020

2. Teleconference: No

3. Form Date / 5. Form By:

6/3/2020

Craig Regulski

4. Project Manager / Presenter:

Craig Regulski @ (602) 769-5585

2501 W Georgia Ave, , E748 - 4983 PROJECT MANAGEMENT

6. Project Name:

US 93/I-40 WEST KINGMAN TI

7. Type of Work:

Acquire Right of Way

8. CPSID:

KG1K

9. District:

Northwest

10. Route:

40

11. County:

Mohave

12. Beg MP:

48.5

13. TRACS #:

H799301R

14. Len (Mi.):

1.3

15. Fed Id #:

NHPP040-A(212)S

16. Program Budget: \$10,000

17. Program Item #: 9031

18. Current Approved Program Budget:

\$10,000

18a. (+/-) Program Budget Request:

(\$10,000)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
9031	\$10,000	US 93/I 40 WEST KINGMAN TI	

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72320	(\$10,000)	CONTINGENCY	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE II

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Delete project.

26. JUSTIFICATION OF REQUEST

Due to adjustments in project prioritization, programmed funding for this project will be utilized for other projects in FY20. This project is being deferred to a future fiscal year to be determined should funds become available.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/9/2020

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7d

Route & MP:	US 93 @ MP 198.0
Project Name:	TEGNER ST - WICKENBURG RANCH WAY
Type of Work:	CONSTRUCT DIVIDED HIGHWAY
County:	Yavapai
District:	Northwest
Schedule:	FY 2020
Project:	F003101C TIP#: 8373
Project Manager:	Craig Regulski
Program Amount:	\$41,000,000
New Program Amount:	\$0
Requested Action:	Delete project.



07

1. PRB Meeting Date: 6/3/2020

2. Teleconference: No

3. Form Date / 5. Form By:

6/3/2020

Craig Regulski

4. Project Manager / Presenter:

Craig Regulski @ (602) 769-5585

2501 W Georgia Ave., E748 - 4983 PROJECT MANAGEMENT

6. Project Name:

TEGNER ST - WICKENBURG RANCH WAY

7. Type of Work:

CONSTRUCT DIVIDED HIGHWAY

8. CPSID:

AK10

9. District:

Northwest

10. Route:

93

11. County:

Yavapai

12. Beg MP:

198.0

13. TRACS #:

F003101C ?

14. Len (Mi.):

5.0

15. Fed Id #:

NHPP093-B(215)S

16. Program Budget: \$41,000

17. Program Item #: 8373

18. Current Approved Program Budget:

\$41,000

18a. (+/-) Program Budget Request:

(\$41,000)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
8373	\$41,000	TEGNER ST - WICKENBURG RANCH WAY	RURAL CORRIDOR RECONSTRUCTION

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72320	(\$41,000)	CONTINGENCY	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 20

22. CURRENT BID READY:

23. CURRENT ADV DATE: 6/19/2020

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO

CHANGE IN:

24a. PROJECT NAME:

NO

24b. TYPE OF WORK:

NO

24c. SCOPE:

NO

24d. CURRENT STAGE:

STAGE V

24e. ENVIRONMENTAL CLEARANCE:

YES

24f. MATERIALS MEMO COMP:

YES

24g. U&RR CLEARANCE:

YES

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

YES

24k. SCOPING DOCUMENT:

YES

25. DESCRIPTION OF REQUEST

Delete project.

26. JUSTIFICATION OF REQUEST

Due to adjustments in project prioritization, programmed funding for this project will be utilized for other projects in FY20. This project is being deferred to a future fiscal year to be determined should funds become available.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 6/9/2020

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM. 7e	Route & MP:	I-10 @ MP 144.0
	Project Name:	DECK PARK TUNNEL
	Type of Work:	WATERPROOF BRIDGE EXPANSION JOINTS
	County:	Maricopa
	District:	
	Schedule:	FY 2020
	Project:	F029301C TIP#: 101567
	Project Manager:	Derek Boland
	Program Amount:	\$3,974,000
	New Program Amount:	\$4,534,000
	Requested Action:	Increase Budget. Change Scope.



13

1. PRB Meeting Date: 6/3/2020

2. Teleconference: No

3. Form Date / 5. Form By:

6/3/2020

Derek Boland

4. Project Manager / Presenter:

Derek Boland @ (602) 712-6660

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

DECK PARK TUNNEL

7. Type of Work:

WATERPROOF BRIDGE EXPANSION JOINTS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
ED1P	Phoenix	10	Maricopa	144.0	F029301C	1.0	10-(NFA)

16. Program Budget: \$3,974

17. Program Item #: 101567

18. Current Approved Program Budget:

\$3,974

18a. (+/-) Program Budget Request:

\$560

18b Total Program Budget After Request:

\$4,534

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
10156	\$3,974		ROADSIDE FACILITIES SUPPORT

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
42420	\$560	MAG REGIONWIDE	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 20

22. CURRENT BID READY:

23. CURRENT ADV DATE: TBD

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 19-0007557 SIGNED: YES ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: YES 24c. SCOPE: YES 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NOT APPLICABLE

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUESTIncrease Budget
Change Scope**26. JUSTIFICATION OF REQUEST**

Funding is needed to facilitate removal and installation of a Direct Connect Fire Line that runs through Margaret T. Hance park, as well as for the associated construction administration costs related to waterline work and deck joint repair work activities. ICAP is included in this request. City of Phoenix is administering this project.

MAG ID: 14950

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED**

Do not include the waterline removal / installation work and come back at a later time to complete. However, this alternative removes / replaces newly built infrastructure in the park which could otherwise be avoided.

REQUESTED ACTIONS:CHANGE IN SCOPE
CHANGE IN TYPE OF WORK
CHANGE IN BUDGET**APPROVED / RECOMMENDED ACTIONS:**REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/9/2020
Contingent upon MAG Regional Council
approval: June 24, 2020**PRB APPROVED**

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7f	Route & MP:	I-15 @ MP 9.0
	Project Name:	VIRGIN RIVER BRIDGE NO 1
	Type of Work:	CONSTRUCT BRIDGE REPLACEMENT
	County:	Mohave
	District:	Northcentral
	Schedule:	
	Project:	H876001R TIP#: 10219
	Project Manager:	Jennifer Acuna
	Program Amount:	\$190,000
	New Program Amount:	\$771,000
	Requested Action:	Increase budget.

10

1. PRB Meeting Date: 5/5/2020

2. Teleconference: No

3. Form Date / 5. Form By:

5/12/2020

Jennifer Acuna

4. Project Manager / Presenter:

Jennifer Acuna @ (602) 712-8336

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

VIRGIN RIVER BRIDGE NO 1

7. Type of Work:

CONSTRUCT BRIDGE REPLACEMENT

8. CPSID:

FA1N

9. District:

Northcentral

10. Route:

15

11. County:

Mohave

12. Beg MP:

9.0

13. TRACS #:

H876001R

14. Len (Mi.):

1.0

15. Fed Id #:

NHPP015-A(216)S

16. Program Budget: \$190

17. Program Item #: 10219

18. Current Approved Program Budget:

\$190

18a. (+/-) Program Budget Request:

\$581

18b Total Program Budget After Request:

\$771

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
71020	\$190	R/W ACQUISITION, APPRAISAL & PLANS	

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72320	\$581	CONTINGENCY	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE III

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Increase budget.

26. JUSTIFICATION OF REQUEST

During the design phase of the project the design and CMAR team evaluated the borrow source options for the Virgin River Bridge #1 project. The team agreed that the most cost effective option is to acquire a privately owned parcel previously identified as a TCE only. The cost of acquisition of this parcel has increased from the TCE only estimate of \$190k initially used to establish this phase.

R/W Acquisition: \$528k

ICAP: \$53k

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:
 REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 6/9/2020



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7g	Route & MP:	Statewide
	Project Name:	STATEWIDE
	Type of Work:	INSTALL ONE WAY SIGNS
	County:	Statewide
	District:	Statewide
	Schedule:	FY 2020
	Project:	_ TIP#: 100978
	Project Manager:	Lisa Pounds
	Program Amount:	\$1,800,000
	New Program Amount:	\$0
	Requested Action:	Delete Project.

05

1. PRB Meeting Date: 5/12/2020



2. Teleconference: No

3. Form Date / 5. Form By:

5/19/2020

Lisa Pounds

4. Project Manager / Presenter:

Lisa Pounds @ (602) 712-8088

205 S 17th Ave, 297, 629E - 4985 PROJECT RESOURCE OFFICE

6. Project Name:

STATEWIDE

7. Type of Work:

INSTALL ONE WAY SIGNS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
DF1P	Statewide	999	Statewide	0.0	- ?	0.0	FA

16. Program Budget: \$1,800

17. Program Item #: 100978

18. Current Approved Program Budget:

\$1,800

18a. (+/-) Program Budget Request:

(\$1,800)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
100978	\$1,800	Statewide	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 20

22. CURRENT BID READY:

23. CURRENT ADV DATE: 6/26/2020

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72320	(\$1,800)	CONTINGENCY	

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NOT APPLICABLE

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Delete Project.

26. JUSTIFICATION OF REQUEST

The project scope needs further discussion and consideration.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

APPROVED / RECOMMENDED ACTIONS:REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/9/2020**PRB APPROVED**

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7h	Route & MP:	I-10 @ MP 355.0
	Project Name:	I-10/US-191 SYSTEM INTERCHANGE IMPROVEMENT
	Type of Work:	Design
	County:	Cochise
	District:	Southeast
	Schedule:	
	Project:	_ TIP#: 101438
	Project Manager:	Lisa Pounds
	Program Amount:	\$1,000,000
	New Program Amount:	\$0
	Requested Action:	Delete Project



06

1. PRB Meeting Date: 5/12/2020

2. Teleconference: No

3. Form Date / 5. Form By:

5/18/2020

Lisa Pounds

4. Project Manager / Presenter:

Lisa Pounds @ (602) 712-8088

205 S 17th Ave, 297, 629E - 4985 PROJECT RESOURCE OFFICE

6. Project Name:

I-10/US-191 SYSTEM INTERCHANGE IMPROVEMENT

7. Type of Work:

Design

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
DA1P	Southeast	10	Cochise	355.0	- ?	1.0	NFP

16. Program Budget: \$1,000

17. Program Item #: 101438

18. Current Approved Program Budget:

\$1,000

18a. (+/-) Program Budget Request:

(\$1,000)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
101438	\$1,000	I-10/ US-191 System Interchange Improvement	

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72320	(\$1,000)	CONTINGENCY	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	NOT APPLICABLE
-------------------	--------------------	----	--------------------	----	-------------	----	---------------------	----------------

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Delete Project

26. JUSTIFICATION OF REQUEST

Bridge work is not required at this time.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

APPROVED / RECOMMENDED ACTIONS:REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/9/2020**PRB APPROVED**

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7i	Route & MP:	I-10 @ MP 112.3
	Project Name:	SR 85 - VERRADO WAY
	Type of Work:	CONSTRUCT GENERAL PURPOSE LANE
	County:	Maricopa
	District:	Central
	Schedule:	FY 2020
	Project:	F011901C TIP#: 8877
	Project Manager:	Madhav Mundle
	Program Amount:	\$103,763,000
	New Program Amount:	\$0
	Requested Action:	Defer project to FY 21



11

1. PRB Meeting Date: 5/19/2020

2. Teleconference: No

3. Form Date / 5. Form By:

6/2/2020

Madhav Mundle

4. Project Manager / Presenter:

Madhav Mundle @ (602) 712-2132

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

SR 85 - VERRADO WAY

7. Type of Work:

CONSTRUCT GENERAL PURPOSE LANE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
HE10	Central	10	Maricopa	112.3	F011901C ?	8.0	NFP 010-A(232)T

16. Program Budget: \$103,763

17. Program Item #: 8877

18. Current Approved Program Budget:

\$103,763

18a. (+/-) Program Budget Request:

(\$103,763)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
8877	\$28,857	SR 85 - VERRADO WAY	URBAN CORRIDOR RECONSTRUCTION
8877	\$41,906	SR 85 - VERRADO WAY	URBAN CORRIDOR RECONSTRUCTION
8877	\$33,000	SR 85 - VERRADO WAY	URBAN CORRIDOR RECONSTRUCTION

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
49920	(\$28,857)	.	.
OTHR20	(\$33,000)	.	FY20 FREIGHT FUNDING
49820	(\$41,906)	.	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 20

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 21

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 18-0007032

SIGNED: NO

ADV: YES

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	YES	24d. CURRENT STAGE:	STAGE III
-------------------	--------------------	----	--------------------	----	-------------	-----	---------------------	-----------

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Defer project to FY 21

26. JUSTIFICATION OF REQUEST

MAG has changed the priority of this project and the project's original scope is being revised. The project is deferred to next fiscal year in order to complete the design work related to the revised scope of work.

Contingent on approval by MAG Regional Council on June 24, 2020.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT
CHANGE IN SCOPE

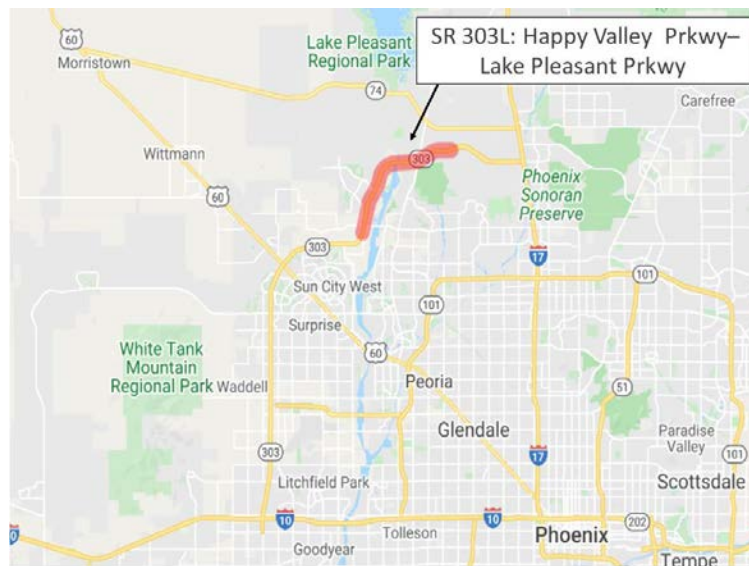
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/9/2020
Contingent on approval by MAG Regional Council
on June 24, 2020.

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM7j	Route & MP:	SR 303L @ MP 125.2
	Project Name:	HAPPY VALLEY PARKWAY - LAKE PLEASANT PARKWAY
	Type of Work:	CONSTRUCT GENERAL PURPOSE LANE
	County:	Maricopa
	District:	Central
	Schedule:	FY 2020
	Project:	F011601C TIP#: 9140
	Project Manager:	Madhav Mundle
	Program Amount:	\$34,852,000
	New Program Amount:	\$36,183,000
	Requested Action:	Increase budget



12

1. PRB Meeting Date: 6/3/2020

2. Teleconference: No

3. Form Date / 5. Form By:

6/3/2020

Myrna Bondoc

4. Project Manager / Presenter:

Madhav Mundle @ (602) 712-2132

205 S 17th Ave, 295, 614E - PROJECT MANAGEMENT TEAM

6. Project Name:

HAPPY VALLEY PARKWAY - LAKE PLEASANT PARKWAY

7. Type of Work:

CONSTRUCT GENERAL PURPOSE LANE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
HH10	Central	303L	Maricopa	125.2	F011601C	9.0	RARF303-A(227)T

16. Program Budget: \$34,852

17. Program Item #: 9140

18. Current Approved Program Budget:

\$34,852

18a. (+/-) Program Budget Request:

\$1,331

18b Total Program Budget After Request:

\$36,183

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
9140	\$24,852	HAPPY VALLEY PARKWAY - LAKE PLEASANT PARKWAY	URBAN CORRIDOR RECONSTRUCTION
9140	\$10,000	HAPPY VALLEY PARKWAY - LAKE PLEASANT PARKWAY	URBAN CORRIDOR RECONSTRUCTION

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
49920	\$677	.	
OTHR20	\$654	.	City of Peoria

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 20

22. CURRENT BID READY:

23. CURRENT ADV DATE: 5/15/2020

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 18-0007031 SIGNED: YES ADV: YES

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE V

24e. ENVIRONMENTAL CLEARANCE: YES

24g. U&RR CLEARANCE: YES

24i. R/W CLEARANCE: YES

24k. SCOPING DOCUMENT: YES

24f. MATERIALS MEMO COMP: YES

24h. C&S CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

25. DESCRIPTION OF REQUEST

Increase budget

26. JUSTIFICATION OF REQUEST

Project was originally programmed at \$36,183K. Budget was inadvertently decreased by MAG during the September 2019 rebalancing.

ICAP is included in this request.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

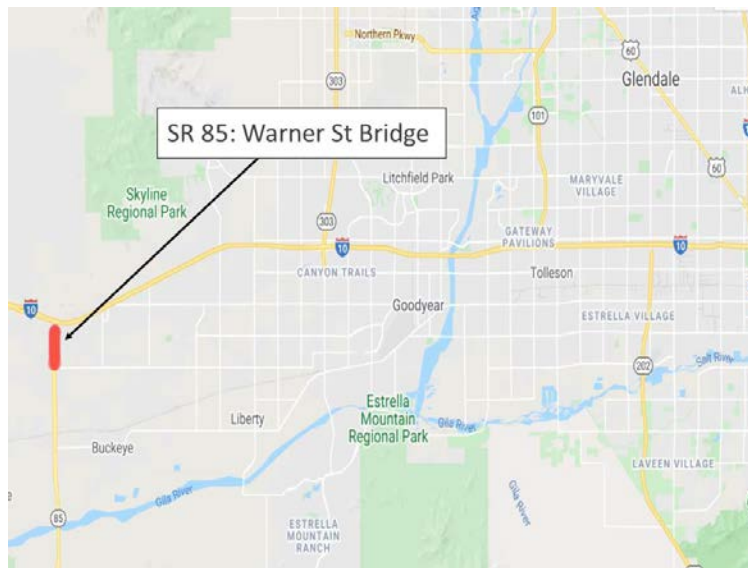
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/9/2020
Contingent on approval by MAG Regional Council
on June 24, 2020.

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7k

Route & MP:	SR 85 @ MP 153.2
Project Name:	WARNER STREET BRIDGE
Type of Work:	DESIGN NEW BRIDGE
County:	Maricopa
District:	Southwest
Schedule:	FY 2020
Project:	H800601D TIP#: 44811
Project Manager:	Myrna Bondoc
Program Amount:	\$200,000
New Program Amount:	\$0
Requested Action:	Defer Design project to FY 21.



06

1. PRB Meeting Date: 5/19/2020

2. Teleconference: No

3. Form Date / 5. Form By:

6/2/2020

Myrna Bondoc

4. Project Manager / Presenter:

Myrna Bondoc @ (602) 712-7622

206 S 17th Ave, , 310B - 4210 MPD PLANNING TEAM

6. Project Name:

WARNER STREET BRIDGE

7. Type of Work:

DESIGN NEW BRIDGE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
ZN1J	Southwest	85	Maricopa	153.2	H800601D	0.0	RARF085-B(204)T

16. Program Budget: \$200

17. Program Item #: 44811

18. Current Approved Program Budget:

\$200

18a. (+/-) Program Budget Request:

(\$200)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
44811	\$200		RARF

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 20

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
49920	(\$200)		RARF

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 21

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 17-0006733 SIGNED: NO ADV: YES

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NO

24g. U&RR CLEARANCE: NO

24i. R/W CLEARANCE: NO

24k. SCOPING DOCUMENT: NO

24f. MATERIALS MEMO COMP: NO

24h. C&S CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

25. DESCRIPTION OF REQUEST

Defer Design project to FY21.

26. JUSTIFICATION OF REQUEST

MAG requested to defer the Design project from FY20 to FY21 due to change in project priorities.

Contingent on approval by MAG Regional Council on June 24, 2020.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

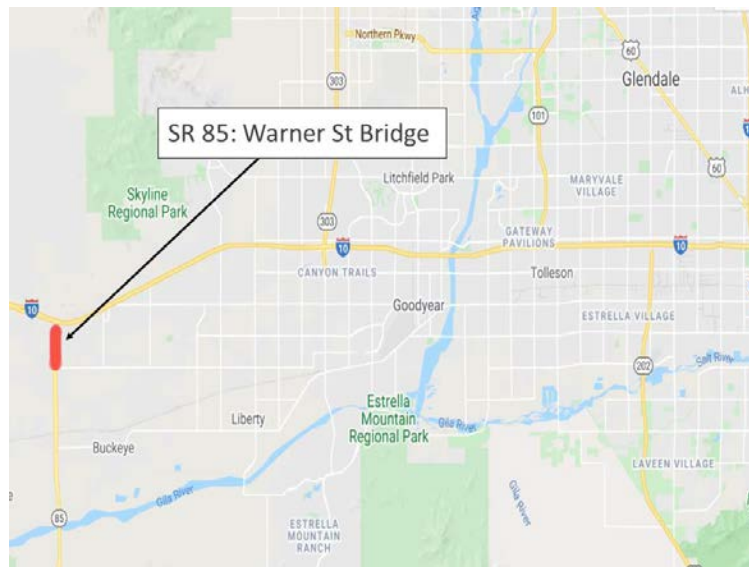
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/9/2020
Contingent on approval by MAG Regional Council
on June 24, 2020.

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 71	Route & MP:	SR 85 @ MP 153.2
	Project Name:	WARNER STREET BRIDGE
	Type of Work:	CONSTRUCT NEW BRIDGE
	County:	Maricopa
	District:	Southwest
	Schedule:	FY 2020
	Project:	H800601C TIP#: 44811
	Project Manager:	Myrna Bondoc
	Program Amount:	\$5,300,000
	New Program Amount:	\$0
	Requested Action:	Defer Construction project to FY 21.



07

1. PRB Meeting Date: 5/19/2020

2. Teleconference: No

3. Form Date / 5. Form By:

6/2/2020

Myrna Bondoc

4. Project Manager / Presenter:

Myrna Bondoc @ (602) 712-7622

206 S 17th Ave, , 310B - 4210 MPD PLANNING TEAM

6. Project Name:

WARNER STREET BRIDGE

7. Type of Work:

CONSTRUCT NEW BRIDGE

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
ZN1J	Southwest	85	Maricopa	153.2	H800601C	0.0	RARF085-B(204)T

16. Program Budget: \$5,300

17. Program Item #: 44811

18. Current Approved Program Budget:

\$5,300

18a. (+/-) Program Budget Request:

(\$5,300)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
44811	\$5,300		RARF

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 20

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
49920	(\$5,300)		RARF

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 21

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 17-0006733 SIGNED: NO ADV: YES

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	NOT APPLICABLE
-------------------	--------------------	----	--------------------	----	-------------	----	---------------------	----------------

24e. ENVIRONMENTAL CLEARANCE: NO

24g. U&RR CLEARANCE: NO

24i. R/W CLEARANCE: NO

24k. SCOPING DOCUMENT: NO

24f. MATERIALS MEMO COMP: NO

24h. C&S CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

25. DESCRIPTION OF REQUEST

Defer Construction project to FY21.

26. JUSTIFICATION OF REQUEST

MAG requested to defer the Construction project from FY20 to FY21 due to change in project priorities.

Contingent on approval by MAG Regional Council on June 24, 2020.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 6/9/2020
 Contingent on approval by MAG Regional Council
 on June 24, 2020.



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7m	Route & MP:	I-40 @ MP 137.9
	Project Name:	PINEVETA DRAW EB/WB
	Type of Work:	CONSTRUCT SCOUR RETROFIT & DECK REHABILITATION
	County:	Yavapai
	District:	Northwest
	Schedule:	
	Project:	F016301D TIP#: 7926
	Project Manager:	Olivier Mirza
	Program Amount:	\$260,000
	New Program Amount:	\$320,000
	Requested Action:	Increase Design Budget. Change Type Of Work.



09

1. PRB Meeting Date: 5/5/2020

2. Teleconference: No

3. Form Date / 5. Form By:

5/19/2020

Olivier Mirza

4. Project Manager / Presenter:

Olivier Mirza @

,, - 4983 PROJECT MANAGEMENT

6. Project Name:

PINEVETA DRAW EB/WB

7. Type of Work:

CONSTRUCT SCOUR RETROFIT & DECK REHABILITATION

8. CPSID:

DY10

9. District:

Northwest

10. Route:

40

11. County:

Yavapai

12. Beg MP:

137.9

13. TRACS #:

F016301D

14. Len (Mi.):

1.0

15. Fed Id #:

NHPP040-B(228)T

16. Program Budget: \$260

17. Program Item #: 7926

18. Current Approved Program Budget:

\$260

18a. (+/-) Program Budget Request:

\$60

18b Total Program Budget After Request:

\$320

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
7926	\$260	Pineveta Draw EB/WB	BRIDGE INSPECTION & INVENTORY

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
76220	\$60	BRIDGE REPLACEMENT & REHABILITATION	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO

CHANGE IN:

24a. PROJECT NAME: NO

24b. TYPE OF WORK: YES

24c. SCOPE: NO

24d. CURRENT STAGE:

STAGE III

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

YES

25. DESCRIPTION OF REQUESTIncrease Design Budget.
Change Type Of Work.**26. JUSTIFICATION OF REQUEST**Original budget was setup for deck overlay and scour countermeasure. The Project Scoping Letter is recommending full depth deck replacement instead of deck overlay. The design budget Increase is for the additional design effort.
Change Type Of Work to, "Construct Scour Retrofit & Replace Bridge Deck".

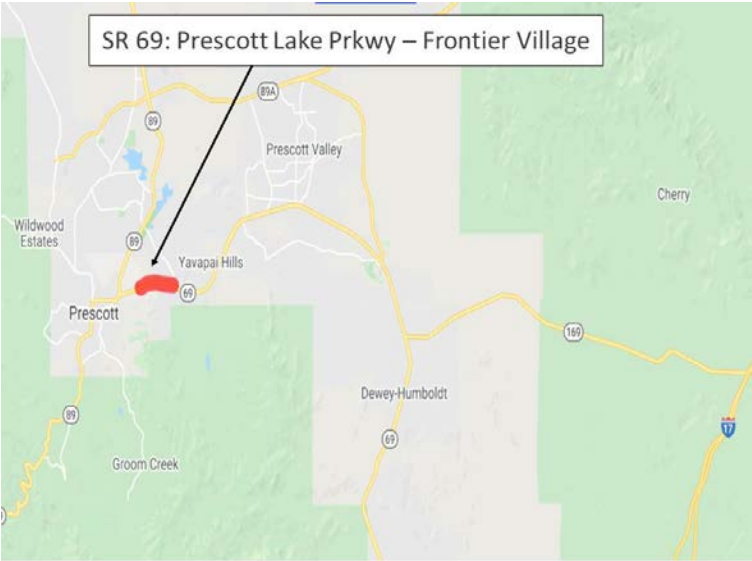
Staff: \$54.5K

ICAP: \$5.5K

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**CHANGE IN TYPE OF WORK
CHANGE IN BUDGET**APPROVED / RECOMMENDED ACTIONS:**REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/9/2020**PRB APPROVED**

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7n	Route & MP:	SR 69 @ MP 293.8
	Project Name:	PRESCOTT LAKES PKWY - FRONTIER VILLAGE
	Type of Work:	WIDEN FROM 4 LANES TO 6
	County:	Yavapai
	District:	Northwest
	Schedule:	
	Project:	H873901R TIP#: 100248
	Project Manager:	Pei-jung Li
	Program Amount:	\$975,000
	New Program Amount:	\$0
	Requested Action:	Defer ROW phase.



03

1. PRB Meeting Date: 5/5/2020

2. Teleconference: No

3. Form Date / 5. Form By:

5/12/2020

Pei-jung Li

4. Project Manager / Presenter:

Pei-jung Li @ (602) 712-8708

205 S 17th Ave, , 605E - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

PRESCOTT LAKES PKWY - FRONTIER VILLAGE

7. Type of Work:

WIDEN FROM 4 LANES TO 6

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
Q11M	Northwest	69	Yavapai	293.8	H873901R ?	1.0	069-A(217)T

16. Program Budget: \$975

17. Program Item #: 100248

18. Current Approved Program Budget:

\$975

18a. (+/-) Program Budget Request:

(\$975)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
100248	\$975	Prescott Lakes Parkway - Frontier Village	

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72320	(\$975)	CONTINGENCY	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 17-0006334-I

SIGNED: YES

ADV: YES



PROJECT FUNDING VERIFIED BY PM

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE II
-------------------	--------------------	----	--------------------	----	-------------	----	---------------------	----------

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Defer ROW phase

26. JUSTIFICATION OF REQUEST

The original environmental clearance completion and right of way phase start was planned for 4Q FY20. The environmental cultural clearance delay is due to current tribes agency closure. Right of Way will move to a future Fiscal Year.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

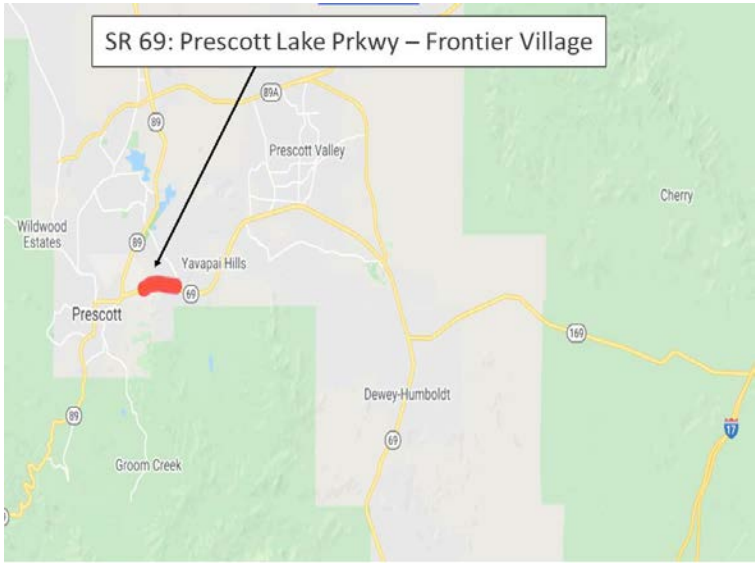
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/9/2020

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7o	Route & MP:	SR 69 @ MP 293.8
	Project Name:	PRESCOTT LAKES PKWY - FRONTIER VILLAGE
	Type of Work:	WIDEN FROM 4 LANES TO 6
	County:	Yavapai
	District:	Northwest
	Schedule:	
	Project:	H873901U TIP#: 100248
	Project Manager:	Vivian Li
	Program Amount:	\$300,000
	New Program Amount:	\$0
	Requested Action:	Defer Utility Phase.



04

1. PRB Meeting Date: 5/5/2020

2. Teleconference: No

3. Form Date / 5. Form By:

5/11/2020

Pei-jung Li

4. Project Manager / Presenter:

Pei-jung Li @ (602) 712-8708

205 S 17th Ave, , 605E - 4983 STATEWIDE PROJECT MANAGEMENT

6. Project Name:

PRESCOTT LAKES PKWY - FRONTIER VILLAGE

7. Type of Work:

WIDEN FROM 4 LANES TO 6

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
Q11M	Northwest	69	Yavapai	293.8	H873901U ?	1.0	069-A(217)T

16. Program Budget: \$300

17. Program Item #: 100248

18. Current Approved Program Budget:

\$300

18a. (+/-) Program Budget Request:

(\$300)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
100248	\$300	Prescott Lakes Parkway - Utility Relocation Frontier Village	

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72320	(\$300)	CONTINGENCY	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 17-0006334-I

SIGNED: YES

ADV: YES



PROJECT FUNDING VERIFIED BY PM

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE II
-------------------	--------------------	----	--------------------	----	-------------	----	---------------------	----------

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Defer Utility Phase

26. JUSTIFICATION OF REQUEST

The original environmental clearance completion and Utility phase start was planned for 4Q FY20. The environmental cultural clearance delay is due to current tribes agency closure. The utility phase funding will move to a future Fiscal Year.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

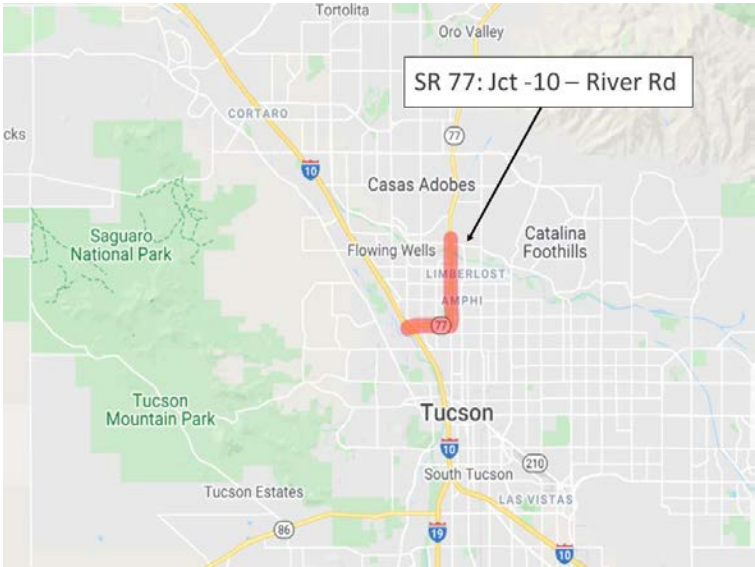
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/9/2020

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7p	Route & MP:	SR 77 @ MP 68.1
	Project Name:	JCT I-10 - RIVER RD
	Type of Work:	PAVEMENT REHABILITATION
	County:	Pima
	District:	Southcentral
	Schedule:	FY 20 20
	Project:	F024801C TIP#: 9120
	Project Manager:	Rashidul Haque
	Program Amount:	\$12,515,000
	New Program Amount:	\$0
	Requested Action:	Defer project.



09

1. PRB Meeting Date: 6/3/2020

2. Teleconference: No

3. Form Date / 5. Form By:

6/9/2020

Rashidul Haque

4. Project Manager / Presenter:

Rashidul Haque @ (602) 712-7352

205 S 17th Ave, 295, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

JCT I-10 - RIVER RD

7. Type of Work:

PAVEMENT REHABILITATION

8. CPSID:

LO10

9. District:

Southcentral

10. Route:

77

11. County:

Pima

12. Beg MP:

68.1

13. TRACS #:

F024801C ?

14. Len (Mi.):

4.0

15. Fed Id #:

NHPP077-A(218)T

16. Program Budget: \$12,515

17. Program Item #: 9120

18. Current Approved Program Budget:

\$12,515

18a. (+/-) Program Budget Request:

(\$12,515)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
9120	\$11,515	Jct I-10 - River	.
7790	\$1,000	I-10 TO RIVER	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 20

22. CURRENT BID READY:

23. CURRENT ADV DATE: 6/12/2020

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72320	(\$12,515)	CONTINGENCY	

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 21

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE V

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: YES

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Defer project.

26. JUSTIFICATION OF REQUEST

Due to adjustments in project prioritization, programmed funding for this project will be utilized for other projects in FY20. This project is being deferred Fiscal Year 21.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/9/2020

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7q	Route & MP:	SR 77 @ MP 72.1
	Project Name:	RIVER RD - CALLE CONCORDIA
	Type of Work:	CONSTRUCT SIDEWALK, PAVEMENT REHAB & LIGHTING
	County:	Pima
	District:	Southcentral
	Schedule:	FY 2020
	Project:	H891901C TIP#: 5689
	Project Manager:	Tricia Brown
	Program Amount:	\$26,410,000
	New Program Amount:	\$0
	Requested Action:	Defer project.



08

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 6/3/2020



2. Teleconference: (602) 712-7046

3. Form Date / 5. Form By:

6/9/2020

Tricia Brown

4. Project Manager / Presenter:

Tricia Brown @ (602) 712-7046

205 S 17th Ave, , 614E - 4980 ENGINEERING CONSULTANT SECT

6. Project Name:

RIVER RD - CALLE CONCORDIA

7. Type of Work:

CONSTRUCT SIDEWALK, PAVEMENT REHAB & LIGHTING

8. CPSID:

AP10

9. District:

Southcentral

10. Route:

77

11. County:

Pima

12. Beg MP:

72.1

13. TRACS #:

H891901C ?

14. Len (Mi.):

5.3

15. Fed Id #:

NHPP077-A(215)T

16. Program Budget: \$26,410

17. Program Item #: 5689

18. Current Approved Program Budget:

\$26,410

18a. (+/-) Program Budget Request:

(\$26,410)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
5689	\$12,432	RIVER RD - CALLE CONCORDIA	ROADSIDE IMPROVEMENTS
5689	\$2,532	RIVER RD - CALLE CONCORDIA	HIGHWAY SAFETY IMPROVEMENT PROGRAM
5689	\$11,446	RIVER RD - CALLE CONCORDIA	Pavement Preservation - Statewide

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72320	(\$12,432)	CONTINGENCY	Roadside Improvements
72320	(\$2,532)	CONTINGENCY	HSIP
72320	(\$11,446)	CONTINGENCY	Pavement Preservation - Statewide

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

20

22. CURRENT BID READY:

23. CURRENT ADV DATE:

6/30/2020

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN:

24a. PROJECT NAME:

NO

24b. TYPE OF WORK:

NO

24c. SCOPE:

NO

24d. CURRENT STAGE:

STAGE V

24e. ENVIRONMENTAL CLEARANCE:

YES

24g. U&RR CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24k. SCOPING DOCUMENT:

YES

24f. MATERIALS MEMO COMP:

YES

24h. C&S CLEARANCE:

YES

24j. CUSTOMIZED SCHEDULE:

YES

25. DESCRIPTION OF REQUEST

Defer project.

26. JUSTIFICATION OF REQUEST

Due to adjustments in project prioritization, programmed funding for this project will be utilized for other projects in FY20. This project is being deferred to Fiscal Year 21.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 6/9/2020

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7r	Route & MP:	SR 260 @ MP 282.0
	Project Name:	RIM ROAD - GIBSON ROAD
	Type of Work:	SHOULDER WIDENING
	County:	Coconino
	District:	Northcentral
	Schedule:	
	Project:	H824501D TIP#: 7881
	Project Manager:	Pei-jung Li
	Program Amount:	\$1,386,000
	New Program Amount:	\$1,591,000
	Requested Action:	Increase Design Budget.



07

1. PRB Meeting Date: 5/5/2020

2. Teleconference: No

3. Form Date / 5. Form By:

5/12/2020

Pei-jung Li

4. Project Manager / Presenter:

Pei-jung Li @ (602) 712-8708

205 S 17th Ave, , 605E - 4983 PROJECT MANAGEMENT

6. Project Name:

RIM ROAD - GIBSON ROAD

7. Type of Work:

SHOULDER WIDENING

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
UN1O	Northcentral	260	Coconino	282.0	H824501D	13.0	HSIP260-B(213)T

16. Program Budget: \$1,386

17. Program Item #: 7881

18. Current Approved Program Budget:

\$1,386

18a. (+/-) Program Budget Request:

\$205

18b Total Program Budget After Request:

\$1,591

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70010	\$737	.	Old HSIP sub program
OTHR11	\$649	.	

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70120	\$205	MODERNIZATION	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE II
-------------------	--------------------	----	--------------------	----	-------------	----	---------------------	----------

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Increase Design Budget

26. JUSTIFICATION OF REQUEST

The original preliminary engineering design budget did not account for: 1) Utility destination and potholing for a high number of utility conflicts in the Forest Lakes Area, 2) The Right of Way plan and coordination fee regarding TCE needed on private land, 3) Minor design modifications to avoid utility conflicts, 4) additional cultural field survey needed based upon updated Stage II project footprint.

Consultant - \$82K

Staff - \$93K

ICAP - \$30K

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/9/2020

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

ITEM 7s	Route & MP:	SR 260 @ MP 282.0
	Project Name:	RIM ROAD - GIBSON ROAD
	Type of Work:	SHOULDER WIDENING
	County:	Coconino
	District:	Northcentral
	Schedule:	
	Project:	H824501U TIP#: 7881
	Project Manager:	Vivian Li
	Program Amount:	\$30,000
	New Program Amount:	\$355,000
	Requested Action:	Establish New Utility Phase.



06

1. PRB Meeting Date: 5/5/2020

2. Teleconference: No

3. Form Date / 5. Form By:

5/19/2020

Pei-jung Li

4. Project Manager / Presenter:

Pei-jung Li @ (602) 712-8708

205 S 17th Ave, , 605E - 4983 PROJECT MANAGEMENT

6. Project Name:

RIM ROAD - GIBSON ROAD

7. Type of Work:

SHOULDER WIDENING

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
UN1O	Northcentral	260	Coconino	282.0	H824501U	13.0	HSIP260-B(213)T

16. Program Budget: \$30

17. Program Item #: 7881

18. Current Approved Program Budget:

\$30

18a. (+/-) Program Budget Request:

\$325

18b Total Program Budget After Request:

\$355

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70811	\$30	.	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70120	\$325	MODERNIZATION	Utility relocation

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE II

24e. ENVIRONMENTAL CLEARANCE: NO

24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Establish New Utility Phase

26. JUSTIFICATION OF REQUEST

The original preliminary engineering budget did not account for the high number of utilities and relocation needs in the Forest Lakes Area.

utility relocation fee - \$323K

ICAP - \$32K

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

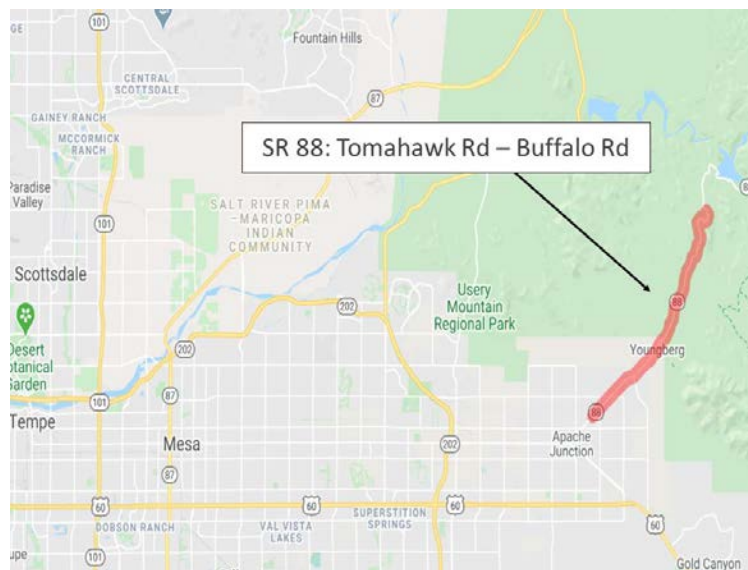
ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/9/2020**PRB APPROVED**

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7t

Route & MP:	SR 88 @ MP 197.0
Project Name:	TOMAHAWK RD - BUFFALO RD
Type of Work:	DRAINAGE IMPROVEMENT
County:	Pinal
District:	Central
Schedule:	
Project:	F033201D TIP#: 101833
Project Manager:	Olivier Mirza
Program Amount:	\$0
New Program Amount:	\$251,000
Requested Action:	Establish new project.



03

1. PRB Meeting Date: 5/12/2020

2. Teleconference: No

3. Form Date / 5. Form By:

5/19/2020

Olivier Mirza

4. Project Manager / Presenter:

Olivier Mirza @

,, - 4983 PROJECT MANAGEMENT

6. Project Name:

TOMAHAWK RD - BUFFALO RD

7. Type of Work:

DRAINAGE IMPROVEMENT

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
LD1P	Central	88	Pinal	197.0	F033201D ?	3.6	

16. Program Budget: \$0

17. Program Item #: 101833

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$251

18b Total Program Budget After Request:

\$251

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
72320	\$251	CONTINGENCY	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	NOT APPLICABLE
-------------------	--------------------	----	--------------------	----	-------------	----	---------------------	----------------

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

This project will repair damage caused by flooding from Tropical Storm Lorena along SR88. The project will consist of drainage improvements such as new pipe culverts at 8 locations within the project limits.

Staff: \$160k

Consultant: \$68k

ICAP:\$23k

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

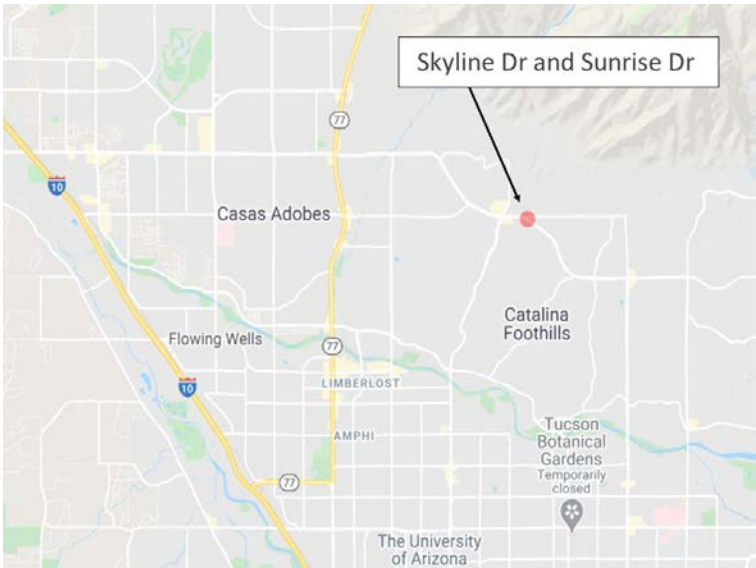
REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 6/9/2020

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7u	Route & MP:	Local
	Project Name:	SKYLINE DRIVE AND SUNRISE DRIVE
	Type of Work:	INTERSECTION IMPROVEMENTS
	County:	Pima
	District:	Southcentral
	Schedule:	
	Project:	T020401C TIP#: 101361
	Project Manager:	Eric Prosnier
	Program Amount:	\$0
	New Program Amount:	\$490,000
	Requested Action:	Establish new project.



04

1. PRB Meeting Date: 5/19/2020

2. Teleconference: No

3. Form Date / 5. Form By:

6/2/2020

Eric Prosnier

4. Project Manager / Presenter:

Eric Prosnier @ (602) 712-8495

205 S 17th Ave, , 614E - 4984 URBAN PROJECT MANAGEMENT

6. Project Name:

SKYLINE DRIVE AND SUNRISE DRIVE

7. Type of Work:

INTERSECTION IMPROVEMENTS

8. CPSID:

WE10

9. District:

Southcentral

10. Route:

0000

11. County:

Pima

12. Beg MP:

PPM

13. TRACS #:

T020401C ?

14. Len (Mi.):

0.0

15. Fed Id #:

HSIPPPM-0(265)D

16. Program Budget: \$0

17. Program Item #: 101361

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$490

18b Total Program Budget After Request:

\$490

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
OTHR20	\$19	.	HSIP-AZ 5.7pct Local Match
OTHR20	\$153	.	100pct Pima County
70120	\$318	MODERNIZATION	HSIP-AZ 94.3pct

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 20

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO



PROJECT FUNDING VERIFIED BY PM

CHANGE IN:

24a. PROJECT NAME:

NO

24b. TYPE OF WORK:

NO

24c. SCOPE:

NO

24d. CURRENT STAGE:

NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:

YES

24f. MATERIALS MEMO COMP:

YES

24g. U&RR CLEARANCE:

YES

24h. C&S CLEARANCE:

NOT APPLICABLE

24i. R/W CLEARANCE:

YES

24j. CUSTOMIZED SCHEDULE:

NOT APPLICABLE

24k. SCOPING DOCUMENT:

NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish new project

26. JUSTIFICATION OF REQUEST

Pima County is ready to advertise this CA project.

PAG TIP ID 1.19

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 6/9/2020

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7v	Route & MP:	Local
	Project Name:	BAFFERT DRIVE - NOGALES HIGH SCHOOL
	Type of Work:	MULTI-USE BIKE / PEDESTRIAN PATHWAY
	County:	Santa Cruz
	District:	Southcentral
	Schedule:	
	Project:	T024601D TIP#: 100275
	Project Manager:	Christ Dimitroplos
	Program Amount:	\$121,000
	New Program Amount:	\$380,000
	Requested Action:	Establish a new project.



03

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 6/3/2020



2. Teleconference: (602)712-2217

3. Form Date / 5. Form By:

6/4/2020

Christ Dimitroplos

4. Project Manager / Presenter:

Christ Dimitroplos @ Phoenix, AZ 85007

205 S. 17th Ave - 4983 PROJECT MANAGEMENT

6. Project Name:

BAFFERT DRIVE - NOGALES HIGH SCHOOL

7. Type of Work:

MULTI-USE BIKE / PEDESTRIAN PATHWAY

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
UR10	Southcentral	0000	Santa Cruz	NOG	T024601D ?	3.0	CMAQNOG-0(210)T

16. Program Budget: \$121

17. Program Item #: 100275

18. Current Approved Program Budget:

\$121

18a. (+/-) Program Budget Request:

\$259

18b Total Program Budget After Request:

\$380

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
100275	\$121		Baffert Dr - Nogales High School Bike / Pedestrian Project

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70620	\$259		Baffert Dr - Nogales High School Bike / Pedestrian Project

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUESTNEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: IGA20-0007728-I

SIGNED: YES

ADV: YES

CHANGE IN:	24a. PROJECT NAME:	NO	24b. TYPE OF WORK:	NO	24c. SCOPE:	NO	24d. CURRENT STAGE:	STAGE I
-------------------	--------------------	----	--------------------	----	-------------	----	---------------------	---------

24e. ENVIRONMENTAL CLEARANCE: NO

24g. U&RR CLEARANCE: NO

24i. R/W CLEARANCE: NO

24k. SCOPING DOCUMENT: NO

24f. MATERIALS MEMO COMP: NO

24h. C&S CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

25. DESCRIPTION OF REQUEST

Establish a new Project

26. JUSTIFICATION OF REQUEST

The purpose of this project is to construct a 3 mile multi purpose bicycle/pedestrian parkway.

This project is eligible for CMAQ funding and will be constructed in FY 2023.

The city of Nogales has signed an IGA

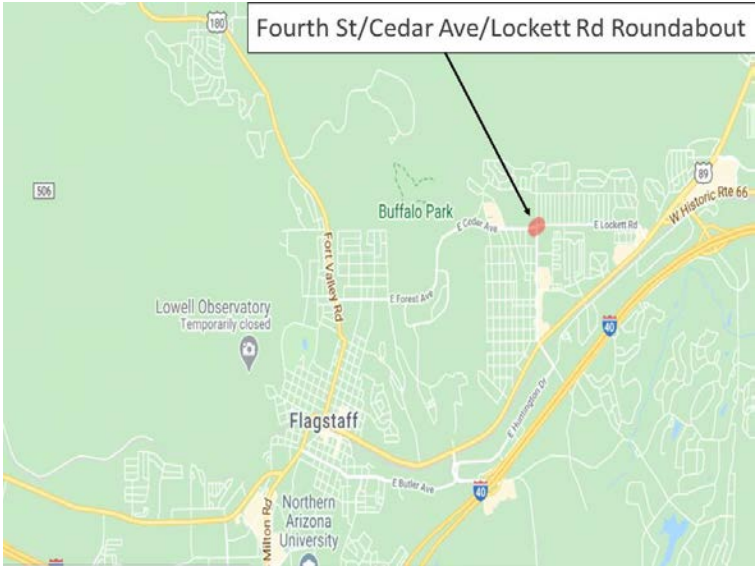
27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 6/9/2020


PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7w	Route & MP:	Local
	Project Name:	FOURTH ST/CEDAR AVE/LOCKETT RD ROUNDABOUT
	Type of Work:	CONSTRUCT ROUNDABOUT
	County:	Coconino
	District:	
	Schedule:	
	Project:	T024701D TIP#: 101020
	Project Manager:	Pei-jung Li
	Program Amount:	\$0
	New Program Amount:	\$480,000
	Requested Action:	Establish new design project.



10

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 6/3/2020

2. Teleconference: No

3. Form Date / 5. Form By:

6/4/2020

Pei-jung Li

4. Project Manager / Presenter:

Pei-jung Li @ (602) 712-8708

205 S 17th Ave, , 605E - 4983 PROJECT MANAGEMENT

6. Project Name:

FOURTH ST/CEDAR AVE/LOCKETT RD ROUNDABOUT

7. Type of Work:

CONSTRUCT ROUNDABOUT

8. CPSID:

KB1P

9. District:

Flagstaff

10. Route:

0000

11. County:

Coconino

12. Beg MP:

FLA

13. TRACS #:

T024701D ?

14. Len (Mi.):

0.0

15. Fed Id #:

HSIPFLA-0(221)T

16. Program Budget: \$0

17. Program Item #: 101020

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$480

18b Total Program Budget After Request:

\$480

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
OTHR20	\$30	.	City of Flagstaff local fund
70120	\$450	MODERNIZATION	HSIP

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 20-0007711

SIGNED: YES

ADV: YES

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Establish new design project

26. JUSTIFICATION OF REQUEST

This is a LPA design project for construction of a roundabout at the intersection of 4th St. /Cedar Ave. /Lockett Rd in City of Flagstaff. This roundabout will slow the vehicle speed, avoid the angle crashes, and add the crosswalk at 4th leg of the intersection. The City of Flagstaff approved this JPA on May 19, 2020.

Consultant- \$450K

Project Development Administration - \$30K

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 6/9/2020



*ITEM 7x	AIRPORT PROJECT NAME:	Airport Development Support Services
	GRANT MANAGER:	Matthew Munden
	REQUESTED ACTION:	Aeronautic Chart Update

**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group**

Project Committee Recommendations

AIRPORT: N/A

☐ **New Project**

SPONSOR: ADOT Airport Development Group

☒ **Changed Project(s)**

CATEGORY: Aeronautics

PROJECT NUMBER: E0S3H 01X

GRANT MANAGER: Matthew Munden

AIP NUMBER: N/A

DATE: May 11th 2020

PPAC Schedule June 9th 2020

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Request to add Airport Development Group Services "Aeronautical Chart Update" to FY 2020 Program	2020	50,000.00			50,000.00	N/A
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Purchase 10,000 Standard Aeronautical Charts.	2020	60,000.00			\$60,000.00	N/A
Recommended Action is:						
The purchase price for 10,000 Aeronautical Chart(s) has increased by more than 15%. The increase cost has been approved by the ADOT State Engineer.						

Aeronautics Recommends for PPAC action

Aeronautics Manager Approval:

Donald Kriz

000A06EBGD004E2...

Don Kriz

DocuSigned by:

Leticia Pineda-Daley

2EBD55F44A19400...

Leti Pineda-Daley

Date: 5/11/2020

FMS Review and Approval:

Date: 5/11/2020

<p>*ITEM 7y</p>	<p>AIRPORT PROJECT NAME: GRANT MANAGER: REQUESTED ACTION:</p>	<p>Prescott Airport Margie Cerda New Project to Construct Terminal Building</p>
-----------------	---	---



**ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group**

Project Committee Recommendations

AIRPORT: PRESCOTT AIRPORT
SPONSOR: CITY OF PRESCOTT
CATEGORY: Commercial Service
PROJECT NUMBER: E0M3G
GRANT MANAGER: MARGIE CERDA
AIP NUMBER: 3-04-0030-043-2020
DATE: 5/26/20

☒ **New Project**
☐ **Changed Project(s)**

DocuSigned by:

Margie Cerda 5/26/2020

563540D473FF424

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Construct Terminal Building	2020	\$250,000.00	\$250,000.00	\$9,500,000.00	\$10,000,000.00	34

Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number

Recommended Action is:

Sponsor requesting a State Match for FAA Grant AIP 043 Construct Terminal Building. This is a new project not currently listed on FY 2020 CIP.

Aeronautics Recommends for PPAC action

DocuSigned by:

Matthew Munden

Aeronautics Manager Approval:

C200E33391*0874F74

Matthew Munden

Date: 5/26/2020

DocuSigned by:

Leticia Pineda-Daley

FMS Review and Approval:

2EB555F4A19406

Leticia Pineda-Daley

Date: 5/26/2020

STATE ENGINEER'S REPORT

May 2020

The Status of Projects Under Construction report for May 2020 shows 92 projects under construction valued at \$1,038,335,496.00. The transportation board awarded 1 project during May valued at approximately \$1.1 million.

During May, the Department finalized 9 projects valued at \$14,056,152.41. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Fiscal Year to date we have finalized 100 projects. The total cost of these 100 projects has exceeded the contractors bid amount by 3.6%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 1.0%.

MONTHLY CONSTRUCTION REPORT

May 2020

PROJECTS UNDER CONSTRUCTION	92
MONETARY VALUE OF CONTRACTS	\$1,038,335,496.00
PAYMENTS MADE TO DATE	\$609,653,807.80
STATE PROJECTS	70
LOCAL GOVERNMENT	22
OTHER	
CONTRACTS EXECUTED IN MAY 2020	4
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$8,577,401.15

FIELD REPORTS SECTION

EXT. 7301

Accumulation to Date (Fiscal Year 2020 ONLY)

No. of Contracts	Accumulative		Bid Amount	Final Cost	Monetary		Percent
	State Estimate						
100	\$216,379,821.50		\$223,034,291.23	\$231,148,575.98	\$8,114,284.75		3.6%

Prepared By:

Andi Burt

Field Reports Unit, X7301

Checked By:

Irene Del Castillo

Irene Del Castillo,
Manager Field Reports
Unit, X7301

Completed Contracts (Fiscal Year 2020)

	May, 2020			
	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
<u>Totals</u>	9		\$13,011,371.37	\$14,056,152.41
# of Projects: 9		<u>Monetary</u>		<u>Monetary</u>
				\$1,044,781.04

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2020
 May, 2020

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
999-A-(349)T H821301C	SACATON AND CANOA RANCH SouthCent District Working Days: 529 = 360 + 10 + 18 + 20 + 57 + 11 + 11 + 42 Days Used: 528	4,281,724.30	THE ASHTON COMPANY, INC. CONTRACTORS & ENGINEERS	Low Bid = \$4,355,955.17	\$74,230.87 or 1.73% over State Estimate \$5,158,091.69	\$802,136.52	18.4 %
999-A-(518)T F005501C	VARIOUS LOCATIONS Central District Working Days: 200 Days Used: 174						
089-E-(207)T F010501C	BITTER SPRINGS - MP527 NorthCent District Working Days: 95 Days Used: 75	872,959.10	ROADWAY ELECTRIC, LLC	Low Bid = \$1,035,837.30	\$162,878.20 or 18.66% over State Estimate \$898,570.05	(\$137,267.25)	13.3 %
010-E-(222)T H889601C	WILMOT RD, KOLB RD&RITA RD TI SouthCent District Working Days: 313 = 250 + 63 Days Used: 313	443,108.30	STAKER & PARSON COMPANIES	Low Bid = \$629,431.45	\$186,323.15 or 42.05% over State Estimate \$638,287.18	\$8,855.73	1.4 %
		1,854,258.48	STURGEON ELECTRIC COMPANY, INC.	Low Bid = \$1,753,204.96	(\$101,053.52) or 5.45% under State Estimate \$1,781,616.12	\$28,411.16	1.6 %

Arizona Department of Transportation

Field Reports Section

Completed Contracts Fiscal Year 2020

May, 2020

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
CM-PPN-0(215)T T006601C	MIDWAY RD - ASH AVE. ALIGNMENT SouthCent District						
Working Days: 135 Days Used: 134							
		1,319,801.00	STORMWATER PLANS, LLC dba SWP CONTRACTING & PAVING	Low Bid = \$1,323,323.00	\$3,522.00 or 0.27% over State Estimate \$1,345,395.99	\$22,072.99	1.7 %
FLA-0(220)T SZ18401P	CITY OF FLAGSTAFF VARIOUS NorthCent District						
Working Days: 365 Days Used: 113							
			CITY OF FLAGSTAFF	Low Bid = \$183,396.49	or under State Estimate \$183,942.70	\$546.21	0.3 %
060-A-(212)T F007901C	LOS ALTOS DR - KERKES ST NorthWest District						
Working Days: 90 Days Used: 82							
			PAVECO, INC.	Low Bid = \$1,534,470.61	\$199,375.51 or 14.93% over State Estimate \$1,722,698.51	\$188,227.90	12.3 %
PEO-0(223)T T000101P	MARICOPA COUNTY Central District						
Working Days: 365 Days Used: 352							
			Presentation Products Inc. dba Spinitar	Low Bid = \$520,858.85	or under State Estimate \$508,969.96	(\$11,888.89)	-2.3 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2020
 May, 2020

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
LHV-0-(208)T SZ11401C	SWANSON AVE:ACOMA BLVD North West District						
Working Days: 115 Days Used: 100							
		1,615,178.15	FANN CONTRACTING, INC	Low Bid = \$59,715.39 or 3.70% over State Estimate \$1,674,893.54	\$1,818,580.22	\$143,686.68	8.6 %

FISCAL YEAR 2020.Page 197 of 209

Contracts: (Action as Noted)

Page 200

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

*ITEM 9a: BOARD DISTRICT NO.: 2

BIDS OPENED: MAY 22, 2020

HIGHWAY: TUCSON – BENSON HIGHWAY (I-10)

SECTION: HOUGHTON ROAD TI

COUNTY: PIMA

ROUTE NO.: I-10

PROJECT : TRACS: 010-E(221)T: 010 PM 274 H888701C

FUNDING: 94.34% FEDS 5.66% STATE

LOW BIDDER: AMES CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 23,427,902.19

STATE ESTIMATE: \$ 28,243,701.75

\$ UNDER ESTIMATE: \$ 4,815,799.56

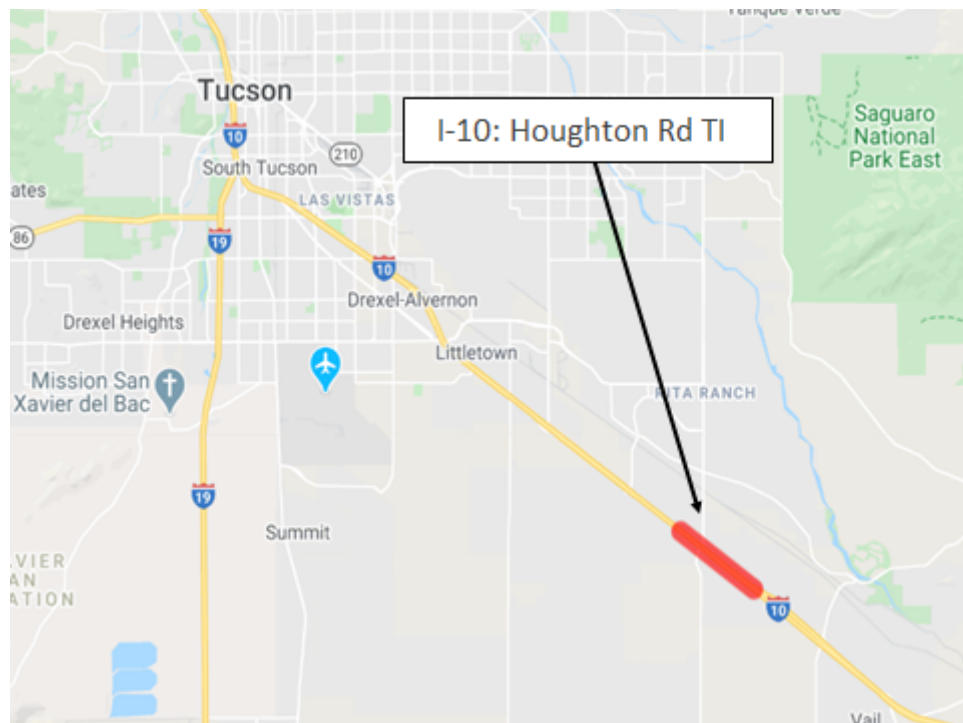
% UNDER ESTIMATE: 17.1%

PROJECT DBE GOAL: 9.24%

BIDDER DBE PLEDGE: 9.99%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



*ITEM 9b : BOARD DISTRICT NO.: 4

Page 207

BIDS OPENED: MAY 22, 2020

HIGHWAY: CITY OF CASA GRANDE

SECTION: PEART RD; INTERSECTION AT EARLY ROAD AND UPLAND TRAIL

COUNTY: PINAL

ROUTE NO.: LOCAL

PROJECT : TRACS: CSG-0(209)T: 0000 PN CSG T018001C

FUNDING: 100% FEDS

LOW BIDDER: C S CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 113,369.00

STATE ESTIMATE: \$ 137,725.00

\$ UNDER ESTIMATE: \$ 24,356.00

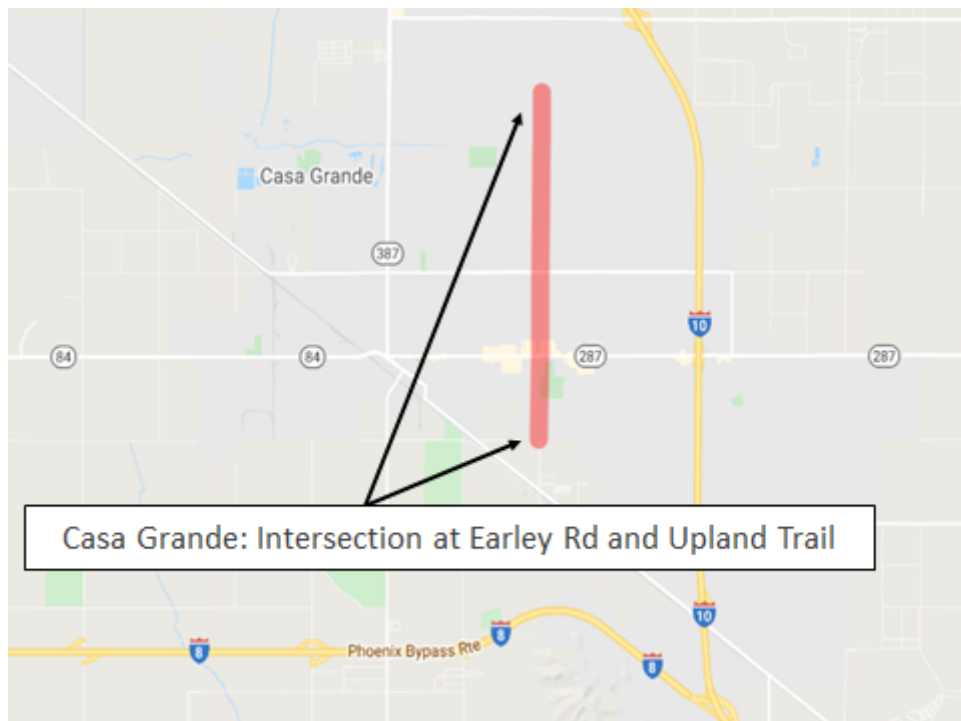
% UNDER ESTIMATE: 17.7%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 3

RECOMMENDATION: AWARD



**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

90 Calendar Days

The proposed work is located in Pinal County on SR 77 between mileposts 95.05 and 103.60. The work consists of removing the existing asphaltic concrete by milling and replacing it with bonded wearing course overlay. Additional work includes replacing pavement markings and other miscellaneous work.

Bid Opening Date : 5/22/2020, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
077 PN 095 F003401C 077-A-(216)T	TUCSON-ORACLE JCT-GLOBE HWY (SR 77)	Willow Springs Rd - Old Hwy 77 SouthCent District	101182

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,210,477.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714

DEPARTMENT

1625 East Northern Avenue Phoenix, AZ 85020

P.O. BOX 1067 SUN CITY, AZ 85372

115 S. 48TH ST TEMPE, AZ 85281

Apparent Low Bidder is 5.6% Under Department Estimate (Difference = (\$130,989.70))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 24, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO 077 PN 095 F003401C
PROJECT NO 077-A(216)T
TERMINI TUCSON-ORACLE JCT-GLOBE HWY (SR 77)
LOCATION WILLOW SPRINGS ROAD – OLD HWY 77

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 77	95.05 to 103.60	SOUTHCENTRAL	101182

The amount programmed for this contract is \$3,000,000. The location and description of the proposed work are as follows:

The proposed work is located in Pinal County on SR 77 between mileposts 95.05 and 103.60. The work consists of removing the existing asphaltic concrete by milling and replacing it with bonded wearing course overlay. Additional work includes replacing pavement markings and other miscellaneous work.

The time allowed for the completion of the work included in this contract will be 90 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 1.25.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

On an experimental basis, the Department will accept questions pertaining to the plans, specifications and bid schedule for this project from interested stakeholders through the Bid Express (BidX) website. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 03/13/2020

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

450 Calendar Days

The proposed project is located in Pima County on I-10, from milepost 274.45 to milepost 276.35, approximately 15 miles southeast of the City of Tucson. The proposed work consists of constructing a diverging diamond interchange and replacing a bridge, placing asphaltic concrete, installing guardrail, constructing drainage basins, pavement marking, signing, lighting and other related work.

Bid Opening Date : 5/22/2020, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
010 PM 274 H888701C 010-E-(221)T	TUCSON - BENSON HIGHWAY	HOUGHTON ROAD TI SouthCent District	10119

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$23,427,902.19	AMES CONSTRUCTION, INC.	8333 E. HARTFORD DRIVE SCOTTSDALE, AZ 85255
2	\$26,495,857.13	SUNDT CONSTRUCTION, INC.	2620 S. 55TH STREET TEMPE, AZ 85282
3	\$27,273,937.90	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
4	\$28,242,913.83	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
	\$28,243,701.75	DEPARTMENT	
5	\$29,261,421.30	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$29,944,992.00	K E & G CONSTRUCTION, INC.	3949 E. IRVINGTON ROAD TUCSON, AZ 85714

Apparent Low Bidder is 17.1% Under Department Estimate (Difference = (\$4,815,799.56))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 22, 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO 010 PM 274 H8887 01C
PROJECT NO 010-E(221)T
TERMINI TUCSON – BENSON HIGHWAY (I-10)
LOCATION HOUGHTON ROAD TI

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	274.45 to 276.35	SOUTHCENTRAL	10119

The amount programmed for this contract is \$39,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Pima County on I-10, from milepost 274.45 to milepost 276.35, approximately 15 miles southeast of the City of Tucson. The proposed work consists of constructing a diverging diamond interchange and replacing a bridge, placing asphaltic concrete, installing guardrail, constructing drainage basins, pavement marking, signing, lighting and other related work.

The time allowed for the completion of the work included in the Construction Phase of the contract will be 450 calendar days.

The time allowed for the completion of the work included in the Landscape Establishment Phase of the contract will be 365 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 9.24.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -
- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

On an experimental basis, the Department will accept questions pertaining to the plans, specifications and bid schedule for this project from interested stakeholders through the Bid Express (BidX) website. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 4/8/2020

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

135 Calendar Days

The proposed project is located in Pinal County within the City of Casa Grande, on Peart Rd. The project begins at Jimmie Kerr Blvd and extends to Avenida Ellena. The work consists of installing lighting at the intersection of Peart Road and Upland Trail and raised pavement marker transverse rumble strips at the intersection of Peart Road and Early Road along the two stop controlled approaches on Earley Road and other related work.

Bid Opening Date : 5/22/2020, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
0000 PN CSG T018001C CSG-0-(209)T	CITY OF CASA GRANDE	Peart Rd at Earley Rd & Upland SouthCent District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$113,369.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
	\$137,725.00	DEPARTMENT	
2	\$163,107.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202
3	\$210,000.00	K.A.Z. CONSTRUCTION, INC.	1138 S. SANTA RITA AVENUE TUCSON, AZ 85719

Apparent Low Bidder is 17.7% Under Department Estimate (Difference = (\$24,356.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MAY 22 2020, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 PN CSG T0180 01C
PROJECT NO	CSG-0(209)T
TERMINI	CITY OF CASA GRANDE
LOCATION	PEART RD; INTERSECTION AT EARLEY ROAD AND UPLAND TRAIL

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHCENTRAL	LOCAL

The amount programmed for this contract is \$250,000. The location and description of the proposed work are as follows:

The proposed project is located in Pinal County within the City of Casa Grande, on Peart Rd. The project begins at Jimmie Kerr Blvd and extends to Avenida Ellena. The work consists of installing lighting at the intersection of Peart Road and Upland Trail and raised pavement marker transverse rumble strips at the intersection of Peart Road and Early Road along the two stop controlled approaches on Earley Road and other related work.

The time allowed for the completion of the work included in this contract will be 135 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.


Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist: Vian Rashid
Construction Supervisor: Daniel Casmer

vrashid@azdot.gov
dcasmer@azdot.gov


for Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 04/02/2020