

STATE TRANSPORTATION BOARD MEETING MINUTES
9:00 a.m., Friday, April 21, 2017
Coconino County Administration Building
First Floor Board Meeting Room
219 East Cherry Avenue
Flagstaff, AZ 86001

Board Meeting start time: 10:33 A.M. MST

Roll call by Floyd Roehrich

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

Absent: None.

Call to the Audience:

1. Shane Hemesath, Showlow City Engineer, re: Item 3j on Consent Agenda- it is US60 Widening Project and SR 77 in Show Low. On behalf of the City of Show Low, he is delivering a huge thank you to the Board for their support in keeping this project in the 5-Year Construction Plan, moved it up to 2017 from 2018 and last year, ADOT finished design and now construct it this summer. Derek Boland, ADOT project manager did an exceptional job to deliver this project a year early on budget.

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P R O C E E D I N G S

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2
3 CHAIRWOMAN BEAVER: Okay. Now we will move on to
4 the district engineer's report. Audra Merrick. We welcome and
5 appreciate you. Everybody up here seems to love you.

6 MS. MERRICK: Thank you. I have good staff.

7 So good morning, Chairwoman Beaver, members of
8 the Board, Mr. Roehrich. My name is Audra Merrick. I'm the
9 North Central District engineer, and I appreciate your time here
10 today, and thank you for allowing me to -- give me the
11 opportunity, actually, to do the district engineer report.

12 I do have a photo up on the screen. It was taken
13 January -- one of our January 2017 storms. It's -- just shows
14 the drifting snow up on US-180. It has absolutely no relevance
15 to the presentation today other than I just thought it was a
16 really awesome picture.

17 MR. ROEHRICH: We have drifting sand out in
18 Phoenix.

19 MS. MERRICK: I'm not here to compete with
20 Phoenix today.

21 MR. ROEHRICH: Okay.

22 MS. MERRICK: So here's a map of the
23 presentation. The first thing I'm going to talk to you about is
24 some of our current construction projects, and then the second
25 thing is the North Central construction partnering awards that

1 we received this year. Our construction staff are really proud
2 of what they've done, along with myself, and so I wanted to
3 share that with you. And then third, some upcoming partnering
4 opportunities with some of our local agencies.

5 So first, this is the district map. And the
6 first project we have up there is the I-40 traffic -- or I-40
7 Twin Arrows traffic interchange. We're constructing the
8 eastbound off and on ramps. We're widening the deck slightly
9 and doing a rehab. The contractor's Fann. It's a \$4 and a half
10 million contract. They started probably just really a few weeks
11 ago, and we hope to have that done this season.

12 Not yet awarded, but has opened, is State Route
13 87, Jack's Canyon Bridge. It's a deck rehab project. The
14 apparent low is Pulice, and it's about a \$1 million project.

15 And then farther south on 87, we have a chip seal
16 project, which is a 27-mile chip seal project. The contractor
17 is Earth Resources. It's about a million dollar project, and
18 they should be out there on, I think, May or June. Actually,
19 here shortly you'll see them out there.

20 Still on 87, Mount Ord, we have a slope stability
21 contract. It's with NGU Contracting. It's about \$2 million,
22 and that contract has started as well on -- just within the past
23 few weeks.

24 State Route 89 to the northwest corner of the
25 state, we have a chip seal project, and it's essentially the 389

1 corridor between Colorado City and Fredonia. Again, that's
2 Earth Resources, about 1.5 million, and we'll be starting that
3 in May or June as well.

4 It's hard for you guys to come up in April,
5 because I don't have my fun construction pictures.

6 Not yet awarded, but definitely needed is the
7 I-40 Parks to Reardon pavement preservation project. It's a
8 12-mile pavement preservation project. The apparent low was
9 FNF, and it's about a \$14 million project.

10 Still pending in 2017, up on US-89, up near kind
11 of the landslide area, up in that vicinity, we have a ditch
12 lining project for about a half a million. It's at 60 percent
13 design.

14 Back down on 87, there's a rock fall project
15 estimated at 250,000, and it's 100 percent design.

16 And then moving back to I-40, we have the I-40 --
17 what we call the I-40 reconstruct project, which goes from
18 Milepost 157 and 161. The west end of this project is the
19 (inaudible) traffic interchange, and then it travels about four
20 miles east. And then we're going to have a 20-mile gap roughly,
21 and then we're going to have that pending pavement preservation
22 project that you just saw up there. Right now it's estimated at
23 50 million. That's just some of the estimates that we're seeing
24 coming through. Staff is working really, really, really hard
25 and trying to be creative and trying to decrease those costs,

1 because we understand they -- the funding dilemmas that we have
2 nowadays. That project is at 95 percent design.

3 And I-40, we do have "rough road" signs up, and
4 we will remove those signs as the pavement preservation projects
5 come through. So you (inaudible) into parks, which is pending
6 right now at the moment, and as that pavement project comes
7 through, we'll remove those signs. And then we also have
8 another pavement preservation project, which is kind of the
9 filler between this one and the one that's pending. That's the
10 filler project, and as we continue west, we'll continue to
11 remove those "rough road" signs.

12 Here's a picture of just I-40. It's a PCCP
13 failure location, and that happened this winter. And that's in
14 the area of the reconstruct.

15 Potholes have been an issue this winter. Not
16 just on I-40, but also on I-17, State Route 89A. We've also saw
17 some on US-89. Along I-40 alone, over the -- over the -- over a
18 four-month period, which would be December, January, February,
19 March -- I don't have the April data in here -- we've spent over
20 \$300,000 in repairs, whether it's just filling potholes or doing
21 overlays.

22 We've pulled staff in from around the district,
23 so we've pulled staff in from Page and from Fredonia and Gray
24 Mountain and brought them into district to relieve our staff in
25 the local area so that they weren't filling potholes 24/7. It's

1 kind of hard work. And so our staff, we have a really great
2 district as far as working together, and they're more than
3 willing to help the other units out.

4 On here, just some photos of the maintenance work
5 that occurred. This is one of the -- some of the overlay that
6 you're seeing out on Interstate 40.

7 And I just want to take a quick opportunity to
8 thank the Board and our management for their continued support
9 of preserving our corridors.

10 Second thing I wanted to talk to you about was
11 the North Central Construction Partnering awards. Our staff are
12 really, really proud of these awards and have done a lot of
13 great work this year. So there's four projects. There's quite
14 a few awards, but it's primarily four projects. We have the
15 US-89 Cameron Bridge project, which was completed. The
16 contractor's Vastco.

17 And we have the State Route 64 project, which was
18 a shoulder project that we completed, and the contract's Fann.
19 Both of these contracts received the 2016 Partnering Excellence
20 Award, and they received that at Roads and Streets just about a
21 week ago.

22 And then we have two other projects noting. We
23 have the I-17 McGuireville rock fall project, which is also
24 Fann, and then we have the I-15 CMAR Bridge Number 6, which was
25 that joint venture with Pulice in Wadsworth. Both of these

1 projects also received the 2016 Partnering Excellence Awards
2 down at Roads and Streets. They -- these two projects both also
3 received the 2017 IPI Partner Project of the Year, and in
4 addition, the I-15 CMAR project received the Marvin M. Black
5 Award, and then also, the 2017 American Public Works Project of
6 the Year, and they received the -- what we call -- though not
7 sure if it's really a local or a residential award, and this
8 week they've also received notice that they've received the
9 national award as well. So our team up on I-15 (inaudible) are
10 trying to figure out where they're going to build their next
11 trophy case.

12 And so the last thing I wanted to talk to you
13 about is just some upcoming partnering opportunities that's with
14 our local agencies, including the Fourth Street bridge, the
15 US-180 corridor, and then we have our Traffic Matters group, and
16 you've heard most of this already today.

17 So this is the Fourth Street underpass bridges
18 that you've heard a few talk about today. There's a one-span
19 bridge. It's a -- it's an underpass. So I-40's going under the
20 bridges, and they're one-span bridges. There's a one-span
21 bridge over westbound, and there's a one-span bridge that goes
22 over eastbound. That lower left-hand photo is what the Fourth
23 Street bridges look like. I actually am not sure if that's
24 eastbound or westbound, but they -- built very similar.

25 So in 2010, the City of Flagstaff completed a

1 Fourth Street corridor study, and in that corridor study, they
2 looked at several widening alternatives, and that study
3 recommended replacement of those Fourth Street bridges. You can
4 see in the lower right-hand side of the photo those bridges on
5 top, there's one 12-foot lane northbound, one 12-foot lane
6 southbound, and two 8-foot shoulders. And that study actually
7 recommended a five-lane section, and it recommended two
8 northbound, two southbound, center median. It also recommended
9 for multimodal -- I heard the comment earlier, bike lanes on
10 each side. And then there's a sidewalk on one side of the
11 bridge and a foot trail on the other, which we call up here in
12 Flagstaff "urban trail system." So it's a fairly wide
13 structure.

14 In 2013, ADOT did an I-40 DCR, and in that I-40
15 DCR, we recommended replacement of those structures for the
16 future widening of I-40. That DCR supported a third lane, and
17 then also, for some slip concerns at those bridge abutments.

18 In 2015, 2016, City of Flagstaff applied for a
19 TIGER grant funding. They were unsuccessful. There might even
20 be a 2014 in there. I'm not sure if you folks did it two times
21 or three times. Two times I've seen.

22 So in January 2017, ADOT did a scoping document
23 on the four string bridges for rehab, and what came out of that
24 is a recommended substructure rehab and a deck sealant. And the
25 substructure rehab was on both bridges. The plan to remove the

1 approach slabs and excavate down, remove the abutment back
2 walls, reconstruct the abutment back walls, backfill back in,
3 and then also do work on the abutments from the exterior. That
4 photo there is just a photo of what -- example of what those
5 abutments look like today.

6 It's estimated at -- the final scoping document,
7 the number is 1,996,368. So it's roughly \$2 million. This is
8 not currently in our five-year program. We have the tentative
9 program out there. This program -- this project is not shown in
10 there. I did speak with ADOT bridge, and they said that they're
11 looking at 2021-2022. And as you're well aware, when we get out
12 to those years, usually some of that stuff's wrapped up in those
13 sub-programs. So we're not seeing as an actual project in that
14 five-year plan, but that's what their vision was for the bridge.
15 So roughly 2 million in either 2021 or 2022.

16 In March of '17, which was just last month, the
17 City of Flagstaff and ADOT entered into an IGA,
18 intergovernmental agreement. And the City of Flagstaff provided
19 ADOT \$60,000 and -- for a replacement assessment. So we just
20 did that scoping on the rehab of the bridge, and so the City of
21 Flagstaff through the IGA gave us 60,000, and we're going to do
22 a document to look at what we think those costs of that
23 structure are.

24 You've heard a lot about \$9 million today. The
25 \$9 million came from the TIGER grant application. I did

1 proactively run that cost through ADOT bridge as far as
2 replacement. They felt that that cost was reasonable, but we
3 still need to do the scoping of it as part of our process at
4 some point, but that 9 million helps us with that discussion of
5 joint funding.

6 We expect to have that document to be complete in
7 about six months, and as a district, we just look forward to the
8 future discussions on the joint funding opportunities of that
9 project. So again, the City of Flagstaff estimate, which we
10 don't have any issues with right now at the moment, is \$9
11 million. As far as a total project cost, the City of Flagstaff
12 is looking up to -- participating up to \$5 million. We have 2
13 million looking at in a retrofit already. And so the difference
14 is 2 million.

15 The second item I wanted to talk to you about as
16 far as upcoming partnering opportunities is the US-180 winter
17 snow (inaudible) congestion. And in 2017 -- I'm sorry. I'm
18 looking at the wrong slide. Kicking up for -- we're kicking off
19 right now the US-180 corridor management plan. We're also
20 kicking off a Milton corridor management plan. But for this
21 purpose right now, we're kicking up the US-180 corridor master
22 plan. It's looking at that 20-year long-term vision of the
23 corridor. ADOT staff is also participating in a winter task
24 force, along with Coconino County, the City of Flagstaff, Forest
25 Service, law enforcement, and I wrote "et cetera," because

1 there's also some private businesses sitting on that task force
2 as well. And overall, we just look forward to continuing to
3 work with the local agencies on mitigating the winter congestion
4 in that corridor.

5 Let me back up here for a second.

6 That is a slide of US-180, and just the parking
7 issue that we have on the side of the road that we're working
8 on. Those here in Flagstaff understand the winter congestion
9 and the issues and challenges that we have with it, and I know
10 you've heard about that already today from Supervisor Babbott.

11 And then the last thing, as far as upcoming
12 partnering opportunities goes, I wanted to talk to you about
13 State Route 89A. Traffic Matters Committee. And you heard from
14 two of the representatives here today as well. Traffic Matters
15 is a committee of the Oak Creek Canyon Property Owners
16 Association. And they have concerns for southbound traffic
17 congestion on State Route 89A through Oak Creek Canyon between
18 Sedona and Flagstaff. We -- there has been an agency management
19 committee that's formed. We've met once, and they're scheduling
20 a second meeting now. And in that second meeting, they're
21 having a speaker come in to talk about transit opportunities.

22 Our first meeting, we essentially introduced
23 ourselves and spoke about our agencies and, you know, what we've
24 done to this point, so on and so forth, and just really
25 producing those relationships that we need to move that

1 partnership forward.

2 The management committee is the Traffic Matters
3 individuals, our participants, along with Forest Service,
4 Coconino County, City of Sedona, Sheriff, DPS and ADOT,
5 obviously, was at our initial meeting. Dynamic group. Great
6 group. We like working with them. And so we look forward to
7 the continued agency collaboration and identifying opportunities
8 for partnering along that corridor.

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

11 CHAIRWOMAN BEAVER: I would like to ask a
12 question, and I don't know if it would be better to ask under a
13 future discussion either at a public hearing, but it has to do
14 with Matt Patterson. He brought up a point that I took note of
15 with the pavement preservation, the difference between three
16 years for -- in the higher elevations versus ten years in the
17 lower elevations, and I guess I would like to know, number one,
18 has there ever been a study done? I know we worked with U of A
19 with dust remediation and safety on the I-10. Is it possible
20 because of the elevation up here, maybe NAU has their
21 engineering department or something, we could partner with them
22 and see if -- I just was curious about that, because if the
23 lifespan -- if we're using the same product across the board for
24 the highways, that was a valid point. The difference in, you
25 know, snow and all that up here versus the lower elevation where

1 they don't have the same thing. Just that's the point I'm
2 trying to (inaudible).

3 MR. ROEHRICH: As soon as you end your question,
4 then (inaudible).

5 CHAIRWOMAN BEAVER: Okay. My question's ended.

6 MR. ROEHRICH: Ended. Okay. So Madam Chair, I
7 do think that is a future topic, because I -- we have a
8 significant amount of information on our pavement preservation,
9 on our pavement management life cycle program. And what I would
10 ask is that you allow me to go back with Dallas and coordinate
11 that study session or something at -- you know, at a time that
12 it's appropriate that we give to you. Because we do have a lot
13 of information on -- we've gathered over the years that does
14 look at different type of mix designs, different type of
15 products regionally because of the weather considerations.

16 I think it's a great question. It is a
17 programmatic approach, and it is a life cycle management
18 program, and we would be very happy to put that together and
19 present it to the Board so you could see the steps that our
20 pavement preservation team goes through. But I do think it's
21 going to take longer than something we could do here, and I
22 would like to schedule that for another --

23 CHAIRWOMAN BEAVER: Okay.

24 MR. ROEHRICH: -- another session.

25 CHAIRWOMAN BEAVER: Is that something we're all

1 agreeable to, having later come back (inaudible)?

2 MR. SELLERS: Madam Chair.

3 CHAIRWOMAN BEAVER: Yes. Mr. Sellers.

4 MR. SELLERS: Yeah. The Fourth Street bridge,
5 the fact that this is this district's number one priority,
6 apparently, and that they're willing to contribute a lot of
7 money towards this, would we anticipate that that could
8 accelerate the project?

9 MS. MERRICK: Accelerate which project exactly?
10 I'm trying to understand your question.

11 MR. SELLERS: Fourth Street bridge.

12 MS. MERRICK: Yeah. Currently, if I may, Member
13 Sellers, the Fourth Street project, we have --

14 MR. SELLERS: Right now it's just a rehab
15 project.

16 MS. MERRICK: It's a rehab project that's not
17 outlined as a project specifically in the tentative plan. When
18 I spoke to ADOT bridge, they're thinking the 2021-2022, which is
19 when you see a lot of our projects in the -- still in the
20 sub-program money. You don't see them necessarily pulled out.
21 And what -- what the community is trying to do is take advantage
22 of that \$2 million that ADOT would put in there to retrofit the
23 bridge, essentially, and take advantage of that and try to
24 leverage funds, local funds, and potentially replace the project
25 instead.

1 MR. SELLERS: And I guess part of my question is
2 would there be any time constraints on the local funds
3 (inaudible)?

4 MR. ROEHRICH: Madam Chair, Board Member Sellers,
5 in this situation, what I -- very encouraged by local government
6 saying let's get together and partner, and the Board has
7 signaled that you want to have those relationships with others.
8 What I think our next step it needs is Audra and her team need
9 to sit down and work through the IGAs, the time line, when their
10 funding would come available, in conjunction with she identified
11 we need to study that as a full bridge replacement, not just the
12 repairs that bridge management was looking at. And studying
13 that over the next six months, I think you said, like, a
14 six-month period, doing the scoping document or studying that.

15 So that would allow us then to work on the
16 details of when that funding would be available, what the
17 funding would be used for, how we could leverage the -- as we
18 said, the 2 million that is being looked at now in bridge
19 repair, but then with another 2 million, basically in just a \$4
20 million commitment, could we do a full bridge replacement and
21 then bring that into the program?

22 Obviously, it's probably not going to be worked
23 all the details during the time that you approve the five-year
24 program. But as you realize, every month we modify it. If we
25 get the agreement in place so we have identified funding, then

1 we could look at where we could bring in our contribution for
2 that, and then put in a time line to deliver that type of
3 project. But I think asking the team to study that and workout
4 the agreements and the time line with the locals would then
5 allow us to bring recommendation to the Board to action later on
6 even this year. And it's small enough that it could be brought
7 into the program quickly if everything comes together.

8 MR. SELLERS: Okay. Thank you.

9 CHAIRWOMAN BEAVER: Do we have -- Mr. Thompson.

10 MR. THOMPSON: Floyd, partnership, I think that
11 these (inaudible) rare (inaudible) part in addressing many
12 transportation needs. Outside the agreement with the cities and
13 other counties, has ADOT ever had an intergovernment agreement
14 with any Bureau of Indian Affairs or tribal projects?

15 MR. ROEHRICH: Madam Chair, Board Member
16 Thompson, yes, we've had agreements with local tribal
17 governments, and obviously even private developers and private
18 businesses who've done things through either a permitting
19 process or work through a local government.

20 The BIA, that one I do not know about a specific
21 agreement with the BIA, but we do have agreements pretty
22 routinely with tribal governments. And again, as you said, when
23 we are -- we're very encouraged when that comes forward. It
24 doesn't give -- it gives us a better avenue moving forward to
25 solve and resolve our issues.

1 MR. THOMPSON: Thank you, Madam Chair.

2 CHAIRWOMAN BEAVER: Thank you.

3 In follow-up, Audra, to the question that Jack
4 Sellers presented, and Floyd's saying this time needed to get
5 everything, kind of all the ducks in a row, will that be --
6 what's the time line on that? Like should we be revisiting this
7 at a -- you know, at a particular month or, you know, board
8 meeting or study session, or is it something that you'll bring
9 back to us when you're ready with regard to this Fourth Street?
10 Because I was seeing this kind of want to move forward now, and
11 of course, any time the local agency's putting up money, the
12 money is now. It's not going to be 10, 20 years down the road.
13 The availability of it's now. So that's the time frame.

14 MS. MERRICK: Yeah. So if I may, Chairwoman
15 Beaver, why don't you go ahead and let -- give me the
16 opportunity to reach back with the City of Flagstaff, because a
17 few things do need to happen in terms of they have a potential
18 of using 5 million, but as we spoke last night, some of that
19 does have to go through their council. But I can work with them
20 and get a time line on how we think it can be laid out based off
21 of their funding and their constraints of their funding, and I'd
22 be more than happy to come back to you or run it through Floyd
23 with the schedule is fine.

24 CHAIRWOMAN BEAVER: Are you all agreeable that
25 she could report back maybe to (inaudible)?

1 MR. STRATTON: Madam Chair, if I may --

2 CHAIRWOMAN BEAVER: Board Member Stratton.

3 MR. STRATTON: -- I think the overall message
4 from what I'm hearing here and from what I believe is a positive
5 message back to the City. (Inaudible.)

6 MS. MERRICK: Thank you.

7 MR. LA RUE: Madam Chair, if I could.

8 CHAIRWOMAN BEAVER: Mr. La Rue.

9 MR. LA RUE: You know, I hope I speak on behalf
10 of all -- of the entire Board, but Audra, I just want to say
11 thank you for your leadership and everything that you're doing
12 up here in this district. We've had a lot of great comments.
13 You know, (inaudible) coming up here for a couple years now, and
14 I just see your growth in your leadership has just been
15 phenomenal, and you've got your team working very well.

16 These areas that you're working on, the Fourth
17 Street, 180 and Sedona area, those are critical issues, and
18 you're well on them. You're working very well with the
19 community. I would encourage that. Do more of that. If you
20 need help and resources, you know, speak up, because it's -- it
21 makes me feel good to see what you're doing up here in this
22 district.

23 And what's interesting is I have traveled I-40
24 and I-17 quite a bit over the last three months. A few months
25 ago, when I first traveled, I went, "Oh, my gosh. We've got a

1 major problem." Watching these semis dodge potholes at 75 miles
2 an hour is a little crazy. Before I could get home and ping
3 Floyd about it, there was already emails of, you know, ADOT in
4 your district saying these are the actions that you're going to
5 take to remedy these things on an emergency basis. So that's
6 very nice. Thank you.

7 MS. MERRICK: Thank you. I appreciate the
8 feedback.

9 CHAIRWOMAN BEAVER: Thank you very much.

10 MS. MERRICK: Thank you.

11 CHAIRWOMAN BEAVER: Okay. Now we will move on to
12 the director report.

13 MR. ROEHRICH: Madam Chair, there are no final or
14 last minute items to report, so unless there are questions or
15 comments from the members, that's all that I have.

16 CHAIRWOMAN BEAVER: Okay. Then we can move on to
17 the consent agenda.

18 MR. LA RUE: So moved.

19 MR. STRATTON: Second.

20 CHAIRWOMAN BEAVER: Second. Is there a motion?
21 Thank you. So it's been moved by Board Member La Rue and
22 seconded by Board Member Stratton to approve --

23 UNIDENTIFIED SPEAKER: Board Member Hammond
24 (inaudible).

25 CHAIRWOMAN BEAVER: -- to approve the consent

1 agenda as presented.

2 If there's no discussion, all those in favor?

3 BOARD MEMBERS: Aye.

4 CHAIRWOMAN BEAVER: All those opposed? The
5 motion carries.

6 Now we will move on to Item 4, the legislative
7 report. Okay. In Mr. Biesty's absence, I understand that...

8 MR. ROEHRICH: Mr. Bill Fathauer will be the
9 report, Madam Chair.

10 CHAIRWOMAN BEAVER: Thank you.

11 MR. FATHAUER: I -- members of the Board, my name
12 is Bill Fathauer. I'm the legislative liaison for the
13 department. I'll be as brief as possible.

14 I just wanted to give you an update on a bill
15 that the governor has signed that includes a pretty significant
16 efficiency that the department worked on, involves allowing
17 states like Arizona to enter into a memorandum of understanding
18 with the Federal Highway Administration to self-certify our NEPA
19 processes. There's kind of a duplicative middle step that we
20 often have to kind of stop progress on a project and wait for up
21 to six months or longer for basically a sign off from the
22 federal government, and they are letting states take over that
23 responsibility. We estimate that could save the State,
24 conservatively, \$5 million a year, possibly close to double that
25 when all things are taken into consideration, and you would see

1 projects -- the project delivery phase on all of our projects
2 possibly up to 25 percent quick -- quicker resolution.

3 MR. SELLERS: That could be significant on
4 something like State Route 30.

5 MR. FATHAUER: Member Sellers, yes, it would.
6 And that also includes not just projects that the department is
7 doing, but also any local or county projects that we are the
8 administrative entity for federal funds on.

9 We are also working on language for allowance of
10 truck platooning technology to be tested on the highways by
11 companies that have been interested in testing that on the
12 roadway system. We're working on making sure that that's
13 something that we can possibly allow them to do going forward.

14 There was a few other bills, but none -- none
15 that I'll get too heavily into.

16 We have seen a more increased focus on
17 transportation at the federal level as well. They are starting
18 to discuss that in more earnest now. However, they seemed to be
19 focusing more on incentivization of private investment and
20 regulatory -- getting rid of regulatory burdens. There doesn't
21 seem to be nearly as much focus as there might have been going
22 in the past on direct public funding. I think there are some
23 people at the federal level that are concerned that that may
24 impact your more rural infrastructure where private investment
25 might not be as big of a help as it would be in larger urban

1 areas.

2 The continuing resolution that has been funding
3 transportation purposes for the last year is expiring at the end
4 of next week. We expect there to be another continuing
5 resolution renewed. Ideally, we would like a full-on
6 appropriations bill; however, I don't know how likely that is.
7 The difference for us in terms of what that would mean for the
8 department over the course of the rest of year would be about \$5
9 million less in funding if there was just the continuing
10 resolution renewed.

11 And one thing I did forget to mention about the
12 State budget, the governor and the legislature continue to
13 discuss the budget, and one of the significant differences
14 transportation related between the Governor's proposal and the
15 House of Representatives proposal is the Governor's budget did
16 not initially include the funding that we saw last year to cover
17 the cost to the HURF for DPS funding. We initially had -- we
18 had one-time funding that kind of made us whole last year. That
19 was not included in his budget. The House of Representatives
20 included about \$30 million to hold the local cities and counties
21 harmless. So they would be treated the same as last year. I
22 don't know where exactly that -- the final budget proposal will
23 end it, but it likely will be somewhere in the middle of those
24 two.

25 And then finally, we have been talking about the

1 HURF exchange program for quite some time, about when that might
2 -- we might see that reinstated, and we do at this point plan
3 on offering that program again for fiscal year 2018, beginning
4 in the beginning of October 2017. So I know that people have
5 been excited to get that, that started again.

6 And that's all I have, but I'd be happy to answer
7 any questions that the members have.

8 CHAIRWOMAN BEAVER: Yes. Board Member Sellers.

9 MR. SELLERS: Would you like to give us an update
10 on something I think we're very interested in that has been
11 called absolute immunity?

12 MR. FATHAUER: Oh, I'm sorry. Yes. I apologize.
13 I did forget to mention that.

14 We worked with a -- the chairman of the House
15 Judiciary Committee, who I think had some philosophical
16 objections with government immunity in general. We believe
17 we've come to a compromised solution that will still help us
18 mitigate the risks the department phases with crashes on the
19 highway system that are due to some form of erratic driver
20 behavior, whether texting or impaired driving or what have you.

21 Basically, we will -- and there's a question of
22 whether the road was designed or constructed properly, that
23 question will be bifurcated from the specific discussion of the
24 individual case, and those engineering questions will be
25 determined by the court prior to discussions of damages or of

1 other issues that are specific to the individual crash. And our
2 folks believe that that will significantly help mitigate our --
3 the risks that we face.

4 CHAIRWOMAN BEAVER: Board Member Stratton.

5 MR. STRATTON: A comment and question, Madam
6 Chair. The comment would be to thank staff, ADOT staff and
7 Federal Highway (inaudible) for helping to streamline the NEPA
8 process. I've been involved in several of those, and that is a
9 significant accomplishment, and thank you.

10 MR. FATHAUER: And I would also like to mention
11 we are continuing to discuss with the Governor's office and with
12 the new administration other ways to further streamline our
13 federal regulatory process, including the environmental ways to
14 do that. So that discussion continues.

15 MR. STRATTON: My question would be I -- last
16 year, there was a significant sweep in the aviation account by
17 the legislature. I'm assuming that that is not taking place
18 this year?

19 MR. FATHAUER: As far as I understand, no,
20 they're not going to be doing another significant sweep of that,
21 as they did last year. I think they did about \$15 million last
22 year. I don't anticipate that happening again.

23 MR. STRATTON: Thank you.

24 CHAIRWOMAN BEAVER: Thank you.

25 MR. FATHAUER: Thank you very much.

1 CHAIRWOMAN BEAVER: We will now move on to the
2 financial report.

3 MR. ROEHRICH: Good morning, Madam Chair, again,
4 and members of the Board. Kristine sends her regrets. She
5 could not be here. You have her financial report in front of
6 you. There are only three things that I really want to talk
7 about. Let's see if I get this right.

8 In regard to HURF, she wanted to point out that
9 we're seeing a little bit of negative growth this last year,
10 about nine -- or excuse me -- this last month, 9 percent. And
11 you can see for the year it's been just pretty flat. So any
12 hopes that we thought revenues might be increasing that would
13 allow maybe additional funding to expand the program are just
14 not seemingly materializing. She does not feel that there's
15 going to be any negative impact that would hurt the current
16 program at the funding level. So it's all fiscally constrained.
17 But we're just not seeing enough growth to see an expansion of
18 the program, at least in the near future.

19 I want to talk a little bit about the RARF within
20 Maricopa County. That has seen a little bit of growth in there,
21 and this month it did grow 3.7 percent. So for the year they're
22 up almost 4.8 percent. That has allowed additional funding to
23 go through the reprogramming and rebalancing actions that MAG
24 has been taking, and I want to remind the Board that at the May
25 study session, a MAG representative will be there to talk about

1 the rebalancing, the additional funding and program and projects
2 that were brought into that, as well as then an overall view of
3 that I-10, I-17 Spine program. So there's been a little bit of
4 growth and up in the MAG region with some savings on the 202
5 South Mountain project, as well as with some additional revenues
6 that have come in that have allowed additional projects to be
7 added to that program. The Board will get a brief on that in
8 May.

9 And then the last item, at the federal level, she
10 did not -- the only thing she wanted to maybe make sure
11 everybody has attention on is that under the continuing
12 resolution for the federal government, which has included
13 transportation funding, that only goes until April 28th, and if
14 politics happens where they shut down the government and they
15 shut down the funding, there is a concern that reimbursements or
16 the continuation of the federal aid program might also be in
17 jeopardy past February 28th until Congress either actions to
18 find -- pass a budget and the President signs it, or approves
19 another continuation, a funding continuation that keeps the
20 program going for a period of time.

21 We're obviously monitoring that. We're talking
22 with our partners at the FHWA and continuing to see what impacts
23 that may be -- that may have. But at the end of the month,
24 there's a concern from the federal side that Congress might --
25 politics might delay future transportation funding.

1 With that, Madam Chair, I'll try to answer
2 questions, but more than likely, you'll have to wait until next
3 month. There are -- if Kristine needs to answer something more
4 immediately, contact her. We'll get an answer. Thank you.

5 CHAIRWOMAN BEAVER: Thank you. Now we'll move on
6 to Item 6, Multimodal Planning Division report.

7 MR. LIGOCKI: Good morning, Madam Chair, members
8 of the State Transportation Board. I am Clem Ligocki. I'm
9 planning and programming manager for Multimodal Planning. I'm
10 happy to be here again to present the division and later the
11 PPAC activity.

12 So in the interest of time, we've -- the main
13 focus today, of course, is the tentative program. I just want
14 to mention one thing briefly that I think is important. We
15 haven't heard too much about public transit today. But our --
16 we have our transit section all fully staffed up now, and I
17 would mention that we have, fortunately, Jill Dusenberry
18 (phonetic) is -- has been -- come on as our new transit manager
19 in the division, and she comes to us from Coolidge, and she can
20 do a great job. We're very fortunate to have her, and so things
21 are moving on the transit side. So I'd just mention that.

22 And with that, I have nothing further. If you
23 wish, I can move on to Item 7 and PPAC.

24 CHAIRWOMAN BEAVER: Okay with that? Item 7 it
25 is. Yeah.

1 MR. LIGOCKI: Thank you, Madam Chair.

2 So we have nine highway-related project
3 modifications to consider and 13 new highway-related projects to
4 consider. And before I get into the specifics, just a couple of
5 housekeeping type things I would mention.

6 There are some numbering issues there in the
7 packet that you have. On page 92, it says that the project
8 modifications are Items 7A through 7H, and you may have noticed
9 there are two items named 7H on pages 99, and the other one on
10 page 100. And so if it's okay with you, I'll refer to those as
11 7H-1 and 7H-2 as we move through those, keep them separate. But
12 we'll need to act on all of those.

13 And then also on page 92 in your packet, it
14 indicates the new projects as 7I through 7Q. It's actually 7I
15 through 7U. So there are 13 new projects. They're all there in
16 your detailed pages, so you do have everything. Just didn't
17 want that sort of introductory numbering to be confusing. So
18 I'll just say that.

19 So with that, then, I can go ahead and again and
20 talk about the project modifications. And I'd ask Madam Chair,
21 what you would prefer. I am prepared to go through each of
22 these projects, the -- all 22 in both categories with some
23 information and highlights. Would you prefer me to do that, or
24 would you like me to highlight the more significant
25 contingencies and such (inaudible).

1 MR. ROEHRICH: Or Madam Chair, if you just want
2 them together, take them as a block, all of the modifications as
3 one block, and then the new ones the second block, as we've done
4 in the past, with the Board's discretion.

5 CHAIRWOMAN BEAVER: Is that the Board's pleasure
6 to... Okay. Let's do it as a block.

7 MR. LIGOCKI: Okay. So Madam Chair, if I may,
8 just there are a couple of key contingencies that I need to
9 mention, and then we can proceed there, if that's okay.

10 So I want to mention on 7E, which is I-10 at
11 Milepost 30, the design project. We still need the MAG regional
12 council to approve, which probably will be next week. So I
13 would mention that the motion of that 7E would be contingent on
14 MAG regional council approval.

15 And then for what we're now calling 7H-2, which
16 is State Route 88 at Milepost 203.4, the spot safety
17 improvements, that project had bids come in very high, and there
18 were some costs that we have related to asphalt materials and
19 such that were significantly underestimated, so we'd like to
20 restructure that. So later you'll hear in Item 9C, I believe,
21 there -- we'll have a request to readvertise that project. So
22 the action now on 7H-2 should be contingent on approval of Item
23 9C later in this same agenda.

24 So with that, I would recommend then that -- ask
25 for consideration of approval of Items 7A through 7H-2, the

1 project modifications, with the contingency that 7E is dependent
2 on MAG or contingent MAG regional council approval, and 7H-2 is
3 contingent on approval of Item 9C later in this agenda.

4 MR. STRATTON: Madam Chair.

5 CHAIRWOMAN BEAVER: Board Member Stratton.

6 MR. STRATTON: I would move for approval with the
7 exception of 7B. I'd like that removed for discussion, please.

8 CHAIRWOMAN BEAVER: Motion by Board Member
9 Stratton -- is there a second?

10 MR. THOMPSON: Second.

11 CHAIRWOMAN BEAVER: Seconded by Board Member
12 Thompson to approve items -- okay. Let me get this -- 7A
13 through 7H-2, contingent --

14 MR. ROEHRICH: And ma'am, I will just say with
15 the exception of Item 7B.

16 CHAIRWOMAN BEAVER: Seven -- okay.

17 MR. ROEHRICH: The other contingencies, they're
18 on record. They're fine.

19 CHAIRWOMAN BEAVER: Okay. So the 7E contingency
20 and the 7H-2 contingency.

21 MR. LIGOCKI: Right.

22 CHAIRWOMAN BEAVER: Okay. With removal of 7B.
23 All those in favor?

24 BOARD MEMBERS: Aye.

25 CHAIRWOMAN BEAVER: All those opposed? Motion

1 carries.

2 MR. ROEHRICH: So then, Madam Chair, then we'll
3 ask 7B -- so then I would ask for a motion on 7B, and then with
4 the motion and a second, then you can call for comments, and
5 then we can have the discussion that Board Member Stratton
6 requested.

7 CHAIRWOMAN BEAVER: Okay. Do we have a motion to
8 approve Item 7B as presented?

9 MR. CUTHBERTSON: So moved.

10 CHAIRWOMAN BEAVER: Is there a second? So it's
11 been motioned by Board Member Cuthbertson and seconded by Board
12 Member Hammond to approve 7B as presented. And discussion.

13 Mr. Stratton.

14 MR. STRATTON: Thank you, Madam Chair.

15 I believe the question would be more for Floyd
16 than anyone else. So in the past, I believe that the director's
17 had discussions with his counterparts in Utah and Nevada
18 concerning this particular stretch of freeway, and I'm wondering
19 if those were negotiations or discussions or (inaudible) about
20 funding of or repairs on this stretch of road since really it
21 does not benefit Arizona in any manner.

22 MR. ROEHRICH: Madam Chair and Board Member
23 Stratton, yes, those conversations have taken place, and they
24 are continuing today, but not in regards to either Nevada, Utah
25 or even California. The director has talked about providing

1 funding, but they all support the department as we've gone after
2 TIGER grants, and we've gone after other contingency type
3 funding, discretionary funding through the federal government on
4 the granting process. They've all supported us on that.

5 To this point, they have not agreed to come
6 forward with any funding specifically, because they feel there
7 are other avenues open to the state, and it is in the state of
8 Arizona to resolve. They're supportive of us looking for those
9 other discretionary fundings through federal programs, and
10 they've written letters. They've been very supportive of that.

11 MR. STRATTON: I also believe at some point there
12 was some discussion over the federal government about possibly
13 making that a toll road, and I know under the toll roads there
14 has to be certain improvements, that those are limited because
15 of the environmental impacts in that particular area. Has there
16 been any progress made on that?

17 MR. ROEHRICH: Madam Chair, Member Stratton, yes.
18 We had conversations, because there is a federal program that
19 allows three states to get a pilot designation to toll existing
20 interstate for the purposes of modernization, upgrading, and
21 even expansion, if you will. We've had conversations about that
22 program. Two of the states that had the original three pilot
23 programs have turned them back because they did not meet the
24 time line to have that done. One state is still coordinating
25 it.

1 We internally have talked about if we want to go
2 after that, that as a possibility, we've worked up some business
3 cases or a programming case. We've had conversations with the
4 administration, the state -- the Governor's office about that,
5 and we've not made a final decision yet whether we are going to
6 pursue that pilot program or not.

7 Tolling is still a very hot topic in this state,
8 both between our elected leaders and the public. So the first
9 time the director wanted to do that, it became such a blown-up
10 media and political backlash that the Governor's office asked
11 John not to submit -- because we were going to submit under the
12 original three pilot (inaudible). So the State decided not to
13 do that. We are revisiting that to see if there's a change in
14 attitude right now. We have not had a final decision on that.

15 MR. STRATTON: Do Nevada -- excuse me. Do Nevada
16 and Utah support tolling that piece of road or no?

17 MR. ROEHRICH: Madam Chair, Board Member
18 Stratton, no. Previously, when we were discussing it, both
19 their governors contacted the Arizona governor and strongly
20 opposed Arizona taking that action.

21 MR. STRATTON: And the final question would be
22 then the \$2 and a half million that's being asked to be
23 allocated to that design right now, does that come from the
24 rural allocation of the Casa Grande accords or a different pot
25 of money?

1 MR. ROEHRICH: Madam Chair, Board Member
2 Stratton, that does come out of the rural funded, which is used
3 for preconstruction construction. Yes.

4 MR. STRATTON: I have no further question, but I
5 would really urge, hopefully, the Board to join me and ask that
6 the administration to seek other alternative funding for this as
7 it impacts rural Arizona significantly, not in just this one
8 particular design, but in the whole stretch of I-15, the impact
9 is very significant, and that does come from rural Arizona's
10 money.

11 MR. ROEHRICH: Madam Chair and Board Member
12 Stratton, I very much appreciate the comments. What I would
13 also like to add to the conversation, knowing that this is
14 design, we do feel that staff recommend moving forward with this
15 so we have this project ready. We're not stopping the
16 conversations of finding alternative funding, finding other
17 options so it doesn't continue to be a hit on rural Arizona for,
18 as you identified, a corridor that has very limited value to the
19 State's economy.

20 Having the design complete allows us to further
21 go after the funds, because a lot of times they come and you
22 have to have your project shovel ready. So finishing the
23 environmental document, getting design ready to go allows us to
24 go after those funds when they become available. So I think the
25 investment in design is a very prudent option, because it gives

1 us -- it opens up the opportunity after other options later.

2 CHAIRWOMAN BEAVER: I would just like to add,
3 with regard to -- because of the limited value that it presents
4 for in state and then it does come from the rural dollars, if
5 we're going to apply -- if say we were to approve the design --
6 the increase for the design, have we sought or could we seek
7 letters of support from (inaudible) Nevada and Utah for applying
8 for those federal dollars to show the need -- you know, because
9 it seems like they're getting the -- they're reaping the benefit
10 of the dollars that we're putting out for it.

11 MR. ROEHRICH: Yes, ma'am. And we have
12 coordinated with them. They are supportive of us when the time
13 comes that we do submit for grants or those discretionary
14 funding. I fully expect -- they've given us letters in the
15 past -- they'd do it again.

16 CHAIRWOMAN BEAVER: Is there any additional...

17 MR. STRATTON: I'd just like to thank Floyd and
18 staff for looking at those, and with that assurance that they
19 will continue to seek funds, I'll support this item.

20 MR. ROEHRICH: It is our director's direction.
21 So we're -- he's fully on that, and that's how we're
22 (inaudible). Thank you.

23 CHAIRWOMAN BEAVER: So --

24 MR. ROEHRICH: Madam, you have a motion and a
25 second, and if there's no further discussions, you can call for

1 the (inaudible).

2 CHAIRWOMAN BEAVER: (Inaudible.) That was where
3 I was going, but anyway, ditto to what you just said.

4 All those in favor?

5 BOARD MEMBERS: Aye.

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

8 We'll now move on to new projects, Items 7I
9 through 7U.

10 MR. LIGOCKI: Okay. Madam Chair, just a couple
11 of minor comments on those. For 7L and 7M, you might notice
12 that those are local government projects with the City of
13 Peoria. Your agenda might indicate that there are agreements
14 needed. I'm happy to say that those intergovernmental
15 agreements have been completed. So we're free to move forward.

16 And your agenda items might also show that for
17 the Maricopa Association of Governments region that regional
18 council approval might be needed for those projects, and again,
19 I'm pleased to say that those actions have been taken. So we're
20 all ready to go with these projects. So I would ask for --
21 request approval of Items 7I through 7U.

22 CHAIRWOMAN BEAVER: Do we have a motion to accept
23 and approve the new project Items 7I through 7U?

24 MR. SELLERS: So moved.

25 CHAIRWOMAN BEAVER: Wow. Okay. So we've got one

1 of those. A second?

2 MR. LA RUE: Second.

3 CHAIRWOMAN BEAVER: Okay. Board Member Sellers
4 made the motion. Seconded by Board Member La Rue to approve the
5 new projects, Items 7I through 7U.

6 All those in favor?

7 BOARD MEMBERS: Aye.

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

10 MR. LIGOCKI: Thank you, Madam Chair.

11 CHAIRWOMAN BEAVER: Item 8, state engineer's
12 report.

13 MR. LIGOCKI: Thank you.

14 CHAIRWOMAN BEAVER: Your other half today.

15 MR. ROEHRICH: Yes. Thank you, Madam Chair,
16 members of the Board. Dallas Hammit could not be here, so I
17 will go ahead and run through his report.

18 Currently we have 104 projects under
19 construction, and earlier Audra Merrick had commented about how
20 even in her district and a lot of the northern districts,
21 because of the weather, a lot of projects haven't started yet,
22 but they do plan to start. So we're going to see a very busy
23 construction season again. And then obviously with the
24 (inaudible) out there, it's -- the (inaudible) can't come fast
25 enough.

1 So we're at more than one and a half billion
2 dollars under construction. We continue to finalize projects so
3 we can close out the paperwork and start releasing any funds
4 that are available, and today we've closed 101 projects.

5 Looking at the construction contracts, we picked
6 up the number of projects, and thank you for that during the
7 consent agenda. I'd like to point out on the consent agenda,
8 all the projects have been coming under the department's
9 estimate. So we were in very good shape as far as what the
10 industry's responsiveness to our bids. So very pleased about
11 that. Hopefully that will help balance the program as we move
12 forward.

13 We do have three projects we do have to request
14 action on. I'm going to start with Project Number 9A. It's in
15 the City of Page, Lake Powell Boulevard to Grandview Street.
16 This project came in over the department's estimate by
17 \$127,737.27 or 29 and a half percent.

18 In reviewing this local with the government, this
19 is a local government project, the local government is
20 responsible for the additional funding. They do want to find
21 the funding. They just have not identified it yet. They want
22 the project to move forward. So at this time, we're going to
23 ask that the Board postpone Item Number 9A until we can continue
24 to coordinate with the local government and find additional
25 funding. At that time, we'll bring it back to the Board. So

1 I'm asking the Board to postpone Item 9A.

2 CHAIRWOMAN BEAVER: Okay. So we've basically
3 consolidated Item 8 and Item 9, the state engineer's report
4 into --

5 MR. ROEHRICH: Yeah. I've moved on to the next
6 item --

7 CHAIRWOMAN BEAVER: -- construction contracts.
8 Okay.

9 MR. ROEHRICH: -- in the interest of time, Madam
10 Chair, but I'll go back --

11 CHAIRWOMAN BEAVER: Okay.

12 MR. ROEHRICH: -- and answer any questions you
13 may have.

14 CHAIRWOMAN BEAVER: That's okay. We're moving
15 right along.

16 MR. ROEHRICH: I want to get you on the road.
17 It's already 11:30.

18 CHAIRWOMAN BEAVER: Do we have a motion to accept
19 and approve staff's recommendation to postpone Item 9A?

20 MR. CUTHBERTSON: So moved.

21 CHAIRWOMAN BEAVER: Motion by Board Member
22 Cuthbertson.

23 MR. STRATTON: Second.

24 CHAIRWOMAN BEAVER: Seconded by Board Member
25 Stratton.

1 All those in favor?

2 BOARD MEMBERS: Aye.

3 CHAIRWOMAN BEAVER: All those opposed? The
4 motion carries.

5 Item 9B.

6 MR. ROEHRICH: On Item 9B, it's the City of
7 Winslow, local government project. It's additional improvements
8 at the station at La Posada, and I do want to point out that the
9 La Posada has had in the past enhancement grant funding given to
10 that as well, and if you've been there since the remodeling,
11 it's a very nice facility, and the Board has actually stayed
12 there when we've had board meetings in Winslow. Opened a bid on
13 the project, and it was 62.2 percent, or \$494,000 over the
14 department's estimate. Again, we're evaluating those bids and
15 talking with the City of Winslow; local government project.
16 They are looking for the additional money. They feel that they
17 have the additional money. They want to move forward with this
18 bid, but they need additional time to work out the details.
19 We're asking at this time that the Board postpone Item 9B and
20 allow staff to continue to work with the City of Winslow to work
21 out the additional funding requirements and then bring it back
22 to the Board for a future award.

23 CHAIRWOMAN BEAVER: Do we have a motion to accept
24 and approve the staff's recommendation to postpone Item 9B?

25 MR. THOMPSON: I would move.

1 CHAIRWOMAN BEAVER: Motion by Board Member
2 Thompson.

3 MR. CUTHBERTSON: Second.

4 CHAIRWOMAN BEAVER: Seconded by Board Member
5 Cuthbertson.

6 All those in favor?

7 BOARD MEMBERS: Aye.

8 CHAIRWOMAN BEAVER: All those opposed? Motion
9 carries.

10 Item 9C.

11 MR. ROEHRICH: Item 9C is an improvement project
12 on State Route 88, the Apache Trail. It's a very highly
13 sensitive environmental area right inside the national forest,
14 and in this case, we put out a project that was supposed to do
15 some paving, some widening of some shoulders for safety, a
16 little bit of drainage work and some other improvements.

17 The bid came in at \$3,667,792, or 78.4 percent
18 over the department's estimate. In going back and talking to
19 the bidders and looking at the estimate that we did, we had
20 grossly underestimated the liability that the bidders felt
21 because of the environmental sensitivity nature of this. So we
22 feel that we had busted quantities or cost estimates in the area
23 of our asphalt aggregate base, covering material and our earth
24 and shoulder. And in evaluating those costs, determined that
25 the most appropriate way to make this a competent bid is to go

1 ahead and reject these bids, add the additional funding,
2 repackage some of the specifications to eliminate some of the
3 fears that the contractors had due to the sensitive -- the
4 environmental sensitivity nature of this project and rebid it.
5 So at this time, we are asking for the Board to reject all bids
6 and allow the State to readvertise this project, Project Item
7 Number 9C.

8 MR. SELLERS: So moved.

9 CHAIRWOMAN BEAVER: Motion by Board Member
10 Sellers.

11 MR. CUTHBERTSON: Second.

12 CHAIRWOMAN BEAVER: Seconded by Board Member
13 Cuthbertson to accept and approve staff's recommendation to
14 reject all bids and readvertise the contract for Item 9C.

15 MR. STRATTON: Madam Chair.

16 CHAIRWOMAN BEAVER: Discussion, yes.

17 MR. STRATTON: Floyd, how long do you anticipate
18 that will take? I know there have been a couple of accidents.
19 I don't know if it's in that particular area or not, but there
20 have been accidents on Apache Trail.

21 MR. ROEHRICH: Madam Chair, Member Stratton, you
22 are absolutely right. I'll be honest with you. I did not ask
23 Dallas when we're going to advertise it. Previously, as Clem
24 had identified, additional funding so we could repackage it, I
25 would hope that we could package it and get it back out to bid

1 within 30 days, but let me verify the date that they plan to do
2 that with. We're going to sit on this, because we agree with
3 you. It's very much a needed project. That is -- it's a
4 beautiful area -- route if you haven't driven it, but it's very
5 primitive and wild, and we need to get in there and make these
6 -- I don't -- let me find out the exact date. But we're going
7 to get out there as soon as we can.

8 MR. STRATTON: I would just ask that it be
9 expedited as soon as possible.

10 MR. ROEHRICH: Yes, sir.

11 CHAIRWOMAN BEAVER: Would that be something where
12 we would need to request that they come back to us by next
13 month, or just leave it as is (inaudible)?

14 MR. STRATTON: I would leave it as is. I think
15 they understand the significance of (inaudible) --

16 MR. ROEHRICH: But Madam Chair, we can send a
17 report on it. We don't need action. We'll send a report on it.

18 CHAIRWOMAN BEAVER: Okay. We didn't make a --
19 okay. Call for the question. The question is to reject all
20 bids and readvertise the contract for Item 9C.

21 All those in favor?

22 BOARD MEMBERS: Aye.

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

25 Item 10, suggestions for future board items. As

1 I spoke with you earlier, Floyd, I did become aware that we had
2 done a project over in Mohave county with prefabricated -- it
3 was a prefabrication bridge, and I was wondering if we could
4 have some discussion on that at the study session, kind of pros
5 and cons, since it's the first one that we've done in the state.

6 MR. ROEHRICH: Yes, Madam Chair. We'll make that
7 as a future agenda item. Probably looking at a study session.
8 Along with the life cycle pavement preservation management
9 program, we can bring that into a study session item. I think
10 that's a -- those are good topics, and then we can discuss those
11 and bring that to the Board to answer any questions.

12 CHAIRWOMAN BEAVER: Well, it looked like it was a
13 significant reduction in expense, so that's always a good thing.

14 MR. ROEHRICH: Yes, ma'am. Just a couple things
15 real quick, looking at it. I want to remind all the board
16 members that the next meeting is May 19th in Phoenix. At that
17 time, that will be the last public hearing process for the five-
18 year program, and then at the May 30th study session, we are
19 looking at final comments and discussion by the Board on the
20 tentative program, the update by MAG on their rebalancing
21 program, as well as the I-10, I-17 Spine study, and then the
22 third item, you asked for an overview of the Grand Canyon
23 Airport Master Plan, and so we will have that on the study
24 session as well. So those are the study session items, and
25 again, that's on May 30th.

1 CHAIRWOMAN BEAVER: Thank you. Is there anything
2 you want -- Board Member Thompson?

3 MR. THOMPSON: Madam Chair, this is (inaudible)
4 something that we've brought it up in the past (inaudible)
5 Benson. This has to do with the HURF funds. Several of our
6 (inaudible) transportation advocates, (inaudible) and NACOG have
7 been promoting opportunities to preserve our transportation
8 funding sources. I want to let them know that we are very
9 appreciative and supportive of the efforts. I would like to
10 propose that we agenda -- agendize this as a topic of discussion
11 for our summer work session.

12 And the other items I have been thinking about, I
13 would also like to have discussion on review transportation
14 system north of I-40. If you look at the map, even the map that
15 we have here, there are very few options to get to the northern
16 part of our state. I think we should consider planning for
17 future corridors as an opportunity to encourage economic
18 development in the beautiful and pristine area of our state.
19 Perhaps we could add this to our future work session.

20 CHAIRWOMAN BEAVER: Thank you.

21 MR. ROEHRICH: Madam Chair, Board Member
22 Thompson, absolutely. We could add those items and then work
23 with the Board Chair to find a time when we can get those
24 programmed and specifically the direction you want to go. I
25 understand it is you wanted to talk about an agenda item that

1 talks about transportation funding, HURF funds. Either the
2 actions that are being taken today as well as actions that could
3 be taken to generate additional revenues, and a look at
4 (inaudible) help with the transportation master plan that looks
5 at corridors and facilities that would be built in the northern
6 region of the state that looks at future opportunities for
7 mobility and economic opportunities.

8 MR. THOMPSON: Thank you, Madam Chair.

9 CHAIRWOMAN BEAVER: Thank you.

10 (End of requested excerpt.)

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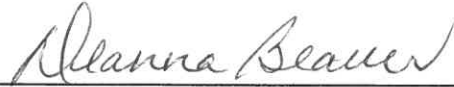
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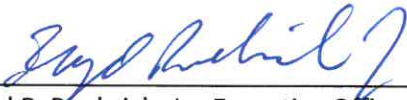
Adjournment

A motion to adjourn the April 21, 2017 Board meeting was made by Mike Hammond and seconded by Bill Cuthbertson. In a voice vote, the motion carries.

Meeting adjourned at 11:37 A.M. MST.



Deanna Beaver, Chairwoman
State Transportation Board



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