

**STATE TRANSPORTATION BOARD MEETING**  
**9:00 a.m., Friday, July 20, 2018**  
**Show Low Council Chambers**  
**181 N. 9<sup>th</sup> Street**  
**Show Low, AZ 85901**

**Call to Order**

Chairman Cuthbertson called the State Transportation Board meeting to order at 9:00 a.m.

**Pledge**

The Pledge of Allegiance was led by Board Member Thompson.

**Roll Call by Board Secretary Linda Priano**

A quorum of the State Transportation Board was present. **In attendance:** William Cuthbertson, Jack Sellers, Mike Hammond, Steve Stratton, Jesse Thompson, Sam Elters and Gary Knight. **Absent:** None. There were approximately 40 members of the public in the audience.

**Opening Remarks**

Chairman Cuthbertson thanked the Mayor, Council Members and the City of Show Low for the wonderful reception on Thursday evening and for hosting today's board meeting. Board Member Sellers stated he enjoyed the reception and discussions. He also discussed the history of the local Days Inn, which was founded by a former ADOT employee. Board Member Thompson also thanked local leadership for their hospitality.

**Title VI of the Civil Rights Act**

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

**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.

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REPORTER'S TRANSCRIPT OF PROCEEDINGS

Show Low Council Chambers  
181 North 9th Street  
Show Low, Arizona 85901

July 20, 2018

PREPARED FOR:  
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

CALL TO THE AUDIENCE

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| 24       | Written Comments Received by the Board |
| 25       | Written Comments Received by the Board |

BOARD MEETING AGENDA

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1 (Beginning of excerpt.)

2

3 CHAIRMAN CUTHBERTSON: Okay. I'll begin by  
4 inviting Mayor Seymore to come.

5 MAYOR SEYMORE: Good morning. Thank you,  
6 Chairman and board members.

7 CHAIRMAN CUTHBERTSON: Good morning, Mayor.

8 MAYOR SEYMORE: Welcome to Show Low. We're  
9 grateful to have you here and appreciate the opportunity of  
10 mingling with you last night and things that we have, and we're  
11 glad that you're able to come up on these smoother roads. You  
12 guys have done a lot of work on the roads in this area.

13 We just want to be on record as saying that we  
14 support the three projects in our area that is currently on your  
15 five-year plan. The FH Apache Sitgreaves pavement preservation,  
16 the Knottingham Lane, and the Lion Springs section, widening  
17 road. Those are projects that we really feel are needed in our  
18 area, and we hope that they will continue to be funded.

19 But on behalf of the City of Show Low, we are  
20 seeking assistance to eliminate one of our main intersections  
21 that's probably the most dangerous in Northeast District, is the  
22 State Route 260, Show Low Lake and Cub Lake Roads. It is the  
23 site of the highest number of accidents in the entire district,  
24 with 92 recorded accidents over the past five years.  
25 Apparently, alignment issues and lack of right turn lanes are

1 the main factors that contribute to this, and we've done a  
2 preliminary cost of around \$700,000 to correct the situation  
3 there.

4                   We have -- our employees have collaborated with  
5 the local ADOT staff to seek funding for this intersection, and  
6 although it has been rated as the number one project, they  
7 funded two, three and four, but they did not fund the number  
8 one. And so we're seeking some assistance, and right now we  
9 have collaborated with the White Mountain region. We have about  
10 \$300,000 as projected through NACOG and things to help, and we  
11 would just like that to be possibly put on your five-year plan,  
12 if not moved up to the front of that five-year plan as much as  
13 you can.

14                   And again, thank you for being here, and we  
15 appreciate what you do and everything you do to make our state  
16 great. Thank you.

17                   CHAIRMAN CUTHBERTSON: Thank you.

18                   UNIDENTIFIED SPEAKER: Thank you, Mayor.

19                   CHAIRMAN CUTHBERTSON: Next speaker, Miles Begay  
20 Tribal Transportation Manager, Navajo County, Public Works.

21                   MR. BEGAY: Good morning, Chair, board members.  
22 Nice to see you guys again. I'd like to shed some light on the  
23 highway State Route 73 down at the White Mountain Apache area.  
24 Received a letter that was addressed to Board Member Jesse  
25 Thompson this past week from a community member down in Canyon

1 Day. So I'll just read the letter that he sent us, so...

2 "Hello. My name is Herbert Tate. I live in the  
3 community called Canyon Day, which is between State Highway 73,  
4 Milepost 333 and 334. The highway divides the community from  
5 the south and the north side. That's why we have a lot of foot  
6 traffic on the highway and a lot of accidents. Last five years  
7 we had three fatalities on highway -- on this highway. I've  
8 been living at 5" -- there's an address there, and it's  
9 alongside the highway -- "for 35 years plus. The speed limit is  
10 55 miles per hour through there, and it's too high since it's a  
11 residential area. If it can be reduced to a lower speed, that  
12 would be good. I think for the safety of our people, it can be  
13 done."

14 And I believe you guys got an attachment. So  
15 I've given that to you as well.

16 CHAIRMAN CUTHBERTSON: Yes.

17 MR. BEGAY: Thank you very much.

18 CHAIRMAN CUTHBERTSON: Next, Vincent Gallegos,  
19 Director of the Lake Havasu MPO.

20 MR. GALLEGOS: Mr. Chairman, members of the  
21 Board, thank you for having me, allowing me to speak today. I  
22 just want to extend an invitation, a reminder. I know I've  
23 talked about the 20th Arizona Rural Transportation Summit. It's  
24 a short three months away, and we're spreading the word. You  
25 know, the summit's hosted by an MPO or a COG, a different one

1 each year, and sometimes, you know, as we go from the next MPO  
2 or COG, sometimes things get lost in the mix. We try and have  
3 some continuity, and we build off those -- what was done the  
4 year before.

5                   So with that said, I just hope that you really  
6 help me in spreading the word. You know, I hope we're reaching  
7 all the transportation decision makers that we'll just really be  
8 able to come and actively participate. So I know you've  
9 received my email. So I know many of you have already  
10 registered. Registrations are coming in. But again, I just  
11 hope that this 20th summit will be, again, just a great  
12 opportunity to really talk about transportation in greater  
13 Arizona. We know the issues of funding, of policy, of process  
14 are always big topics, and we plan on covering those again, but  
15 we really hope to have the decision makers there with us.

16                   It will be October 24th through the 26th in Lake  
17 Havasu City. Plans are well underway. I've met with many of  
18 ADOT's staff. I appreciate meeting with Floyd and Dallas  
19 recently to go over the program. I met with Karla Petty of  
20 Federal Highways, RTAC. So it really is -- well, the Lake  
21 Havasu MPO is the host. It really does take everyone involved,  
22 ADOT, Federal Highways, RTAC, all the MPOs and COGs. So it  
23 really is a statewide effort to talk about greater Arizona and  
24 transportation.

25                   So again, look forward to seeing you in a short

1 three months, and spread the word, and if there's anything I can  
2 do to help make the program really the best, please let me know.  
3 Thank you so much.

4 CHAIRMAN CUTHBERTSON: Thank you.

5 Next, Mike Humphrey, a Tucson resident here to  
6 talk about median cable barriers.

7 MR. HUMPRHEY: Mr. Chairman and members of the  
8 Arizona Board of Transportation, my name is Mike Humphrey, and I  
9 reside at 3760 North Camino Sinuoso in Tucson. Thank you for  
10 the opportunity to speak to you again about a serious traffic  
11 safety issue in our state.

12 I would like to read a letter to you, a letter I  
13 received from the Honorable Craig McFarland, Mayor of Casa  
14 Grande. It says: "Dear Mr. Humphrey, I am writing to express  
15 my support for the installation of median barrier cables on  
16 I-10, both within the Casa Grande city limits and within the  
17 tribal boundaries of the Gila River Indian Community."

18 "I am keenly aware that both these sections of  
19 I-10 are very dangerous, both for our residents as well as  
20 visitors traveling between Tucson and Phoenix. According to  
21 ABC15, there have been a large number of cross-median crashes,  
22 fatalities, and injuries in these sections of I-10 since 2001.  
23 Besides this human cost, the closure of I-10 during cross-median  
24 crash clean-up poses significant negative economic impacts both  
25 for my community and the entire state."

1           "The section of I-10 within the GRIC is  
2 especially dangerous for a variety of reasons, including lack of  
3 median cable barriers, inadequate roadway design, highway  
4 traffic volumes, high speeds, and inadequate warning signage to  
5 alert motorists to the dangers posed by cross-median traffic."

6           "ADOT has exclusive control and jurisdiction over  
7 state highways that traverse reservations. This control and  
8 jurisdiction includes responsibility to maintain the safety of  
9 the roadway. The completed installation of median cable  
10 barriers by ADOT within GRIC boundaries on I-10 at Milepost 161  
11 to 163 confirms this fact and establishes a precedent for cables  
12 being installed throughout this dangerous section of the  
13 highway."

14           "The installation of median cable barriers is a  
15 highly effective, low cost technology to mitigate the dangers  
16 inherent in these sections of I-10. Research has shown that the  
17 barriers reduce cross-median crashes by up to 95 percent. Every  
18 mile of installed median barrier cable can provide a cost  
19 savings of \$420,000."

20           "I support your efforts to get median barrier  
21 cables installed in both the Casa Grande and GRIC sections of  
22 I-10. Prompt action will save the lives of our residents and  
23 visitors and help protect Arizona's economy."

24           I repeat my request that the Arizona Board of  
25 Transportation place this serious traffic safety issue on your

1 next agenda for discussion and action. Thank you.

2 CHAIRMAN CUTHBERTSON: Thank you.

3 Next, Chris Bridges, CYMPO Administrator.

4 MR. BRIDGES: Good morning, Mr. Chair, members of  
5 the Board.

6 Once again, just thank you for your partnership  
7 on State Route 69. I believe the design on that is kicking off  
8 very soon. We should have the designer on board with a little  
9 bit of an accelerated schedule to get that project done on time.  
10 That's in the program. So thank you again so much.

11 And because normally I don't take all my time,  
12 I'm going to take all my time, so --

13 MR. ROEHRICH: (Inaudible).

14 MR. BRIDGES: So -- yeah. So it's actually an  
15 interesting story. So Mr. Gallegos and I carpoled up yesterday  
16 from Prescott, and we thought, man, it's going to be a great  
17 drive. We'll come up through Payson. We happened to stop for  
18 lunch in Payson, and then we left, and we thought, well, we only  
19 got an hour, hour and a half to go. And we came across a  
20 jackknifed RV. It was blocking 260 and the shoulder, apparently  
21 it was an overachiever, and really blocked the road.

22 So we were stuck. We ended up deciding that that  
23 wasn't going to get cleared for a while. DPS had not been there  
24 yet. Emergency services were not there yet. But to ADOT's  
25 credit, the ADOT crews were there, and they were assessing and

1 doing traffic control and making sure people weren't doing crazy  
2 things. So just extend a thanks to ADOT. Your crews do a great  
3 job.

4 I believe I told Vinnie that we went through God's  
5 country about six times. We went up through Winslow, after  
6 coming through Payson, and Star Valley, and then we came back  
7 down through Snowflake and Taylor. It was a beautiful drive.  
8 So if you ever get a chance -- it's a little long. It took us  
9 about eight hours to get from Prescott to here, but it was very,  
10 very enjoyable. I highly recommend it. So thank you.

11 CHAIRMAN CUTHBERTSON: Thank you.

12 Next, Gary Alchesay, District IV Councilman, from  
13 Whiteriver, speaking for the Hondah and McNary community.

14 MR. ALCHESAY: Good morning, Chairman and the  
15 Board. I'm here on behalf of the street lights of the McNary  
16 and Hondah community, and one of the issues we have over there,  
17 that there's -- the pine trees and stuff like that is really  
18 dark at night. So we would like to see street lights from West  
19 4th Street to the 260 junction.

20 There are -- I did an outline for you guys, and  
21 there are people that are always on the road, either tourists  
22 going jogging or just other people just hitchhiking, and the RV  
23 park's on the north side. So they're always having to cross to  
24 the casino. That's another issue we have. And then there's  
25 always livestock in that area, and that's for the Hondah

1 community.

2           And then the McNary community, the same deal. At  
3 South Ranger Road to Ash Street, on Ash Street, on the internet,  
4 you could probably see a map street on Google maps. But it's  
5 the same street. And there's always an issue with drivers  
6 there, too, because the same -- you know, that one's really,  
7 really heavy with traffic. I sat there one day, just sitting  
8 there counting. Counted 46 vehicles in a 30-minute time zone,  
9 and half them were campers, so -- with pulling trailers. And  
10 there's always pedestrians on the road, because there's the post  
11 office, and the schools are on the Apache County side, and the  
12 majority of the population are on the Navajo County side. So  
13 there's always traffic going.

14           And then also the other issues with that is that  
15 there's two livestock associations that boundary that, the  
16 Forestdale Livestock Association and the North Fork Livestock  
17 Association. So they're always having issues with cattle  
18 crossing when people are going -- trying to move them around.  
19 So there will always be animals on the road there, too.

20           And then the playground is on the west side of  
21 the 260, and the majority of the population on that area is the  
22 east side. So they have to cross -- kids have to cross.

23           And other issues that would -- warning signs in  
24 that area would be good, too, with flashing lights to warn  
25 people, to warn the drivers that people are present, pedestrians

1 are present.

2 And welcome to the White Mountains. This is a  
3 beautiful area. The east side of the reservation is open if you  
4 wanted to (inaudible), and everything on that side is open.  
5 Thank you.

6 CHAIRMAN CUTHBERTSON: Thank you.

7 Steve Miller, Pinal County Supervisor, speaking  
8 for the Sun Corridor MPO.

9 MR. MILLER: Good morning, Chairman and Board.

10 CHAIRMAN CUTHBERTSON: Good morning.

11 MR. MILLER: Director, ADOT staff, thank you for  
12 allowing me to speak this morning. Steve Miller. I am the  
13 Pinal County Supervisor for District III. I am a former city  
14 councilman who had the City of Casa Grande, and I am now  
15 currently the chairman of the Sun Corridor MPO. So I have a lot  
16 of Pinal County in me that I'd love -- love living there.

17 First of all, I want to thank ADOT for the  
18 widening of I-10 towards Tucson. That project is absolutely  
19 fantastic. It's coming along nicely, and it's going -- it's  
20 going to be a real asset to our county. On behalf of all the  
21 organizations that I represent, I'd like to ask that ADOT  
22 consider the Kortsen/I-10 interchange in your next five-year  
23 transportation facility projects, for -- I think it's the 20-24  
24 five-year things that could be added there. This has been  
25 studied by all of the organizations in Pinal County. I think

1 the capital expenditure is close to \$30 million to build, but we  
2 -- we were looking at an RTA that could provide about 15  
3 million. The City of Casa Grande's impact fees could support  
4 about 2.7 million, and we're asking ADOT for 7 million. But if  
5 we could all partner on that, that's going to be a real asset to  
6 Pinal County.

7           The studies have shown that the interchanges that  
8 are there at Florence and McCartney are going to be at capacity  
9 by 2025. If we can include this going forward, that's going to  
10 extend the life of those two interchanges to about 2040. So  
11 it -- not only is it an economic development help to connect the  
12 east and west side of Pinal County. It's going to extend the  
13 life of your transportation systems that are there currently.  
14 So we see it as a real benefit for all of us, and we would like  
15 to partner with you on -- in being able to do that project.

16           So thank you for your time. I appreciate it.

17           CHAIRMAN CUTHBERTSON: Thank you.

18           Kara Harris, a citizen from Huachuca City,  
19 Arizona.

20           MS. HARRIS: Thank you for hearing me out. I  
21 appreciate the nice weather up here, too. I think this is the  
22 highest paid three minutes I've ever paid for, because I had to  
23 rent a car and get a hotel room to come up here.

24           First of all, I -- it dawned on me sitting there.  
25 I want to thank you for the work on Highway 90 and the bypass in

1 Sierra Vista. I've have to drive to Sierra Vista every day, and  
2 I was begging ADOT for a dedicated right turn lane off the  
3 bypass, and they came back and said, "We're going to widen it."  
4 The residents down there are real frustrated, but I keep saying,  
5 "It's going to be wonderful soon. They're going to pave Monday  
6 night." And I want to thank you for that, because I think it's  
7 been long overdue.

8           And looking at that project and looking at what  
9 I'm asking you for seems to be a drop -- or maybe minuscule, but  
10 I've lived off Highway 82 for 20 years now. I'm a bicycle  
11 rider. It first started off I asked about four lanes, and I was  
12 told, no, Sonoita will never put up with it, but Sonoita has  
13 four lanes going through their community. At the time,  
14 Whetstone wasn't as big as it was, and they opened up across  
15 Mile Marker 50, Chula Vista, and they sold the Kennedy ranch,  
16 and those have both been populated by numerous houses. I think  
17 there's 75 properties in Chula Vista itself.

18           People turning left to go into Chula Vista, I've  
19 had at least three accidents at the end of my street, because  
20 even though there's a solid yellow line, when I'm turning  
21 right -- and that's in the packet I handed you -- there are  
22 drivers, even Border Patrol, passing illegally on that solid  
23 yellow line.

24           Originally I was thinking -- I'm going to beg for  
25 widening in your five-year plan from Sonoita, through Whetstone,

1 up to Highway 90. But even if it was just widened for the  
2 Whetstone community like you've done for Sonoita and Patagonia,  
3 it would be helpful.

4           As a bicyclist, I'm a moving target. I have 18  
5 inches of road to ride on. I have begged the guy in St. David  
6 to fix the fissures on the eastbound lane, because when I go  
7 over on my bicycle -- I ride a hybrid. I don't ride off the  
8 road. It's like this (indicating) over all those bumps. All he  
9 did was before I complained was to put silt on there, and if I  
10 hit that silt, I'm off my bike. And 18 inches is scary when you  
11 consider we're a major artery all of a sudden between Nogales  
12 and Highway 90.

13           There are 18-wheelers constantly flying by me,  
14 and I know as I listen to other people it's kind of a drop in  
15 the bucket, but I really would ask that you would consider  
16 widening Highway 82, because -- and just between 90 and even  
17 Mile Marker 49 would help us out, because the people, of course,  
18 in Arizona don't follow the speed limit. I came up through the  
19 Salt River Canyon, and I could not believe the people doing 80  
20 miles an hour on that two-lane road. It's no wonder there was a  
21 jackknife and a trailer, and I mean, even in trailers.

22           So I thank you for listening to me, and I hope  
23 you'll consider it. I'm going to head home, because it's a  
24 six-hour drive. But thank you very much. And I left the  
25 packet, and next month I'm coming back with Peggy Judd, my

1 supervisor, and I also am going to ask SEGO to help fund it.

2 CHAIRMAN CUTHBERTSON: Thank you.

3 MS. HARRIS: Thank you.

4 CHAIRMAN CUTHBERTSON: Stephanie Irwin, the Mayor  
5 of Pinetop-Lakeside.

6 MAYOR IRWIN: Good morning, Mr. Chairman, members  
7 of the Board and staff. Thank you for the opportunity to speak  
8 to you today, and welcome to the White Mountains. I hope you're  
9 enjoying your stay up here.

10 The Town of Pinetop-Lakeside would like to thank  
11 you for our recently completed sidewalk and bike lane project on  
12 Woodland Road. It goes from Highway 26- -- excuse me -- Navajo  
13 Lane down to Settlers Lane, completing a project that we had  
14 done a couple years ago from the highway to Navajo Lane. This  
15 is a major road in our community that's utilized heavily by  
16 walkers and bicyclists and the school children who come down to  
17 the outdoor classroom at the Big Springs Environmental Area. So  
18 thank you for that.

19 Secondly, I would concur with Mayor Seymore that  
20 the intersection there at Cub Lake/Show Low Lake Road is a very  
21 dangerous situation, and I do request that you prioritize that a  
22 little bit higher on your list.

23 I would also like for you to reconsider your  
24 decision to remove the pavement preservation project through the  
25 city of Show Low to the Wagon Wheel area from the five-year

1 plan, and I would also like you to add back in extending that  
2 through Pinetop-Lakeside. This is the major arterial through  
3 both of our communities. It's heavily traveled, and of course,  
4 it is deteriorating, and we would hate to see it continue  
5 deteriorating further and cost more money. The last time any  
6 project was done in the region was approximately 2005, according  
7 to our memory. So it has been a while.

8 Finally, Pinetop-Lakeside has recently purchased  
9 a new building for our town hall, and we are in the midst of  
10 remodeling that. We expect to be fully in that building by this  
11 fall, probably in November sometime, and so we would invite you  
12 to hold one of your meetings in 2019 at our town hall, and we  
13 would be very honored to host you. So I would hope that maybe  
14 you could put that on your calendar.

15 And again, thank you for the opportunity to  
16 speak, and I hope you enjoy the rest of your stay up here.

17 CHAIRMAN CUTHBERTSON: Thank you.

18 MAYOR IRWIN: Thank you.

19 CHAIRMAN CUTHBERTSON: Next is Lynn Felton, a  
20 citizen, to talk about the road between Heber and Show Low.

21 MS. FELTON: I concur with what everybody else  
22 has said.

23 CHAIRMAN CUTHBERTSON: Okay. Thank you. We got  
24 Lynn Felton's name on the record. Okay.

25 Michael McCord, citizen again to talk about

1 Arizona 260 expansion.

2 DR. MCCORD: Good morning, Mr. Chairman, members  
3 of the Board. Thank you for the opportunity to speak. My name  
4 is Dr. Michael McCord. I'm a retired physician. I live in  
5 Pinedale, and I moved up there from Beaumont, Texas about nine  
6 months ago.

7 Although -- and I wish to speak about the Arizona  
8 260 proposed expansion between Heber-Overgaard and Show Low.  
9 It's my understanding that many of the members of the public  
10 here, my neighbors, that are going to be in favor of that  
11 expansion. I wish to express my opposition to that project.

12 First of all, expanding that stretch of highway  
13 through the Apache Sitgreaves National Forest there to four  
14 lanes will more than likely increase commercial development in  
15 that region, which I oppose. Certainly the increased vehicular  
16 traffic will probably bring increased population density to the  
17 region, which I oppose. And certainly the higher average speeds  
18 overall will undoubtedly increase vehicular/wildlife accidents  
19 which, I certainly oppose.

20 Right now, even though I've only lived up here a  
21 short time, the amount of vehicular traffic on the road has not  
22 been burdensome, in my view, although I'm not privy to future  
23 projections of traffic volume and things looking through the  
24 region. I do feel that although I'm, as a layman, thinking that  
25 the quality of the road is between good and very good condition

1 as it stands now, certainly that amount that's going to be spent  
2 for that expansion project, should it be approved, could be put  
3 to much better use improving the existing infrastructure, roads  
4 and bridges and things throughout Navajo County, and I would  
5 like the Board to consider that instead of increasing that area  
6 through the region.

7 And as a citizen, I'm grateful for my time and  
8 the ability to speak to you, and thank you for the opportunity.

9 CHAIRMAN CUTHBERTSON: Next, Suzanne Fern, a  
10 citizen, to talk about 260.

11 MS. FERN: Good morning, Chairman, members of the  
12 Board, Linda.

13 I support the expansion of the Highway 260  
14 between Heber-Overgaard and Show Low. Much of it from matters  
15 of safety. I think there's too much traffic for just two lanes.  
16 And I go down to the Valley probably on an average of every five  
17 weeks or so, and I feel that once I leave -- once I leave  
18 Heber-Overgaard, that on my way home to Show Low, where I'm a  
19 full-year resident, that that's the most dangerous part of my  
20 trip. I've had several close calls there. There's just nowhere  
21 to go when people -- especially in the summer -- pass and speed,  
22 and I think that the safety issue is my -- probably my most  
23 important point.

24 And I think also the increased revenue here does  
25 improve the community, certainly has improved the hospital, and

1 I think all the merchants up here would be glad for extra people  
2 to get here unharmed, and not end up in the hospital. So I'm  
3 very much in favor of the expansion to four lanes or a divided  
4 highway between Pinetop-Lakeside. I mean between  
5 Heber-Overgaard and Show Low. Thank you for your time.

6 CHAIRMAN CUTHBERTSON: Thank you.

7 Next, Bob Fern, also a citizen, to talk about  
8 Highway 260.

9 MR. FERN: Thanks to the Board for the  
10 opportunity to speak today.

11 I came here in '77, and we used to like to run  
12 out of town, come up to the places like Flagstaff and their  
13 four-lane highway, and we used to also like to go up to Payson,  
14 but we knew when we went to Payson, it was always going to be a  
15 little risk. Payson, at the time, on 89, Beeline Highway, was  
16 referred to as the "Bloody Beeline." You remember those, some  
17 of those reports?

18 Anyway, it started -- they started doing  
19 newspaper articles on it in the '80s and '90s on the Bloody  
20 Beeline, and they were estimating about two dozen people were  
21 dying every year on that road trying to get up to Payson. The  
22 citizens of Arizona came together. The -- ADOT came together.  
23 The government systems came together, and they said, "We're  
24 going to put a four-lane highway all the way up to Payson."

25 Okay. People were real excited about that, a

1 little -- we were disadvantaged during the time when the road  
2 was going in, but after it was in, it was a celebration. We've  
3 got a safer road. Payson was now more accessible, and certainly  
4 a lot safer. As the gentleman said before about the extra  
5 traffic, if you have a lot of extra traffic, it could be handled  
6 much more safely on a four-lane highway than a two-lane highway.  
7 Two-lane highways have their place, in remote areas without a  
8 lot of traffic, but we've got a lot of traffic up here, and the  
9 population just continues to go up. The number of visitors who  
10 want to come up here and enjoy all this beauty, they keep going  
11 up.

12           And as my wife had said with some of the passing  
13 areas, we've risked our lives just coming from Payson to Heber-  
14 Overgaard. I don't know how -- how long we could handle that  
15 kind of a risk, but what we're asking now -- and ten years ago,  
16 ADOT said, "We're going to come in. We're going to replace this  
17 highway with a four-lane divided highway." And I can't tell you  
18 how happy people were in this area that we were going to be a  
19 community served by a four-lane highway. That was ten years  
20 ago, and then it went off the list.

21           And so our request right now is please put it  
22 back on your five-year list. Let's talk about how to get this  
23 project done and the -- what you did in Payson probably, that  
24 was about 30 -- 25, 30 years ago, you probably saved hundreds of  
25 lives over that time period, hundreds of lives, and now we're

1 asking that you do the same for the city of Show Low, the White  
2 Mountains, and this incredibly beautiful community.

3 Thank you for your time.

4 CHAIRMAN CUTHBERTSON: Thank you.

5 Next, Dr. Laura Vandenneede, a citizen to talk  
6 about widening of 260 (inaudible).

7 DR. VANDENHEEDE: And thank you. It is so rare  
8 that that name is pronounced correctly with the first time  
9 effort.

10 CHAIRMAN CUTHBERTSON: You've got good  
11 penmanship. I could say that.

12 DR. VANDENHEEDE: Thank you so much, members of  
13 the Board, for this opportunity. My name is Dr. Laura  
14 Vandenneede. I'm an orthopedic surgeon. I've been a resident  
15 of Linden for approximately 20 years. I'm employed by the  
16 Arizona Board of Medicine based in downtown Phoenix. This  
17 employment requires my driving to and from Phoenix fairly  
18 frequently.

19 In the years I've been associated with the board,  
20 as well as my residence, which is three-tenths of a mile off  
21 Highway 260, I have seen nothing but an increase in the traffic  
22 that that road is responsible for providing access. Our area,  
23 the White Mountains, is tremendously dependent on our southern  
24 visitors, our summer southern visitors, particularly in times  
25 when we do not receive much of a snowfall, which is not terribly

1 unusual, it seems, anymore. We count on the summer visitors to  
2 maintain the financial health of many of our local businesses.  
3 In fact, some businesses close in winter because it just isn't  
4 worth their while to stay open.

5 I am asking you to reconsider widening the  
6 highway between Heber-Overgaard and Show Low, not only for  
7 safety, but financial health, is necessary in order for us to  
8 survive.

9 And in conclusion, referring to the gentleman  
10 that spoke at approximately 8:20, who had the perseverance and  
11 dedication to make an eight-hour round trip to reach his  
12 destination, not everyone's going to do that when they're going  
13 for a vacation and they're driving in the RV, and there's an RV  
14 blocking the road for some untold number of hours. That could  
15 be very dangerous to our community's financial welfare if we  
16 don't address this now before it becomes more and more of an --  
17 a bottleneck.

18 Thank you for your time.

19 CHAIRMAN CUTHBERTSON: Yeah. Thank you.

20 Allen Asplundh, a citizen of Mesa to talk about  
21 260.

22 MR. ASPLUNDH: I'd to thank you all for being  
23 here this -- today. I didn't drive from Mesa today, but I have  
24 a home in Overgaard and come into Show Low frequently, and that  
25 stretch of road, as it's been said, is extremely dangerous.

1 Just a week and a half ago when my wife and I were driving back  
2 from Show Low, back to our home in Overgaard, there were two  
3 vehicles passing on yellow lines in excessive speed, and people  
4 coming eastbound on 260 had to get off in the safety lane, and  
5 it was -- I mean, it was just extremely dangerous.

6 One time about -- earlier this spring we were  
7 going into Show Low, and there was a car -- a truck just all of  
8 a sudden was over in our lane. I mean, there was no other  
9 traffic coming, and it just -- we had to pull off into the  
10 safety lane just to -- and the guy over, you know, corrected,  
11 and he finally got on his side. But it's an extremely dangerous  
12 section of road. So anything you can do to improve that would  
13 be great.

14 The other thing I was talking about is there's a  
15 lot of accidents that are caused by the wildlife, the elk, the  
16 deer that jump the fence. You know, the horses out here, you  
17 know, they won't jump the fence, but the elk and the deer are  
18 out there. Just coming in this morning, there was a dead elk on  
19 the side of the road. And the -- I'd like to see when they're  
20 doing, you know, the design of this four-lane roadway --  
21 hopefully it goes through -- that they consider putting in the  
22 elk fence like they have down around Star Valley or just the  
23 side of Star Valley, and -- because it looks like it's really  
24 working. It's -- you can't hardly see it in some places. So I  
25 mean, in here -- up here you'd probably see it, but it would

1 keep the elk and the deer off the roadways and keep the  
2 accidents down.

3           And another issue that I didn't put on there I  
4 was thinking about, about the safety on these interchanges in  
5 the Phoenix area. The designs that ADOT has come up with, the  
6 off ramps and the interchanges on the I-17 where they've got the  
7 radius things, we're always talking about -- you know, hearing  
8 about in the news how we can avoid one-way crashes. I think  
9 these radiused interchanges and also the roundabouts that  
10 they're -- ADOT seems to be putting in on a lot of interchanges,  
11 that it causes confusion where people are getting on and off the  
12 freeways, and you know, just -- I avoid them like the plague  
13 whenever I'm down in the Valley, because they just -- it's  
14 confusing, and the first time you do it, the second time you go  
15 through it, it's just a bad deal, and I'd like to see that they  
16 get stopped and go back to the real diamond interchanges that we  
17 used to have on the freeways.

18           And again, thank you very much for being here.

19           CHAIRMAN CUTHBERTSON: Thank you.

20           Michael Neill, a citizen in Navajo County here to  
21 talk about 260 widening.

22           MR. NEILL: Yeah. Mr. Chairman, board members  
23 and staff, my name is Mike Neill. My wife, Bev, and I have  
24 lived in Pinedale for approximately 20 years.

25           Though I have lived off and on in the White

1 Mountains most of my life, I actually was born in Springerville.  
2 I have traveled Highway 260 many times. The section of Highway  
3 260 between Show Low and Heber-Overgaard needs to be widened.  
4 My wife, who works at the Show Low Safeway in Show Low, she and  
5 I have had way too many near head-on collisions because  
6 impatient and unsafe motorists pass in dangerous areas or try to  
7 pass many vehicles at one time. Unsafe -- excuse me. Unsafe  
8 driving is commonplace, and I worry about my wife's daily trips  
9 to her job. We have both had to nearly drive off the highway to  
10 avoid head-on collisions.

11 Also, the turn lanes onto Pinedale Road from  
12 Highway 260 are dangerous. That intersection is way too narrow.  
13 If you're on Highway 260, while in the westbound turn lane to  
14 turn south onto Pinedale Road, oncoming traffic is right beside  
15 you. That's a normal car. If it's a trailer or a trailer  
16 tractor, they're very close, and you have people coming past you  
17 on the other side. It's way too narrow. That is a dangerous  
18 intersection, and it needs to be widened.

19 Also, it's even worse at night, because this  
20 intersection is poorly lit. There needs to be much more better  
21 illumination at this intersection as well. If these items were  
22 properly addressed, traffic flow would be better, accidents  
23 could be avoided, and lives could be saved, and because of the  
24 widening of the highway, it may even lower elk and deer  
25 accidents, which happens all too common.

1 Thank you for listening to my comments.

2 CHAIRMAN CUTHBERTSON: Thank you.

3 Michael Brady, a citizen from Vernon, Arizona, to  
4 talk about Highway 60.

5 MR. BRADY: Thank you, board members, for being  
6 here visiting in the Show Low area. We appreciate having you  
7 here. It's kind of been an eye opener for me. My name is  
8 Michael Brady, lifelong resident here. I always tell everybody  
9 we've lived here 140 years, because my grandparents on both  
10 sides homesteaded here.

11 And as Mr. Sellers had mentioned, a little bit of  
12 history about days then. When my grandparents arrived here and  
13 began homesteading, there was no Highway 60 here, and as the  
14 highway was working its way across the country and was getting  
15 close out here east of Show Low, where Vernon is located -- it's  
16 a small town about 20 miles to the east of us -- my grandfather  
17 was approached, because he owned sections of land along the  
18 highway, if they could buy material from him, and he said,  
19 "Absolutely. You can have all you need to build this highway,"  
20 he says, "because we need this road." And my grandfather did  
21 not charge for any of the material. So as you drive toward  
22 Springerville and see all of the open pits, thank Grandfather  
23 William Patrick Brady. But that's where I come to the issue of  
24 the highway that he so much wanted.

25 I am a retired language arts teacher, 40 years,

1 and so is my wife. I always like to share information. We  
2 taught 2,000 children in our 40 years.

3           Being here in this area, we have seen so much,  
4 and I can tell you one of my grandfathers one day -- and I don't  
5 know why he did or said what he said -- we were riding along,  
6 and he looked out at this stretch, and he says, "Kids, someday  
7 you're going to see all of this change." I didn't really know  
8 what he meant, but it has changed.

9           I just flew in yesterday afternoon. I heard  
10 someone say Los Angeles. Our problems here seem so minute  
11 compared to what you see in greater southern California and Los  
12 Angeles. It's -- their highway systems and freeways are  
13 daunting and scary and frightening to drive on. But this  
14 Highway 60, to me, it seems like a major corridor heading, you  
15 know, across our country.

16           The section that comes from New Mexico, coming on  
17 to Springerville, on to Show Low, I wish you guys could just  
18 take off, maybe one or two of you could, and just drive toward  
19 Springerville and see the condition of it. I don't even call  
20 them potholes. They're pot trenches. Trenches that are six and  
21 eight inches deep that run maybe, I don't know, 100 yards, some  
22 of them maybe 75 feet. If you're driving a smaller car, you  
23 should get one of your wheels in the trenches. Well, you better  
24 hold her tight, because you may not -- you may not be able to  
25 stay on the road.

1                   We've all been amazed at the neglect on Highway  
2 60. We have seen potholes that will stay in the same place and  
3 not be repaired for one season. You'll think, oh, they'll  
4 repair them once summertime comes. They don't. That same  
5 pothole will be there. One thing several residents, and you'll  
6 see some as you -- if you do drive out to the east of Show Low,  
7 they will buy orange marking paint, and they'll circle it.  
8 They'll put big circles, like avoid that one, because if you hit  
9 it... And there's several as you head towards where the  
10 junction 60/61 is and head more toward Springerville. They  
11 finally, after about three weeks, came and filled in a huge,  
12 huge hole that people had marked just to help people to not  
13 wreck.

14                   But I guess if I -- I were to request something  
15 that's in your five-year plan, take a closer look. Take a ride  
16 on Highway 60. Drive to the New Mexico line. It's beautiful  
17 that way.

18                   CHAIRMAN CUTHBERTSON: Sir, if you could wrap up  
19 your comments.

20                   MR. BRADY: Okay. Mainly that's my concern, is  
21 Highway 60. Just take a look at it and see what you think.

22                   I appreciate your time and for you all coming  
23 here.

24                   CHAIRMAN CUTHBERTSON: Thank you.

25                   Quinn Smith, a citizen here to speak for a family

1 business.

2 MR. SMITH: Thank you, Mr. Chairman, Board.

3 I know this started up ten and some-odd years  
4 ago. It kind of got put on the back burner without really  
5 knowing how to really make comments, and I'll just ask one  
6 question, and maybe it don't have to be addressed now but later.

7 Will these -- will all of us citizen have an  
8 opportunity to make comments later on as to where and how?  
9 What? Is it just widening it all? Is it two lanes? What --  
10 you know what I mean? Just in that regard. You don't have to  
11 answer it right now.

12 CHAIRMAN CUTHBERTSON: Yeah. Thank you.

13 MR. SMITH: Safety, I won't say anything more  
14 about safety. In many places, Burton Road, all them, there  
15 needs to be an inside lane where one can get in and turn to  
16 avoid accidents.

17 We have livestock, and we have both sides of the  
18 highway. To cross them across the highway is difficult. In the  
19 future will there be comments? Maybe an underpass can be put  
20 under the highway so livestock can be transferred that way to  
21 avoid safety issues.

22 On our property, we have an old Linden -- Linden  
23 historical post office building. Are you going to stay within  
24 the existing right-of-way?

25 Those are all questions later. I don't want to

1 address them and get particular now, but thank you for your --  
2 thank you for your time.

3 CHAIRMAN CUTHBERTSON: Okay. Yeah. Thank you.  
4 Jim Tyvel? I'm sorry if I mispronounced your  
5 name.

6 MR. TYVEL: Tyvel. That's all right.

7 CHAIRMAN CUTHBERTSON: Tyvel. Okay.

8 MR. TYVEL: Thank you, Mr. Chairman, members of  
9 the Board. I'm here to support the widening and improvement of  
10 the highway between Heber-Overgaard and Show Low for many of the  
11 same reasons that have already been expressed, so I won't take  
12 any more of your time.

13 CHAIRMAN CUTHBERTSON: Okay. Thank you very  
14 much.

15 Michael Lomayaktewa. I'm sorry if I  
16 mispronounced your name. I recognized -- I knew it was going to  
17 be a challenge.

18 MR. LOMAYAKTEWA: Thank you (inaudible).

19 CHAIRMAN CUTHBERTSON: Sorry. Michael's the Hopi  
20 Tribe director of transportation.

21 MR. LOMAYAKTEWA: Yes.

22 UNIDENTIFIED SPEAKER: Good morning, Mike.

23 MR. LOMAYAKTEWA: Good morning, Chair, members of  
24 the Board and staff. Once again, I come before you, a number of  
25 issues. The -- I hear a lot of our state people out there

1 concerned with safety, and this is one that we have been  
2 tackling out on Hopi for quite some time. We're quite isolated.  
3 We just have not had any of our issues tended to. We are -- we  
4 find that we do not have anything on our Arizona state's long  
5 range transportation plan. So I'm here hoping to make a change  
6 that we have something -- some improvement worked on for our  
7 people out in the far northeastern Arizona.

8           We have had -- we have not had the presence of  
9 law enforcement from the State since 2013, and we continue to  
10 lobby for the presence maybe -- simply for safety. And we see a  
11 lot of the issues, and the only assistance that we've been  
12 getting -- and we appreciate the involvement of our NACOG and  
13 Navajo County, who is always there to lend assistance. And so  
14 through an RSA, we've been fortunate to have two projects, and  
15 so we thank you for that.

16           We are now, as throughout the state, finally  
17 having some rains, and so we are also out there supporting our  
18 Keams Canyon org. for the tough job that they're doing out  
19 there. And so we want to work in partnership with our state,  
20 the transportation board. We thank you for coming out there  
21 last year, and we certainly extend another invite to the State  
22 Transportation Board. And so we thank you for your support, and  
23 we hope that we can -- in working together, we address a lot of  
24 our safety concerns throughout the state and focus on something  
25 for Hopi. Thank you.

1 CHAIRMAN CUTHBERTSON: Thank you.

2 Okay. We've worked our way through the stack of  
3 call to the audience cards, unless we've gotten any more. I  
4 will -- that concludes the call to the audience segment of our  
5 meeting.

6 UNIDENTIFIED SPEAKER: Mr. Chairman.

7 CHAIRMAN CUTHBERTSON: Yes.

8 MS. STRUB: I didn't fill out a comment card, but  
9 I'd love to make a comment. Is that allowed?

10 CHAIRMAN CUTHBERTSON: Okay. I will allow it as  
11 long as you do it --

12 MS. STRUB: Can I come up there?

13 CHAIRMAN CUTHBERTSON: Yeah. You'll have to  
14 introduce yourself and --

15 MS. PRIANO: You'll have to fill out a comment  
16 card for the record.

17 MS. STRUB: Okay. My name is Carol Strub,  
18 S-t-r-u-b. Been up here for nine years. We were at the  
19 meeting, the original meeting of how the -- everything would be  
20 planned. There's just a few things that I notice have not been  
21 mentioned.

22 One, as a retired Game & Fish employee, I know  
23 that Game & Fish plays a big part hand in hand with ADOT, and  
24 planning the overpasses, doing the fencing -- for the guy that  
25 was questioning about moving livestock back and forth -- the

1 underpasses, I should have said -- would probably be very handy  
2 with that. Game & Fish, I know, is extremely concerned with the  
3 livestock and them being able to get back and forth so that they  
4 don't -- isolated populations. So I know that they would play a  
5 big part in helping ADOT with the funding and the work. I've  
6 spoke to several people there about it.

7           So to me, seeing the fencing is not an issue,  
8 because I feel great comfort -- I'm terrified to drive up and  
9 down 260 in the early morning or late evening or during the  
10 dark. We drove to Greer one night, and there was a black cow  
11 standing sideways in the road, and the only way we saw him is he  
12 turned his white face toward us at the last moment. That's  
13 terrifying, too. But to be going whatever the speed limit, 55  
14 going down 260, and just all of a sudden see a deer or an elk  
15 standing on the side of the road, and thinking, oh, my gosh, I  
16 just almost hit that thing or I could have if he had moved the  
17 tiniest bit. That's a huge issue.

18           Another huge issue is Heber-Overgaard has two  
19 mom-and-pop grocery stores. So they could even drive down the  
20 rim to Payson to do their shopping or they can drive over here  
21 to do their shopping. I would think most of them would choose  
22 to drive here, because it's flatter, not climbing the hill. So  
23 there's an awful lot of traffic just back and forth for  
24 Heber-Overgaard.

25           I just -- I wanted to mention those two things.

1 I know Game & Fish is on board, and I know that it's scary as  
2 all get out if you have to drive that at night or in the morning  
3 and evening.

4 I will go fill out a comment card. Thank you.

5 CHAIRMAN CUTHBERTSON: Okay. Thank you.

6 Okay. So we'll move on to Item Number 1 on the  
7 agenda, which is the director's report. So ADOT Director John  
8 Halikowski will provide the director's report for information  
9 and discussion.

10 MR. HALIKOWSKI: Thank you, Mr. Chairman. I'll  
11 try and be brief. The staff prepared four pages for me. I'm  
12 going to try to boil that down to four quick points.

13 Most of what I wanted to talk to you today --  
14 about today has to do with the (inaudible) meeting with our  
15 partners in Sonora, Mexico, to improve not only security and  
16 safety, but trade. As you know, we've got a \$36 billion a year  
17 trade effort that goes on with Mexico. It's about roughly 18  
18 billion for Arizona and 18 billion for our partners in Mexico.  
19 So because of that, that trade and the safety and security  
20 issues, we've been very diligent in engaging not only the  
21 federal government, but our state partners and Sonora. They're  
22 known as (inaudible). They're the ADOT of Sonora, and also,  
23 we're now engaging some of the private industry.

24 As we've watched what's happened over the years  
25 in Texas where you see a lot of manufacturing going on on both

1 sides of the border, and in some cases products traversing three  
2 or four times across for added value, there's a lot to be said  
3 for having that sort of economic growth both in Arizona and with  
4 our partners in Mexico.

5           So what we're seeing now is there's a lot of  
6 security issues in that Texas region, and in meeting with some  
7 of the maquila management companies, we're finding out that  
8 Arizona/Sonora is becoming a very effective place, because quite  
9 frankly, we don't have some of the same problems in the illegal  
10 traffic that goes on in Texas. So for us, the truck and  
11 traveler safety is key. The efforts we're making are with our  
12 Border Liaison Unit. That's five commercial safety vehicle  
13 administration certified officers at ADOT who speak Spanish and  
14 go into Mexico, and they're training not only drivers, but also  
15 entire companies and businesses in what the U.S. motor Vehicle  
16 Safety Standards are for commercial vehicles.

17           This is making our roads safer. It's making them  
18 more secure. But more importantly, the trucks aren't being  
19 stopped for inspection, because we also have a program that  
20 before the driver comes into the U.S., he can use an app on his  
21 phone to converse with one of our officers and send a picture of  
22 the mechanical condition, which the officer can tell him either  
23 fix that before you get here or it's not going to be a problem.

24           So by doing this, we've trained now almost 1,700  
25 drivers in Mexico, and of those we have trained, their out of

1 service rate is less than a quarter of a percent. U.S. out of  
2 service's rates typically run about 20 to 25 percent for  
3 commercial vehicles. So we're having great success in not only  
4 speeding up the traffic because it doesn't have to be inspected  
5 through this program unless we see something, but also improving  
6 safety and security.

7           The other thing we're doing is working with the  
8 governments in Mexico, federal and state, and also the private  
9 industry, because there's a lot of stops the traffic has to make  
10 for different reasons as the commerce travels from central  
11 Mexico into Arizona. We'd like to essentially move all those  
12 security checks to the border, and as we have done with the  
13 unified cargo processing, have our inspectors on both the U.S.  
14 and Mexico side work together so that we're really only doing  
15 one inspection instead of two or three or four. So that  
16 effort's under way.

17           I was just in Hermosillo last week and spent some  
18 time with a company called INDEX. We actually went to Guaymas.  
19 We visited a number of factories. I will tell you if you've  
20 never been to some of the factories and the maquiladores, the  
21 security's incredibly tight. And so what we're looking to do is  
22 essentially secure the load at the factory and ship it all the  
23 way to Arizona without stopping unless it needs to be inspected  
24 at the border.

25           So the MX-15 study that I told you about before

1 continues to move along. There will be a government change  
2 federally in Mexico City as the new government takes over, and  
3 we intend to be visiting with them to see how we can secure the  
4 14 kilometers leading up to Nogales and some of the other  
5 improvements we're looking at. We'd like to bring trailers  
6 across. We're looking at running a pilot in San Luis. So there  
7 is a number of things going on. So I just wanted to brief you  
8 on those and let you know that not only for the safety and  
9 security, but we're really looking at our borders and master  
10 plan to improve the economy of the state.

11 The last thing I wanted to update you on is  
12 project SR-189. The project teams are working diligently right  
13 now. They're completing the joint project agreements with both  
14 the City of Nogales and Santa Cruz County. The draft JPAs were  
15 submitted to our local partners last week on July 9th. As you  
16 know, these JPAs are to help us pay for SR-189 by using part of  
17 the overweight permit fees that Nogales receives from trucks  
18 that are traveling across the border from Mexico into Arizona.

19 So we're in the process right now of advertising  
20 for the selection of the general engineering consultant who is  
21 going to assist us in putting together the contract specs  
22 specific project requirements for the solicitation of the design  
23 build contractor. Solicitation for the contractor is targeted  
24 for May of next year, with an anticipated contract award in the  
25 fall of 2019, with construction to begin shortly thereafter.

1                   So we're also continuing our discussion with the  
2 U.S. DOT TIGER grant office and our local FHWA partners -- I'd  
3 like to recognize Karla Petty out in the audience, a faithful  
4 attendee of this meeting -- for the TIGER grant agreement as  
5 well as identifying any reporting requirements for the project.  
6 So we're moving forward smartly and quickly with SR-189. We  
7 need to finish up the JPAs for the local contribution, and right  
8 now we're doing well with that project.

9                   Thank you, Mr. Chairman.

10                  CHAIRMAN CUTHBERTSON: Okay. Vice Chair Sellers.

11                  VICE CHAIR SELLERS: Yeah. I guess I'd just like  
12 to congratulate ADOT for the work you've done on the joint  
13 inspections at the border, because I felt that provided a real  
14 learning and encouragement for what's going on now at Gateway  
15 Airport in Mesa or Skybridge, which is going to be a real boom  
16 for the economy. So thank you for that.

17                  MR. HALIKOWSKI: And we did talk about Skybridge  
18 during our time in Hermosillo, and we're looking at this as a  
19 way we can look at sort of the total system syncing of cargo and  
20 securing it so that it's really just almost literally non-stop.  
21 (Inaudible) work various government entities. So more to come  
22 on that.

23                  VICE CHAIR SELLERS: Thank you.

24                  CHAIRMAN CUTHBERTSON: Board Member Thompson.

25                  MR. THOMPSON: It just seemed to me that

1 regarding the safety and security issue, now, we know certain  
2 things that need to be corrected. At the same time, since that  
3 we're going to have to look 10, 20 years down the road, because  
4 we're going to have more people flowing back and forth, and  
5 that's what I'm gathering right now, is that we're there where  
6 we need to be and improving the system (inaudible). Thank you  
7 very much.

8 MR. HALIKOWSKI: Well, in honesty, we'd like to  
9 be farther ahead, Mr. Chairman, because for us one of the keys  
10 would be manufacturing in both Arizona and Sonora and adding the  
11 (inaudible) cargo as it's manufactured and moves both ways. The  
12 big push (inaudible) MX-15, because right now we see factories  
13 sending things through Texas and then backtracking to  
14 California.

15 We believe, given our location here in Arizona,  
16 we can become a much better hub for Long Beach and L.A., and  
17 also if there are developments with the ports in Mexico. So it  
18 just takes time and a lot of relationship building to make these  
19 things happen. But I think we're in a good spot now. But in  
20 the future we would love to see a lot of those business concerns  
21 located in Arizona and Sonora instead of Texas (inaudible).

22 CHAIRMAN CUTHBERTSON: Okay. Thank you,  
23 Director.

24 Okay. We'll move on to Item 2 on the agenda.  
25 Jesse Gutierrez, Deputy State Engineer for Statewide Operations,

1 will provide an update and overview of issues of regional  
2 significance, for discussion and information.

3 MR. GUTIERREZ: Mr. Chairman, members of the  
4 Board, good morning. Welcome to Northeast District. I'm here  
5 in front of you today pinch hitting, essentially, for our  
6 district engineer. A long time employee, dedicated district  
7 engineer retired after -- Lynn Johnson retired after 30 years of  
8 dedicated service. Our new appointed district engineer, Matt  
9 Moul, starts on Monday. So the timing's perfect for me to be up  
10 here.

11 And, in fact, a little bit of nostalgia. Almost  
12 exactly five years ago, I, too, was a new district engineer for  
13 the Globe district and came before the Board after being on  
14 board only a couple of weeks and was presenting here in Show Low  
15 to the Board. So it brings back some memories.

16 CHAIRMAN CUTHBERTSON: Couple peaks (inaudible).

17 MR. GUTIERREZ: That's it. Thank you, Floyd.

18 MR. ROEHRICH: (Inaudible.)

19 MR. GUTIERREZ: I should have left the history  
20 out.

21 Again, welcome to the Northeast District. I'll  
22 be talking about some current projects, some recently completed  
23 projects, some upcoming projects and highlight some of the key  
24 successes that the district's had recently. So I think this is  
25 it.

1 UNIDENTIFIED SPEAKER: It's the yellow button.

2 MR. GUTIERREZ: The what?

3 UNIDENTIFIED SPEAKER: The yellow button.

4 MR. GUTIERREZ: Yeah. That's the one I'm  
5 hitting. Okay. It's the down button.

6 So the district management, you can see there's a  
7 couple vacancies. The assistant DE that's vacant was Matt Moul.  
8 He's the one who's going to be taking the position for district  
9 engineer. We have a development engineer vacancy, and the rest  
10 of the -- the senior REs are in place to continue with  
11 delivering our projects.

12 And you can see the district boundaries. It's a  
13 little elongated on this map, but you can basically see the  
14 district boundaries and the units. Nine maintenance units and  
15 two construction units in the district.

16 So some of the completed projects that we -- we  
17 can look at, particularly, and I'll have some pictures coming up  
18 right after this, these have been completed in the last year and  
19 are significant for a couple of reasons that we'll talk about  
20 that I'll kind of highlight in the next couple slides. But  
21 there are some basically pavement preservation projects, some  
22 scour retrofits, some flooding issues that we've dealt with, and  
23 as you could see, the projects are throughout the district. And  
24 particularly some of the ped. crossings in Whiteriver. You  
25 heard some concerns about that earlier.

1           This is the Burnside Junction, Ganado, phase  
2 three of three. It's (inaudible) funding, pavement preservation  
3 funding and (inaudible) placement funding. This was a very  
4 successful project, improved the quality of the -- the mobility  
5 and the quality of the transportation system in the general  
6 area.

7           The drainage improvements (inaudible) placements,  
8 part of the project, you can see there was a quite a bit of work  
9 to be done, but it was a great improvement for that work -- for  
10 that area.

11           The Ganado Wash Bridge is another success story  
12 that was -- had its challenges, but again, through the  
13 engineering and the resourcefulness of the district and the  
14 contractor was a very successful project. Improved -- improved  
15 a long-standing problem there at that location.

16           I-40 rock fall. These rock fall projects are  
17 very problematic, as you can see from the slides. Some of the  
18 -- the issues that we're always facing is, particularly during  
19 stormy weather, some of the rainfall/snowfall loosens up some of  
20 this material, and it comes crashing down on the roadway. And  
21 it closes the roadway, reduces the -- the immediate impact is a  
22 reduction in mobility of the traveling public and the impact to  
23 the -- the financial impact that we see throughout the state.  
24 And then secondarily is the damage that it does for the roadway  
25 and any of the infrastructure. You can see some of the work

1 that was gone on the left, top left, as the -- kind of like the  
2 before and then the after, which it's much more stabilized  
3 slopes there.

4           This is another big, big issue, with some of the  
5 drainage issues, some of the scour and flooding issues that we  
6 faced. This particular one, you could see that there's a lot of  
7 head cutting, and basically, a tremendous amount of erosion.  
8 That's the before, and then this is the after. So you can see a  
9 tremendous improvement that would essentially protect the  
10 surrounding area and the structure from degradation and ultimate  
11 failure.

12           State Route 73 in Whiteriver. That is  
13 particularly one of the projects that was very helpful to the  
14 local community. It provided a lot of safety improvements.  
15 There's some pedestrian crossings that I think are coming up in  
16 a subsequent slide, but regardless, you heard some concerns  
17 about some of the work in Whiteriver, essentially, from Milepost  
18 335 -- 334 to Milepost 342 at the clinic/hospital there.

19           Tremendous amount of activity. A lot of  
20 pedestrian crossing -- pedestrians crossing the road. So we've  
21 worked closely with tribal nation, secured some -- gained some  
22 funding, minor project funding from the district, and the tribal  
23 -- tribal nation contributed to this particular improvement for  
24 pedestrian crossings. It was very successful. There's more  
25 work to do, but this is one instance that it's a great example

1 of partnering and leveraging different types of funding to get  
2 the work done.

3           We'll move on to some of the -- just the recently  
4 completed projects that we highlighted. Another one that was  
5 very successful is -- I won't go through all of them, but US-80,  
6 Correjo Crossing, pavement preservation. That was particularly  
7 helpful. There was a large amount of shoulder dropoffs and  
8 deteriorated pavement. You heard some concerns today about some  
9 of the rutting, some of the potholes. That particular stretch  
10 right there was one of those very problematic sections. They're  
11 throughout the district, throughout the state, we understand,  
12 but that one I remember specifically was very problematic, and  
13 that took care of a lot of things.

14           Looking at a couple of the projects, this one,  
15 probably the third one down, US-60 -- I won't go through all of  
16 them to save a little time -- but the US-60, 302 to 311, that  
17 particular pavement preservation project is 35 percent complete.  
18 Again, that is one of those highly problematic sections. It had  
19 deteriorated rapidly in the recent past. So that is doing a  
20 great improvement currently, and I think it's needed throughout  
21 the district, but again, that one is of particular interest.

22           As we move on, of course, we have some -- US-193,  
23 Little Capitan Valley. That's 40 percent complete, again, on  
24 the -- basically up by the border, Utah, and that's going along  
25 really well. It's a -- needed that project improvement for some

1 time, and it's going forward relatively well. Of course, we  
2 have the local government here in Show Low, and that's 95  
3 percent complete. That 40th -- Show Low to 40th Street, and  
4 that's also very, very needed and -- very much needed  
5 improvements.

6           These are some of the upcoming projects of 2018,  
7 and kind of upcoming and under construction right now. US-180,  
8 the third project down, Milky Wash Bridge, a deck rehab and  
9 scour. Again, one of the issues that we face of deteriorating  
10 infrastructure that needed some rehab and protection so that we  
11 can keep it in place without a full reconstruction. That's  
12 moving along really well.

13           US-191, Cemetery Road, generating station.  
14 That's generally in the vicinity of Saint John's. That, too, is  
15 a much needed project. Underlying soils or heavy clays in the  
16 road would always be shifting and moving around, depending on  
17 what the weather was. If it was rainy, it would absorb -- those  
18 clays would absorb a lot of the moisture and start to swell.  
19 During dry season, they would shrink, and we'd have undulating  
20 roadway. We're fixing that now. It's about 25 percent  
21 complete. So that's another very -- all the projects are  
22 needed, but these are of particular interest, because they're  
23 dealing with multiple, multiple facets of the infrastructure  
24 of -- not of the mobility, but the safety component and the  
25 longevity and the protecting the future of that infrastructure.

1                   And then we move on to some of the '19 to 2021  
2 pavement projects, and you'll see that they're scattered there.  
3 We're adding a few in -- close to Second Mesa. We're going to  
4 be working with a new district engineer. Some around Kayenta.  
5 Some of those projects are coming forward through our  
6 maintenance component, and we'll be addressing some of those  
7 issues, spot repairs.

8                   And then bridge projects, you see they're  
9 scattered throughout the district, and those are the '19 to '21  
10 projects that are coming up. I won't go into detail on each one  
11 of those, but you can see from the map that they're scattered  
12 throughout the district.

13                   And one of the safety improvement studies that  
14 we're looking at is Chinle to Many Farms. And the district --  
15 the new district engineer and staff are very well attuned to the  
16 needs in this particular area. We're looking at some of the  
17 improvements that could be put together and identified for  
18 either HSIP funding type of projects or district minor, minor  
19 improvements. So we're in tune to what the studies are  
20 presenting us, and we'll move forward, and more discussion to be  
21 had on that. But just some little tidbits on some of the  
22 improvements that we're looking at in the general area are  
23 listed in the recommendations.

24                   And then finally, I wanted to essentially  
25 recognize -- I think you heard earlier from an individual that

1 ADOT staff is often first on the scene. This is from last  
2 night. I-40, Saint Joseph -- Joseph City. Sorry. Excuse me.  
3 This is literally hours ago. ADOT staff was on scene,  
4 controlling traffic. First on scene to control traffic, and  
5 number one handle, that primary concern, but try to eliminate  
6 any secondary incidents and tertiary incidents that would happen  
7 from the backup.

8           And recognize not only ADOT staff, but emergency  
9 responders. There was flooding and evacuations needed in the  
10 town. DPS, local law enforcement, fire department, did some  
11 evacuations and kept everybody safe. To this point, I haven't  
12 heard if there's any major -- anybody got hurt or things of that  
13 nature, but there's some property damage and property loss.

14           But again, I really want to recognize the fact  
15 that our agencies work in unison with one other, emergency  
16 response, and they put their lives on the line on a regular  
17 basis, and we can't recognize them enough for the work they do  
18 in keeping our communities safe from the traffic, the flooding.  
19 And its fire, floods, storms. It doesn't matter. They're there  
20 to do the work, and just wanted to recognize this, because this  
21 is just north of us, and it happened hours ago. A tremendous  
22 amount of flooding, and it worked in unison like a well-oiled  
23 machine to keep everybody safe and the traffic flowing. Traffic  
24 was back flowing only after a couple of hours in I-40. It's a  
25 testament to their dedication and the hard work of ADOT, staff

1 and emergency responders. So with that...

2 MR. HALIKOWSKI: Mr. Chairman.

3 CHAIRMAN CUTHBERTSON: Yes.

4 MR. HALIKOWSKI: Could you just talk a little  
5 bit, Jesse, about some of the challenges, though, you have of  
6 hiring and retaining (inaudible).

7 MR. GUTIERREZ: Absolutely. So typically, we  
8 have a turnover rate for staff, because other entities can hire  
9 well-trained, dedicated individuals that we at ADOT have and pay  
10 them more money. And that happens with -- and I'm not -- don't  
11 want to single anybody out, but it's just the reality. Anybody  
12 from mining to generating stations to -- any other industry, and  
13 some --

14 MR. ROEHRICH: Local agencies, local governments?

15 MR. GUTIERREZ: Yes, local -- exactly. Thank  
16 you. Local agencies, local governments, they all seem to be  
17 able to attract our employees who are highly trained and  
18 qualified to go work for them and pay them more, number one.

19 Number two, some of the locations outside of the  
20 metro areas, it's hard to recruit individuals and staff for all  
21 these same reasons. Number one, there's a limited workforce,  
22 and that limited workforce is going to go where they can get the  
23 best pay and the best benefits. ADOT is a great place to work  
24 with great benefits, but it's very difficult for us to hire and  
25 keep employees for those two general reasons. There's more than

1 that.

2 Yes, sir.

3 MR. HALIKOWSKI: I just bring it up,  
4 Mr. Chairman. It's an operational issue. It's not necessarily  
5 a Board issue, but it's something I'm working on with the  
6 Governor's office staff, because we spend a lot of money to  
7 train people, and after about three to four years, we see them  
8 leave after they're well trained.

9 And so I would just ask the Board in your travels  
10 with policymakers and folks that you keep that in mind, that  
11 eventually, when you look at the total system, it's not just  
12 about the pavement, but it's maintaining it and the responders  
13 that we need to have on staff, and we lose a lot of  
14 (inaudible). Thank you.

15 MR. GUTIERREZ: Thank you, Director. And I can't  
16 say it any better than that. We need that workforce, and we  
17 struggle to hire and maintain that workforce that keeps our  
18 roads in good condition and keeps the public safe. So thank you  
19 for your attention today.

20 Any questions?

21 CHAIRMAN CUTHBERTSON: Board Member Thompson.

22 MR. THOMPSON: Jesse, your city has experienced  
23 this kind of flooding in the past, and certainly we do  
24 appreciate, the county certainly appreciates all the partners  
25 who have been responding to it very quickly, but I do have one

1 question. What kind of warnings do we get prior to something  
2 like this happening?

3 MR. GUTIERREZ: That's an excellent question.  
4 This storm, in particular, was -- it wasn't expected to be as  
5 severe as it was, and we -- when we checked last night, it was  
6 raining at slightly over five inches per hour, which is a  
7 tremendous amount of rainfall. It just overwhelmed all our  
8 structures and anybody else's structures in terms of drainage  
9 structures. They were full, they were clean, and they were  
10 flowing, but they were just overwhelmed.

11 That amount of rainfall at that short of a time  
12 frame was just too much. So we did have much warning ourselves  
13 or anybody have any warning that something of this magnitude was  
14 coming, and it just continued to rain at that level for an  
15 extended period of time. So we had very little warning, and  
16 it's difficult to get any warning out to the public when we and  
17 meteorologists didn't have an idea that this was happening. But  
18 it's a very good question. I wish there was a better way, but  
19 at this point we're -- we don't have that system in place for  
20 that.

21 MR. THOMPSON: Maybe to our administrators. Is  
22 this something that we can look into?

23 MR. HALIKOWSKI: Well, Mr. Chairman, typically  
24 these kind of warning systems are done by the county.

25 MR. THOMPSON: Uh-huh. Yes.

1 MR. HALIKOWSKI: And I don't know if they have  
2 (inaudible) 911 or some other system that they could utilize,  
3 but it's certainly something we can talk to our counterparts in  
4 the county about, see if they have anything.

5 CHAIRMAN CUTHBERTSON: There was an emergency  
6 broadcast over the radio when I was driving in that you need to  
7 get out, basically --

8 MR. HALIKOWSKI: Yeah.

9 CHAIRMAN CUTHBERTSON: -- if you were in that  
10 area, but that's that was kind of a last ditch effort.

11 MR. ROEHRICH: (Inaudible.)

12 MR. THOMPSON: Thank you for that quick response  
13 by ADOT.

14 CHAIRMAN CUTHBERTSON: Yeah.

15 MR. GUTIERREZ: Chairman, members, Mr. Thompson,  
16 thank you. I appreciate that. We'll continue to do it day in,  
17 day out, and again, thank you for today, and if there's no other  
18 questions, we'll move on.

19 CHAIRMAN CUTHBERTSON: Okay. Thank you. Okay.

20 MR. HALIKOWSKI: In response to Mr. Thompson, we  
21 will look -- we'll look at (inaudible).

22 CHAIRMAN CUTHBERTSON: Uh-huh.

23 MR. THOMPSON: Okay.

24 UNIDENTIFIED SPEAKER: (Inaudible.)

25 MR. HALIKOWSKI: You did? Okay. Good. We'll

1 look into it.

2 MR. THOMPSON: Yeah.

3 MR. ELTERS: Mr. Chairman, it seems to me that  
4 the warning system is functioning just fine. There was warning.  
5 They did what they could to respond to it is what I heard, but  
6 the storm was just too big, and I think one thing we all need to  
7 remember is these -- the infrastructure is not designed for the  
8 largest storms. So when the storm is larger than what the  
9 system is designed for, it will get overwhelmed no matter how  
10 much warning you do have.

11 MR. HALIKOWSKI: Well, thank you for that, Board  
12 Member, because it's often a question we get from the public,  
13 you know, why did they get flooded. Well, we don't really  
14 design for a 1,000 year storm. We might design for a 100 year,  
15 but when you get these kind of just incredible downpours, what  
16 we've seen is our system get overwhelmed. Around the country,  
17 DOT directors are holding seminars on severe weather events,  
18 because it's not just Arizona. We're seeing this around the  
19 country. And trying to figure out what kind of investments you  
20 make in the infrastructure to deal with it. But as you point  
21 out, there's a balance. You can't build to something that might  
22 happen once every 50 years. You might build to something that  
23 might happen once every 10 or 15.

24 MR. ELTERS: Mr. Chairman.

25 CHAIRMAN CUTHBERTSON: Yes.

1 MR. ELTERS: One more, if I may, related to  
2 sustainability and turnover. That's been going on for some  
3 time. It's real. It doesn't only affect the safety of the  
4 traveling public, but it also affects the safety of the very  
5 employees that are responding and working on the road when you  
6 have high rate of turnover. And there's been some effort in the  
7 past to quantify the cost of training and positioning people so  
8 they could be trained and then move on, and I don't -- different  
9 things were done over the years to mitigate that and to limit  
10 it. Some to less success than others.

11 But it's real, and for whatever it's worth, I  
12 truly want to echo what we've heard from the director and from  
13 Jesse, that this is real, and whatever we can as a board do to  
14 support your efforts, it's really -- and it's more so -- it's  
15 more pronounced in a rural area than it is in different areas.  
16 So I understand your challenge and applaud your effort, and if  
17 there's anything we can do. Honestly, I just want you to know,  
18 for my part, I understand, and I think all the board members  
19 understand and sympathize and (inaudible).

20 MR. HALIKOWSKI: So we will -- we're working with  
21 the budget staff. It's not solely a unique ADOT issue. Other  
22 agencies such as DOC are facing the same problem. It's been  
23 about 10 to 12 years since employees, state employees generally  
24 have gotten a raise, and so it's getting to that, that area  
25 where I worry about fatigue, because the people who are first

1 responding to a flood are also the same people out the next day  
2 who are doing other kinds of preservation or maintenance work.  
3 And so we're trying to balance that to ensure we have coverage  
4 all the time, but it gets very difficult when you have high  
5 turnover and you're (inaudible) a training issue. People who  
6 are new to the job obviously don't have the experience, and that  
7 can be problematic in certain situations.

8 CHAIRMAN CUTHBERTSON: Board Member Thompson.

9 MR. THOMPSON: I -- again, let me just make a  
10 comment. I think sometimes we found our self in a difficult  
11 situation when this kind of a storm comes in, and I know for  
12 sure that ADOT and Navajo County, they were involved in it right  
13 there on site. But I guess -- you know, I don't know how to  
14 deal with it, but I guess this is something that maybe needs  
15 discuss later on.

16 MR. HALIKOWSKI: I would just say that I won't  
17 have 20,000 people in red shirts asking for a pay increase down  
18 at the Capitol, but as you travel around and talk to  
19 policymakers, if you could just kind of keep this situation in  
20 mind. That's the best way (inaudible) is that when you meet  
21 that person out there, we need -- we want to answer that call.  
22 And the longer we go with this situation, I do have great  
23 concerns about the turnover in this area.

24 CHAIRMAN CUTHBERTSON: Board Member Stratton.

25 MR. STRATTON: To echo what Sam said and Jesse

1 said about the turnover, during my tenure with the city and  
2 county government, it was the same problem. It was almost  
3 cyclical in nature. When the economy is good and the mines and  
4 the other entities, private sector are doing well, the local  
5 governments and the state governments have more problems  
6 retaining. And as the economy goes bad, the influx of people  
7 back to the governmental jobs are there. But I would be more  
8 than happy to share some of the things that we did to try and  
9 retain help if it would be beneficial.

10 MR. HAMMOND: Bill.

11 CHAIRMAN CUTHBERTSON: Yes. Board Member  
12 Hammond.

13 MR. HAMMOND: I wasn't going to say anything, but  
14 I couldn't resist as a small business owner with 50 employees  
15 who manage probably 4 million square feet of industrial-type  
16 tenants. This issue of lack of employees is deeper than I've  
17 ever seen it in my 40 years. We had a couple of construction  
18 companies close their doors, not because they didn't have work,  
19 but because they could not find construction workers to do the  
20 work that they had. And this is private sector. So we're going  
21 to see wages have to rise and rise quickly in a lot of areas,  
22 and even then, I don't know who's going to show up to even take  
23 the higher wages. In some of the shortages I've saw -- this is  
24 my 40th year dealing in commercial real estate. I've never seen  
25 it this tight, and it's going to get tighter.

1 MR. HALIKOWSKI: So just to put it in  
2 perspective, when I became director in February of '09, we had  
3 4,500 authorized portions at ADOT. Today our actual head count  
4 is under 3,700. So we're doing basically the same with about  
5 900 less employees. So some of the vacancy savings, we're  
6 putting back into certain troublesome areas. But when you get  
7 such a wide group as maintenance, it takes a significant amount  
8 of money to bring all of them up to at least 80 percent of the  
9 market. So that's kind of the dilemma we're facing today as we  
10 can make some small improvements in certain areas, but for the  
11 mass of employees, I don't have that kind of operating fund at  
12 this point to do it.

13 MR. ELTERS: If I may.

14 CHAIRMAN CUTHBERTSON: Yes. Yes. Board member  
15 Elters.

16 MR. ELTERS: You know, in the private sector, as  
17 bad as it may sound, you have the option of closing the doors  
18 and walking away if you can't mitigate the problem. What makes  
19 this so, I think, more challenging is there isn't the option  
20 here for the Department. And I know we're in the summer and  
21 we're dealing with runoff and rain, and it's not snow season,  
22 it's hard to think of it, but some of the snowstorms that can  
23 last several days become a completely different challenge, and  
24 when you have people -- when you have only so many people that  
25 can operate those pieces of equipment, and they worked the

1 number of hours that they can, and they cannot work any more,  
2 and you don't have others to replace them with, and you can't  
3 open the roadways, then it truly presents a completely different  
4 challenge.

5                   And I hope I'm not going overboard or overstating  
6 it. I just want to really, I think, emphasize the point and  
7 drive it home that what you're -- what you're faced with and  
8 what your concerned with and how much that exacerbates the  
9 problems.

10                   MR. HALIKOWSKI: Ironically, to Mr. Hammond's  
11 credit, he's trained snow plow drivers from Tucson, and we  
12 actually, in our winter readiness, if we face one of those  
13 storms, we will pull drivers that we've trained from other areas  
14 of the state. And that's okay temporarily, but as you know, if  
15 they don't know those routes very well, it takes them time to  
16 learn some of the routes, because they're a little bit hairy  
17 when you're driving them at night.

18                   Thank you, board members.

19                   CHAIRMAN CUTHBERTSON: Okay. Board Member  
20 Stratton.

21                   MR. STRATTON: I have one last comment, and even  
22 though he's not here, to Matt Moul. Being a (inaudible) boy, I  
23 have to say congratulations to him on his promotion.

24                   MR. HALIKOWSKI: We'll put him on the grill soon  
25 enough for you.

1                   CHAIRMAN CUTHBERTSON: Okay. All right. That's  
2 a good discussion.

3                   We'll move on to Item 3, the consent agenda. The  
4 Board will consider items in the consent agenda for information  
5 and possible action.

6                   Board members, are there any items on the consent  
7 agenda that you would like to pull for individual discussions?

8                   VICE CHAIR SELLERS: Move for approval of the  
9 consent agenda as submitted.

10                  CHAIRMAN CUTHBERTSON: Okay.

11                  MR. THOMPSON: Second.

12                  CHAIRMAN CUTHBERTSON: Got a motion to approve  
13 the consent agenda as presented by Vice Chair Sellers, second,  
14 Board Member Thompson. Any discussion?

15                  Hearing none, all in favor say aye?

16                  BOARD MEMBERS: Aye.

17                  CHAIRMAN CUTHBERTSON: Opposed, say nay. Ayes  
18 have it. The motion passes.

19                  Moving on to Item 4 to agenda, Floyd Roehrich  
20 will provide the legislative report, for information and  
21 discussion only.

22                  MR. ROEHRICH: Good morning, Mr. Chair, members  
23 of the Board. In Kevin Biesty's absence, he'd asked that I give  
24 you just an update on a couple of things. Obviously, we're --  
25 finished the session. We're between sessions locally. So

1 there's not a lot going on. But there are two items that he  
2 just wanted to identify.

3           One of them was the Senate Bill 1065. That was a  
4 commercial vehicle port of entry, agreements with Nogales and  
5 Santa Cruz that the director already identified in his comments.  
6 That's to get the IGAs, which are in their hands now. We're  
7 coordinating with them. That brings in the funding to help the  
8 State Route 189 project. That is ongoing, and we feel very  
9 comfortable we're on track with that, as the director had  
10 briefed.

11           The second item was that House Bill 2166, and  
12 that's the vehicle fee and alternative fuel vehicle license tax  
13 to help offset the highway safety fee as part of the Department  
14 of Public Safety. We are working through the process to go  
15 through the rule making, establishing what would end up being,  
16 ultimately, the fee. That is scheduled to continue on through  
17 basically the rest of the fall, into the winter time frame, and  
18 we are looking out at a January 15th start date for that fee to  
19 be collected. So we have been doing the coordination.

20           We've been working with the governor's office and  
21 the staff, as well as our staff in preparation for that, and  
22 we're on track to move that forward. As we get up close to the  
23 date of implementation, we'll be able to outline for the Board  
24 exactly what the final conditions are for that implementation.  
25 And in the meantime, we've started to coordinate with the

1 Governor's staff on our 2019 legislative initiatives and working  
2 with the director to look at prioritizing those. That's the  
3 local status.

4           On the federal status, there are a few things  
5 going on. First off, as part of the administration's plan and  
6 reorganizing government, they've been looking at a number of  
7 federal agencies. Luckily, to date, the USDOT has only had a  
8 little bit of adjustment made to it. That is mostly in the air  
9 traffic control services, which are being proposed to be set  
10 over to a non-profit entity.

11           Also under the plan, the Army Corps of Engineers,  
12 Civil Works, would move the department from the Department of  
13 Defense to the Department of the Interior.

14           Nothing else within the USDOT, and we're very  
15 happy that nothing has happened with Federal Highway  
16 Administration. So we're going to continue to have a great  
17 relationship with that team.

18           The infrastructure plan, at this point it looks  
19 as if both the House and the Senate are working on separate  
20 plans as the administration plan doesn't look as if it is going  
21 to be moving forward. As those entities work on their separate  
22 plans, eventually they're going to have to bring something  
23 together. Right now, the -- I guess the word we're hearing out  
24 of Washington is we don't expect anything on infrastructure this  
25 year. It's going to be rolled in after the midterm elections,

1 something that might get addressed next year. We'll keep our --  
2 trying to keep ourselves informed on that. Again, brief this  
3 body as we see moving forward.

4 And then there are a number of driverless car  
5 bills that are being addressed and looked at at this time.  
6 Mostly affecting the level two, the partially-automated  
7 vehicles, and as we get more information on where those  
8 directions are going by Congress, again, we'll be able to brief  
9 those. So with that, that's the legislative report, Mr. Chair.

10 CHAIRMAN CUTHBERTSON: Okay. Any questions?  
11 Comments?

12 Okay. We'll move on to Item 5 on the agenda.  
13 Floyd will present an update on the financial report, for  
14 information and discussion only.

15 MR. ROEHRICH: Well, again, Kristine expresses  
16 her concern or regrets for not being able to make it. An issue  
17 has come up. So I'm only going to hit a couple of key points  
18 that she wanted to bring out. She'll obviously have more of a  
19 comprehensive discussion, I guess, in September when we have  
20 another board meeting.

21 But for the year, she did want to point out that  
22 she was basically right on on her forecast. If you look at the  
23 full year, she was within a half a percent total of the  
24 forecast. June revenues were 127.9 million, which brought the  
25 revenues for the year right around, what, 1.5 billion. Gas tax

1 and the vehicle license tax basically had met right on with her  
2 projections.

3           Let's see. It looks as if -- we also set a --  
4 even though we didn't really see a lot of growth, and we hit her  
5 forecast, we did see an increase. We had one of the largest  
6 years of gas sales total for use fuel and for gas, but the  
7 revenue's obviously considering the taxes haven't been raised  
8 since 1992. They're basically just, again, holding us even. So  
9 that's the HURF fund, where it stands.

10           The RARF funds, Regional Area Road Fund, did a  
11 little bit better. You can see that it always stayed for the  
12 year -- most of the year stayed up above, within her forecast  
13 variance, but it actually was about 4.9 percent above the -- her  
14 estimate for the year. Actual revenues collected were 400  
15 million, 400.7 million, which was about a 5.9 percent growth  
16 from last year. So we're seeing the economy getting better.  
17 We're seeing that reflected in the RARF activities.

18           And you can see from there the retail sale  
19 growth, contracting growth and restaurant and bars have also  
20 positive increases for the year, which is good to see.  
21 Hopefully that will be able to retain that type of growth going  
22 into next year. This is a reminder. Go to the bars and  
23 restaurants. Enjoy yourselves, but don't drink and drive. Use  
24 an Uber. Or make your wife drive and you drink. That's what I  
25 do.

1           Anyway, so -- and finally, the federal report.  
2 She really had nothing to identify in the federal report.  
3 Obviously there's been not a lot coming to Congress outside of  
4 current levels. The BUILD grant situation, we did submit our  
5 BUILD grants. That process is moving forward. That was just  
6 recently submitted, and again, we'll have more updates on that  
7 and any other grant programs moving forward. All she identified  
8 there is she will hopefully have more information. As we get  
9 into September, that closes out the fiscal year, identifies  
10 where we're at, and then she can start preparing for the next  
11 fiscal year, which kicks off October 1st.

12           With that, I will (inaudible) our financial  
13 report.

14           CHAIRMAN CUTHBERTSON: Okay. Questions or  
15 comments from board members?

16           MR. ROEHRICH: Thank you.

17           MR. STRATTON: No question. Just a comment.

18           MR. ROEHRICH: Mr. Stratton.

19           CHAIRMAN CUTHBERTSON: Yes.

20           MR. STRATTON: Floyd must be watching me when I  
21 go to the restaurant and bar.

22           MR. ROEHRICH: Yeah.

23           MR. STRATTON: The wife comment hit it right on  
24 the head.

25           MR. HALIKOWSKI: (Inaudible.)

1                   CHAIRMAN CUTHBERTSON: There's a plan.

2                   VICE CHAIR SELLERS: There's a model, huh?

3                   CHAIRMAN CUTHBERTSON: Okay. For Item 6 on the  
4 agenda, Multimodal Planning Division report, Clem Ligocki will  
5 step in for Greg Byres this morning, I guess, and give us the  
6 report.

7                   MR. LIGOCKI: Mr. Chairman, board members, thank  
8 you. Mr. Byres is out of town. I've been corresponding with  
9 him, and we only have just one item for the update, and that is  
10 that even though you just recently approved the '19 to '23  
11 program, we're already starting work on the FY '20 to '24  
12 program. So we've begun our planning to programming process,  
13 and we're in the early stages, and there's still time to -- if  
14 there are any other ideas, problem areas, candidate projects, we  
15 would suggest you discuss it with the appropriate district  
16 engineers or come to me or any of my staff, and we'll get things  
17 in and start loading things up and evaluating projects for the  
18 next year.

19                   CHAIRMAN CUTHBERTSON: Okay.

20                   MR. LIGOCKI: So with that, that's all I have  
21 this morning.

22                   CHAIRMAN CUTHBERTSON: Okay. Questions from the  
23 Board, board members?

24                   Do we have a November session planned? Is  
25 that -- I don't know if we did or not. I can't remember.

1 MR. ROEHRICH: Mr. Chair, members of the Board,  
2 yes.

3 CHAIRMAN CUTHBERTSON: Okay.

4 MR. ROEHRICH: It's the first week of November is  
5 a planned study session. So again, if you have topics that  
6 you'd like us to discuss. That's usually a discussion more like  
7 policy or --

8 CHAIRMAN CUTHBERTSON: Okay.

9 MR. ROEHRICH: -- maybe the direction the Board  
10 wants to talk about in future years or maybe tackle a  
11 discussion. You could also maybe bring some thoughts to that if  
12 you wanted to talk about the next five-year program.

13 CHAIRMAN CUTHBERTSON: Okay.

14 MR. ROEHRICH: But January, we always have the  
15 kickoff of --

16 CHAIRMAN CUTHBERTSON: Right.

17 MR. ROEHRICH: -- the start of the new five-year  
18 program. We bring staff's recommendations, start developing the  
19 Board's input into that so we can prepare for the public hearing  
20 process.

21 CHAIRMAN CUTHBERTSON: Okay. All right. Thanks,  
22 Floyd.

23 Okay. Let's move on to Item 8, Priority Planning  
24 Advisory Committee, the PPAC. Clem will present recommended  
25 PPAC actions, including consideration of changes to the 2019 to

1 2023 Statewide Transportation Program, for discussion and  
2 possible action.

3 MR. LIGOCKI: Mr. Chairman, thank you. I think  
4 this is Item 7 in the PPAC. We only have three items, and they  
5 are all new projects to add to the '19 to '23 program. Items 7A  
6 through 7C.

7 CHAIRMAN CUTHBERTSON: Yes.

8 MR. LIGOCKI: Please note Item 7A, which is the  
9 State Route 101 project, is contingent upon MAG's approval,  
10 hence Item 7B also is contingent on MAG approval. That's the  
11 I-17 project listed. And we think it's August 20th and August  
12 29th that MAG will take those actions. So with that, we'd  
13 recommend approval of Items 7A through 7C as presented.

14 CHAIRMAN CUTHBERTSON: Okay. Any question?

15 VICE CHAIR SELLERS: Chairman.

16 CHAIRMAN CUTHBERTSON: Yes. Member Sellers.

17 VICE CHAIR SELLERS: Just a quick comment, I  
18 guess, and I'm not sure how far out it will be before we will  
19 know anything more about the Saturday project, but I think that  
20 any time we can have an update for our board on intelligent  
21 transportation management in this project, I think, would be a  
22 key item to keep up updated on. So that being said, I move for  
23 approval of the three projects that were mentioned.

24 CHAIRMAN CUTHBERTSON: Okay. Okay. So I have a  
25 motion to approve Items 7A through 7C as presented by Vice Chair

1 Sellers. Is there a second?

2 MR. STRATTON: Second.

3 CHAIRMAN CUTHBERTSON: Second by Board Member  
4 Stratton. Any discussion?

5 Hearing none, all in favor signify by saying aye.

6 BOARD MEMBERS: Aye.

7 CHAIRMAN CUTHBERTSON: All opposed, say nay. The  
8 ayes have it. The motion passes.

9 MR. LIGOCKI: Thank you.

10 CHAIRMAN CUTHBERTSON: Okay. Moving on to Item 8  
11 on the agenda, Dallas Hammit, Deputy Director of the  
12 Transportation -- Deputy Director of Transportation, State  
13 Engineer, will present the report showing the status of highway  
14 projects under construction, for information and discussion  
15 only.

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

17 Currently we have 101 projects under construction  
18 totaling about \$1.6 billion. In June we finalized 16 projects,  
19 totaling 106.1 million, and so this will be the last report for  
20 the year. So we've finalized 123 projects for the year.

21 And that's all I have for this state engineer's  
22 report.

23 CHAIRMAN CUTHBERTSON: Questions?

24 Okay. We'll move on to Item 9, construction  
25 contracts. Dallas will present the recommended construction

1 project awards that are not on the consent agenda for discussion  
2 and possible action.

3 MR. HAMMIT: Thank you, Mr. Chairman. Thank you,  
4 Board, for approving the items in the consent agenda.

5 As you can see by the chart in front of you,  
6 again, this will be the total for the year. Year to date, we  
7 have -- the projects came forward on those. The state  
8 engineer's estimate was \$403 million. The low bids came in at  
9 393 million. So basically, we were within 2.3 percent on an  
10 aggregate (inaudible). We saw many that were over or under, but  
11 as the average, we were just under the state engineer's estimate  
12 for the year.

13 Moving into the current projects, like I said, we  
14 had two projects. The first one is on SR-89A. This is a  
15 pavement preservation project between Cottonwood and Sedona.  
16 The -- on this project, the low bid was \$2,580,657. The State's  
17 estimate was \$2,040,333. It was over the State's estimate by  
18 540,324, or 26.5 percent. And the biggest change we saw was  
19 asphalt prices, and up (inaudible) in the emulsion and in the  
20 well for the mixture. We did see a littler higher than expected  
21 pricing in the aggregate, but we have reviewed -- the department  
22 has reviewed the bid and believes it is a reasonable and  
23 responsive bid and would recommend award to Southwest Slurry  
24 Seal, Inc.

25 CHAIRMAN CUTHBERTSON: Do I have a motion to

1 accept staff's recommendation to award the contract to Southwest  
2 Slurry Seal, Inc.?

3 MR. HAMMOND: I move for approval.

4 MR. THOMPSON: Second.

5 CHAIRMAN CUTHBERTSON: Motioned by Board Member  
6 Hammond, seconded by Board Member Thompson. Any discussion?

7 All in favor signify by saying aye.

8 BOARD MEMBERS: Aye.

9 CHAIRMAN CUTHBERTSON: Any opposed, say nay. The  
10 ayes have it. The motion passes.

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

12 Item 9B, this is a bridge rehabilitation and  
13 scour retrofit project. It's on US-93, just a little bit north  
14 of Wickenburg. On this project, the low bid was \$598,888.43.  
15 The State's estimate was \$506,065.34. It was over the State's  
16 estimate by 92,823.09, or 18.3 percent. Where we saw the  
17 biggest change there was lead-based paint removal. We saw  
18 higher than expected pricing there, and then the traffic  
19 control. Those traffic control devices will be moved up, and  
20 really it was in the mobilization of those traffic control  
21 devices. We have reviewed the bid and believe it is a  
22 reasonable and responsive bid and would recommend award to NGU,  
23 Construction, Inc.

24 CHAIRMAN CUTHBERTSON: Questions? Okay. Do I  
25 motion to accept staff's recommendation to award the contract to

1 NGU Contracting, Inc. project 9B?

2 MR. KNIGHT: So moved.

3 MR. THOMPSON: Second.

4 CHAIRMAN CUTHBERTSON: Moved by Board Member  
5 Knight, seconded by Board Member Thompson. All those in favor?  
6 Any discussion?

7 All those in favor, signify by saying aye.

8 BOARD MEMBERS: Aye.

9 CHAIRMAN CUTHBERTSON: Opposed, nay? Ayes have  
10 it. The motion passes.

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

12 CHAIRMAN CUTHBERTSON: Okay. Next item listed on  
13 the agenda is an update of ADOT's evaluation of the request by  
14 the Tucson Historic Preservation Foundation to designate former  
15 US Highway 80 as a state historic route.

16 MR. ROEHRICH: Mr. Chair, what I'd like to  
17 propose at this time is that we defer this item from the board  
18 agenda. In reviewing the steps within the rule and  
19 procedurally, there are a couple of things that we as staff  
20 still need to do to bring this forward. I was premature in  
21 getting this on the agenda, and I apologize for that.

22 So what I'd ask is that with the Board Chair's  
23 concurrence, we're going to pull this item now. It will be in a  
24 future board meeting. I don't know the date of that yet. We're  
25 going to have to go back and do a little bit more work, but I

1 will be -- what I propose is, as we've been doing, I will leave  
2 it on each month's agenda for an update until we're ready to  
3 bring it back up and we complete all of our procedural steps to  
4 bring back a recommendation.

5 CHAIRMAN CUTHBERTSON: Okay. All right. So I --  
6 I think it is prudent to wait until we have all of our ducks in  
7 a row before we take this on. So I think -- I appreciate that.  
8 Any questions by the board members? Okay.

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

10 CHAIRMAN CUTHBERTSON: We'll table this, and  
11 we'll move it to...

12 MR. ROEHRICH: Just to make sure that -- for  
13 clarity, it was not Todd Emery's fault, even though he's listed  
14 on there. (Inaudible.)

15 CHAIRMAN CUTHBERTSON: Okay.

16 MR. ROEHRICH: Somebody else (inaudible) thought  
17 they could fight the law, but the law won.

18 MR. HALIKOWSKI: But I'm still going to keep  
19 fighting.

20 CHAIRMAN CUTHBERTSON: Okay.

21 MR. ROEHRICH: (Inaudible) I'm going to put it on  
22 the agenda. (Inaudible) don't worry about it. Who's going to  
23 know? Well, I should have known better. The Board counsel  
24 knows.

25 CHAIRMAN CUTHBERTSON: Okay. It does sound like

1 it's getting close, though, but we need to make sure  
2 everything's --

3 MR. ROEHRICH: It is. (Inaudible.)

4 CHAIRMAN CUTHBERTSON: -- everything's...

5 Okay. So with that, we're on to Item 11,  
6 suggestions for -- by board members for future items to be  
7 placed on agendas.

8 MR. ROEHRICH: Mr. Chair, if I could just real  
9 quick remind everybody, the next board meeting in August is set  
10 for that Friday, the third Friday of the month, the 17th, but  
11 it's a telephonic only to award construction contracts. That  
12 was the month the Board did not want to meet, and they wanted to  
13 have the opportunity to a little of their time. We're right now  
14 coordinating that with schedules. We'll probably want to do it  
15 later in the morning, starting at around 11:00 a.m. time frame,  
16 something like that.

17 But we will set out the agenda. We'll identify  
18 the award, projects to be awarded, but that's all we will do at  
19 that meeting is just telephonically set it up, award  
20 construction contracts, and statutorily, we need to address it  
21 within a period of time, or the Board needs to address it within  
22 a period of time, and that's what that board meeting will be,  
23 and then the next board meeting will be in September.

24 CHAIRMAN CUTHBERTSON: Okay. Board Member  
25 Elters, you have a comment?

1 MR. ELTERS: Oh, yeah, Mr. Chairman.

2 I'd like to suggest a workshop at some point in  
3 the near future. I think the intent is to have it as informal  
4 as it can be while complying with the rules of local law, and it  
5 would be an opportunity for the board members and staff to have  
6 more of a dialogue, exchange ideas, thoughts, preferences,  
7 priorities. So I don't have a specific time or date in mind,  
8 and perhaps since we're not meeting in August, it could be after  
9 August, but some point in the near future, certainly probably  
10 this fall. That would be my suggestion. I think there's a lot  
11 of value in that.

12 CHAIRMAN CUTHBERTSON: Sounds like -- yeah.  
13 We'll have a study session, and I know that we've tentatively --  
14 we talk about it tentatively, we have one scheduled for  
15 November. I don't know. Is November -- you think we should try  
16 and move it up before that or would November work for that time  
17 frame?

18 MR. ELTERS: Yeah. I wasn't -- sorry,  
19 Mr. Chairman.

20 CHAIRMAN CUTHBERTSON: Yeah.

21 MR. ELTERS: I wasn't thinking that it would  
22 replace the one in November, and I'm not --

23 CHAIRMAN CUTHBERTSON: Okay.

24 MR. ELTERS: I'm not necessarily thinking study  
25 session, per se. I'm thinking something a little different,

1 call it a workshop. It would still have to be posted as an  
2 agenda generated, but it would be more of an opportunity for --  
3 really for dialogue, give and take, than it is presentations.  
4 And I don't anticipate any action items coming out of it, but  
5 just more of a workshop than really anything else. At least  
6 that's my thinking.

7 CHAIRMAN CUTHBERTSON: Yeah.

8 MR. ELTERS: I understand that there are some  
9 limitations as far as local law is concerned.

10 CHAIRMAN CUTHBERTSON: I'm just wondering out  
11 loud if that would dovetail into a -- be good after the Rural  
12 Transportation Summit. I mean, there's usually some topics in  
13 the Rural Transportation Summit that come up that, you know, we  
14 would be interested to talk a little further about maybe. I  
15 don't know. I don't know. That's -- any other ideas from the  
16 board members?

17 VICE CHAIR SELLERS: Mr. Chairman.

18 CHAIRMAN CUTHBERTSON: Yes.

19 VICE CHAIR SELLERS: I think it's a great idea.  
20 I think it would help make sure that staff and Board are all on  
21 the same wavelength and moving in the same direction cohesively,  
22 and I think it would be beneficial.

23 CHAIRMAN CUTHBERTSON: Okay.

24 MR. ROEHRICH: So Mr. Chair, my thoughts on that  
25 are, again, we structure the board study sessions around trying

1 to bring topics forward that, again, are informal. We -- since  
2 there are never actions out of that, there's a lot of debate  
3 that can go on. I don't see any reason why we couldn't  
4 structure something around the workshop-type scenario that Board  
5 Member Elters had talked about. Whether it's still that date  
6 and that's all we do, or -- because it would be right after the  
7 rural summit -- it would be fresh in everybody's mind that first  
8 week of November -- or set a separate time where we can do that.

9           So the structure of what you call a study  
10 session/board workshop that's in our hands to do as long as,  
11 again, we follow the process to make it an open meeting. It has  
12 to be done in public. The public has to be allowed to observe  
13 and see what's going on, and then the Board, again, doesn't  
14 conduct any business outside of that discussion.

15           CHAIRMAN CUTHBERTSON: Okay.

16           MR. HALIKOWSKI: So it would be helpful,  
17 Mr. Chairman, Board Member Elters, if you could, as much in  
18 advance, give us topics you might be interested in so that we  
19 can prepare to have a cogent discussion on those, because it's  
20 hard for us to know what the Board collectively may need  
21 (inaudible). We take our best guess at times, you know, this  
22 might be of interest or this might be, but I think as you  
23 experience, you know, working directly with the public in your  
24 various travels, it would be helpful to know -- I mean, for one  
25 instance, we heard about some trenches out there that we've

1 obviously got to look into, but there are things you're hearing  
2 that I think would be helpful (inaudible) and we can get  
3 prepared.

4 CHAIRMAN CUTHBERTSON: So we have our next  
5 meeting that we get together would be in September. Do we want  
6 to try and -- I guess what I'm hearing or what I'm thinking is  
7 we've got this one study session out there, but we usually just  
8 leave it open for kind of topics that we think might be  
9 important to bring it to the next year or bring everybody's  
10 attention, that maybe -- maybe this replaces that meeting or  
11 maybe just the topics are -- instead of just having a bunch of  
12 presentations on things that we think of, that we have just more  
13 of this kind dialogue that Board Member Elters is talking about,  
14 or if we come back to September and it looks like we've got  
15 plenty of both of those things, maybe we're talking about two  
16 sessions. I don't know.

17 MR. ELTERS: Again, timing is -- I don't really  
18 have anything specific in mind as far as time. Staff has been  
19 great as far as anticipating subjects and items for discussions  
20 and putting those in the study session. But in the short time  
21 that I've been on, you know, during those study sessions, we  
22 sort of encroach or get on to discussions of a broader nature  
23 related to transportation, but not necessarily limited to just  
24 one issue, and you know, I, for one, have some thoughts and  
25 ideas that I'd just like to share, and I don't perceive that I'm

1 the only one that has that.

2 So just an opportunity where, you know, it's a  
3 platform to just communicate thoughts, perceptions, you know,  
4 preferences, that sort of thing, and then go forward with, you  
5 know, of -- you know, as there are a handful of concepts or  
6 ideas that come up, maybe one or two of them get -- need to get  
7 carried forward, or maybe we determine at some later date that,  
8 you know, those have been explored in the past and we're  
9 satisfied with how they were explored and so on.

10 So again, it's really just -- it is -- our  
11 meetings are structured, and rightly so. We have an open law --  
12 open meetings format that we need to follow. I just see value  
13 in the ability to have a little bit more of a dialogue, and  
14 that's what really I'm suggesting.

15 MR. HALIKOWSKI: (Inaudible.)

16 MR. ROEHRICH: Well, Mr. Chair and Mr. Elters, I  
17 guess what I'm saying is I think we can do that if it's in the  
18 context of -- because there's a lot of topics out there, we  
19 don't know if one board member or multiple board members want to  
20 talk about a topic. So let's have kind of a workshop where we  
21 come in there, and if you will, call it a brainstorming session.  
22 We bring up topics, but those topics, in my opinion -- and this  
23 is where Michelle would have to (inaudible) -- you can't debate  
24 those because they've not been agendaed as topics to be debated.

25 But we could agenda a workshop to identify future

1 topics, and then we could hold it where board members could, if  
2 you will, white board out issues, what they think is an issue  
3 pertinent that they want to address, and then we agenda those  
4 specific topics so the Board can debate those, and the public  
5 knows you're debating those topics, which is why there is  
6 somewhat of a structure to whether it's a board meeting or a  
7 study session. So when the Board gets together, the public  
8 knows what their business is going to be, so if they've got an  
9 interest, they can be here and identify that.

10 MR. HALIKOWSKI: (Inaudible.)

11 MR. ROEHRICH: (Inaudible) been different than  
12 what we've been doing.

13 MS. KUNZMAN: We can talk. We can talk.

14 UNIDENTIFIED SPEAKER: (Inaudible.)

15 MR. ROEHRICH: So the topics we're hearing,  
16 because I -- just now I wrote down Mr. Sellers' topic about  
17 transportation technologies. What's happening within the  
18 future? And, you know, we're starting to do -- see the  
19 implementation of certain things within project wise. Let's  
20 agenda that as a topic and prepare our self to talk about where  
21 we see transportation technology going.

22 MR. HALIKOWSKI: Because there are some  
23 developments in that area --

24 MR. ROEHRICH: Yeah.

25 MR. HALIKOWSKI: -- just within the past few

1 months we can share with the Board.

2 CHAIRMAN CUTHBERTSON: Yeah.

3 MR. HALIKOWSKI: Because this is not an ADOT-only  
4 endeavor. Once again, we're trying to build some partnerships,  
5 and there are things popping sort of all over in the spectrum of  
6 intelligent transportation. We're trying to keep involvement  
7 and keep ahead of...

8 MR. ROEHRICH: I guess I'll finish my point. I  
9 just want to make a point. I think, Board Member Elters, we  
10 would have a hard time just to agenda a meeting where the Board  
11 is randomly allowed to bring up topics to discuss. We have to  
12 have identified topics. And I think that's my point I was  
13 trying to make, is if you have a meeting just to identify the  
14 topics, you can't debate them. You can only identify the  
15 topics. But then from there, you do have to agenda, whether  
16 it's a study session or a work session or whatever, on those  
17 specific topics for them to board -- the public to know you're  
18 going to debate those, and then the Board can have their  
19 discussion.

20 CHAIRMAN CUTHBERTSON: Okay. Vice Chair Sellers,  
21 I think.

22 VICE CHAIR SELLERS: So -- yeah.

23 CHAIRMAN CUTHBERTSON: Go ahead.

24 VICE CHAIR SELLERS: And I like what you're  
25 saying, Floyd, but I think the important thing, the important

1 difference to me between what Sam is suggesting and our normal  
2 study session is brainstorming, and even though you can't debate  
3 the topics, you know, a lot of times when you're discussing  
4 several different topics, another board member will think, gosh,  
5 why can't we talk about this? And to be able to bring that up  
6 for a future topic, I think, would be an important element.

7 MR. THOMPSON: Uh-huh.

8 CHAIRMAN CUTHBERTSON: So would that  
9 brainstorming future topics constitute an entire meeting, or  
10 could that be done in our November along with any other topics  
11 we identify that we want to have addressed? I mean, would that  
12 -- are we biting off too much for our November study session?

13 MR. ROEHRICH: I don't think we are. In fact,  
14 that --

15 CHAIRMAN CUTHBERTSON: Okay.

16 MR. ROEHRICH: Linda had -- Ms. Priano just made  
17 the same comment.

18 CHAIRMAN CUTHBERTSON: Yeah.

19 MR. ROEHRICH: This sounds like it would go in  
20 there with the topics like the technology, and then say after  
21 that, now, let's open it up. What topics are on your mind that  
22 we would to start listing out, and then let's say we get 12  
23 topics. Well, these first three are the ones we want to  
24 prioritize on, and that will be our next session. We could  
25 agenda those, prepare for those, come back, and then the Board

1 could have all the debate on those topics they want.

2 CHAIRMAN CUTHBERTSON: Okay.

3 VICE CHAIR SELLERS: But let the first part of  
4 the meeting go long enough that the attorney gets bored and  
5 leaves.

6 MR. ROEHRICH: We don't -- actually, we don't  
7 want that. She's saved us on a couple things, just like today.

8 CHAIRMAN CUTHBERTSON: (Inaudible.)

9 MR. ROEHRICH: There was (inaudible) was asking  
10 you guys to probably do something that might have been a touch  
11 illegal, but we saved -- she saved us. So we want that.

12 Here's what I want to make sure that we as staff  
13 are doing. We're addressing the concerns or address the  
14 transportation issues you all want to do, but we're doing it in  
15 a way that, again, meets what is required by statute and is  
16 required for no complaints so later on there isn't an issue of  
17 open meeting law.

18 So I think, Mr. Elters, just having the general  
19 session where topic you want, if it's just to identify the  
20 topic, I'm going to say I think that's okay, but I don't think  
21 you can be debating it.

22 MR. HALIKOWSKI: If it's agendaed as that's what  
23 we're going to discuss --

24 (Speaking simultaneously.)

25 MR. ELTERS: -- and not to debate it here, but

1 really, for example, financing, transportation financing. We  
2 experience it every time we meet. We understand. It is what it  
3 is. We get to work with what we have. We all have ideas about  
4 things that have been done elsewhere that maybe can be done  
5 here. We understand the Department is bound by certain policies  
6 and guidelines as far as advocating and promoting, but we also  
7 understand that board members may have a little bit of  
8 flexibility and freedom to promote those concepts and to promote  
9 the need, have an opportunity to discuss that and have an  
10 meeting of the minds as we reach out to those decision makers.

11 I mean, we just -- we think we can be a little  
12 bit more, you know, active and useful, and speaking for myself,  
13 I think that's an area that, you know, would love to explore and  
14 build on. That's just an example. So yeah.

15 MR. ROEHRICH: Right.

16 MR. ELTERS: We can identify, for example,  
17 transportation funding as a subject and then allow different,  
18 you know, board members to weigh in with a minute or two, it  
19 could be timed, to put some ideas on the table, and then from  
20 there, you know, it gets maybe sorted through and something  
21 comes out of it.

22 MR. ROEHRICH: Mr. Chair and Board Member Elters,  
23 exactly. We've done those before. We've agendaed  
24 transportation financing as a topic, and they've been allowed to  
25 debate it. I think you can do that.

1                   MR. HALIKOWSKI: So not to belabor this,  
2 Mr. Chair, but could we go back and maybe work with attorneys  
3 and staff --

4                   CHAIRMAN CUTHBERTSON: Uh-huh. Yes.

5                   MR. HALIKOWSKI: -- and then send an email back  
6 to the Board that this is how we envision this working?

7                   CHAIRMAN CUTHBERTSON: Yes.

8                   MR. HALIKOWSKI: And then if there are comments,  
9 maybe we can take those into account. But if I'm understanding  
10 this, essentially, we would agenda an item to suggest potential  
11 topics, and then following that, those topics would be agendaed  
12 again, and we would discuss those fully at that meeting. And so  
13 it could be on an agenda that, you know, it's going to be a  
14 general discussion of transportation topics of interest to the  
15 Board for future discussion at a later meeting.

16                   CHAIRMAN CUTHBERTSON: Okay. Yes. I think  
17 that's good.

18                   MR. ELTERS: Thank you, Mr. Chairman.

19                   CHAIRMAN CUTHBERTSON: Anybody else has comments?  
20 Okay.

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

**Adjournment**

***A motion to adjourn the July 20, 2018, State Transportation Board meeting was made by Board Member Stratton and seconded by Board Member Thompson. In a voice vote, the motion carried.***

**Meeting adjourned at 11:09 a.m. MST.**



William F. Culbertson, Chairman  
State Transportation Board



John Halikowski, Director  
Arizona Department of Transportation