

ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

Jack W. Sellers, Chairman
Michael S. Hammond, Vice Chair
Steven E. Stratton, Member
Jesse Thompson, Member
Sam Elters, Member
Gary Knight, Member

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

BOARD AUTHORITY

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

PUBLIC INPUT

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

MEETINGS

The Transportation Board typically meets on the third Friday of each month. Meetings are held in locations throughout the state. In addition to the regular business meetings held each month, the Board also conducts three public hearings each year to receive input regarding the proposed five-year construction program. Meeting dates are established for the following year at the December organization meeting of the Board.

BOARD MEETING PROCEDURE

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

BOARD CONTACT

Transportation Board members encourage citizens to contact them regarding transportation-related issues. Board members may be contacted through the Arizona Department of Transportation, 206 South 17th Avenue, Phoenix, Arizona 85007, Telephone (602) 712-7550.

NOTICE OF PUBLIC HEARING AND BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a public hearing and board meeting open to the public on Friday, April 12, 2019, at 9:00 a.m. in the City of Flagstaff Council Chambers, 211 W Aspen Avenue, Flagstaff, Arizona 86001. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, April 12, 2019, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

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

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

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

AGENDA

A copy of the agenda for this meeting will be available at the office of the Transportation Board at 206 S. 17th Avenue, Room 135, Phoenix, Arizona at least 24 hours in advance of the meeting.

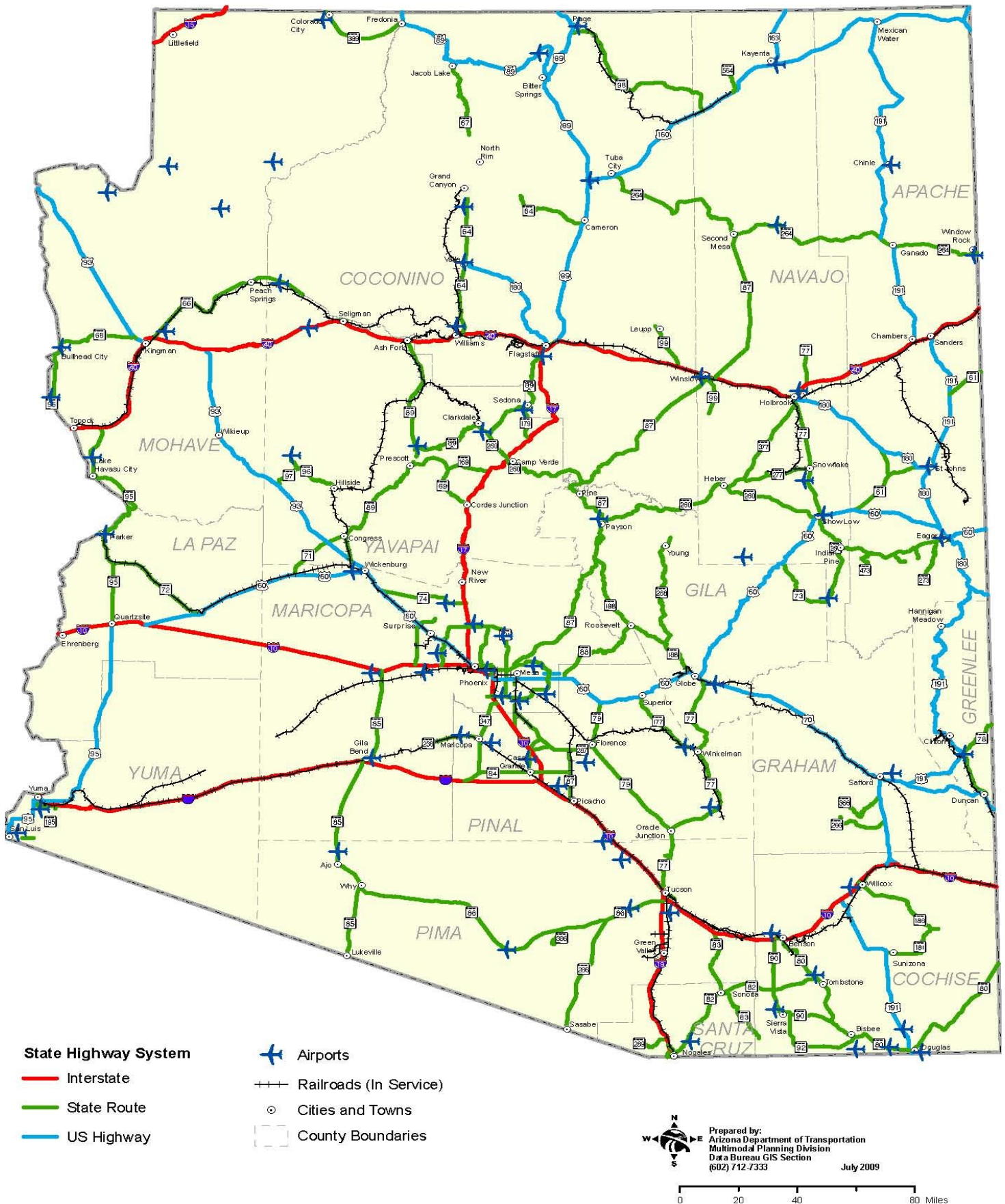
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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

The Chairman will poll the members of the Board at the commencement of the meeting with regard to which items require discussion. Any agenda item identified by any Board member as one requiring discussion will be accelerated ahead of those items not identified as requiring discussion. All such accelerated agenda items will be individually considered and acted upon ahead of all other agenda items. With respect to all agenda items not accelerated, i.e., those items upon which action has been deferred until later in the meeting, the Chairman will entertain a single motion and a single second to that motion and will call for a single vote of the members without any discussion of any agenda items so grouped together and so singly acted upon. Accordingly, in the event any person desires to have the Board discuss any particular agenda item, such person should contact one of the Board members before the meeting or Linda Priano, at 206 South 17th Avenue, Room 135, Phoenix, Arizona 85007, or by phone (602) 712-7550. Please be prepared to identify the specific agenda item or items of interest.

Dated this 5th day of April, 2019

Arizona Highways, Airports, and Railroads



ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD PUBLIC HEARING AND BOARD MEETING

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

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PLEDGE

The Pledge of Allegiance led by Board Member Thompson

ROLL CALL

Roll call by Board Secretary Linda Priano

OPENING REMARKS

Opening remarks by Chairman Sellers

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

Reminder to sign in at meeting entrance and fill out survey cards by Floyd Roehrich, Jr.

CALL TO THE AUDIENCE for Public Hearing on the FY 2020-2024 Tentative Five-Year Transportation Facilities Construction Program (information and discussion)

An opportunity for citizens to discuss items of interest with the Board regarding the Tentative Five-Year Transportation Facilities Construction Program. Please fill out a **YELLOW** Request for Public Input Form and turn in to the Secretary if you wish to address the Board. A three minute time limit will be imposed.

PUBLIC HEARING

Presentation of FY 2020-2024 ADOT Tentative Five-Year Transportation Facilities Construction Program Recommendations (<http://azdot.gov/planning/transportation-programming/tentative-program>)

(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)

- ITEM A: Overview of the Tentative FY 2020 - 2024 Five-Year Transportation Facilities Construction Program**
Staff will present an overview of the tentative FY 2020–2024 Five-Year Transportation Facilities Construction Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)
- ITEM B: FY 2020 - 2024 Statewide Highway Construction Program**
Staff will present an overview of the FY 2020-2024 Statewide Highway Construction Program.
(Excluding MAG and PAG)
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)
- ITEM C: FY 2020 - 2024 MAG Regional Freeway Highway Program**
Staff will present an overview of the FY 2020-2024 MAG Regional Freeway Highway Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)
- ITEM D: FY 2020 - 2024 PAG Transportation Improvement Program**
Staff will present an overview of the FY 2020-2024 PAG Transportation Improvement Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)
- ITEM E: FY 2020 - 2024 Airport Development Program**
Staff will present an overview of the FY 2020-2024 Airport Development Program.
(For information and discussion only — Greg Byres, Division Director, Multimodal Planning Division)

***Adjournment**

BOARD MEETING

CALL TO THE AUDIENCE (Information and discussion)

An opportunity for citizens to discuss items of interest with the Board. Please fill out a **WHITE** Request for Public Input Form and turn in to the Secretary if you wish to address the Board. A three minute time limit will be imposed.

ITEM 1: Director's Report

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

A) Last Minute Items to Report

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

ITEM 2: District Engineer's Report

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

(For information and discussion only — Audra Merrick, Northcentral District Engineer)

***ITEM 3: Consent Agenda**

Page 8

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

Items on the Consent Agenda generally consist of the following:

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

ITEM 4: Financial Report

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

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

ITEM 5: Multimodal Planning Division Report

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

ITEM 6: Priority Planning Advisory Committee (PPAC)*Page 212**

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2019 - 2023 Statewide Transportation Facilities Construction Program.

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

ITEM 7: State Engineer's Report**Page 224**

Staff will present a report showing the status of highway projects under construction, including total number and dollar value.

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

ITEM 8: Construction Contracts*Page 231**

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

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

ITEM 9: Update on the I-11 Tier 1 Draft Environmental Impact Statement

Staff will present an update on the I-11 Tier 1 Draft Environmental Impact Statement.

(<http://origin.i11study.com/Arizona/>)

(For information and discussion only — Jay Van Echo, I-11 Project Manager)

ITEM 10: Suggestions

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

***Adjournment**

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

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

MINUTES APPROVAL

***ITEM 3a:** Approval of the February 15th and March 15th Meeting Minutes Page 11

RIGHT OF WAY RESOLUTIONS (action as noted) Page 184

***ITEM 3b:**

RES. NO.	2019-04-A-015
PROJECT:	095 MO 247 M6975 01X / B-065-1-710
HIGHWAY:	TOPOCK – DAVIS DAM
SECTION:	Riviera – Silver Creek
ROUTE NO.:	State Route 95
ENG. DIST.:	Northwest
COUNTY:	Mohave
PARCEL:	8-1945

RECOMMENDATION: Establish new right of way as a state route and state highway to encompass recently constructed curb, gutter, sidewalk, right turn lane and other improvements at the Laughlin Ranch Boulevard intersection necessary to enhance convenience and safety for the traveling public.

***ITEM 3c:**

RES. NO.	2019-04-A-016
PROJECT:	010 MA 112 F0119 / 010-A(232)T
HIGHWAY:	EHRENBERG – PHOENIX
SECTION:	S. R. 85 – Verrado Way
ROUTE NO.:	Interstate Route 10
ENG. DIST.:	Central
COUNTY:	Maricopa

RECOMMENDATION: Establish new right of way as a state route to be utilized for improvement of the traffic interchanges at State Route 85, Miller Road and Watson Road, necessary to increase capacity, reduce congestion and enhance convenience and safety for the traveling public.

***ITEM 3d:**

RES. NO. 2019-04-A-017
 PROJECT: 010 MA 149 M6972 01X / I-10-3(85)
 HIGHWAY: PHOENIX – CASA GRANDE
 SECTION: Mohave St. – Sherman St. (Sky Harbor Boulevard)
 ROUTE NO.: Interstate Route 10
 ENG. DIST.: Central
 COUNTY: Maricopa
 DISPOSAL: D – C – 075
 RECOMMENDATION: Abandon to the City of Phoenix Aviation Department, in accordance with Intergovernmental Agreement No. 17-0006716, dated October 16, 2018, and any Amendments thereto, right of way acquired for the Interstate 10 / Phoenix Sky Harbor Airport Interchange that will be more efficiently managed by the City.

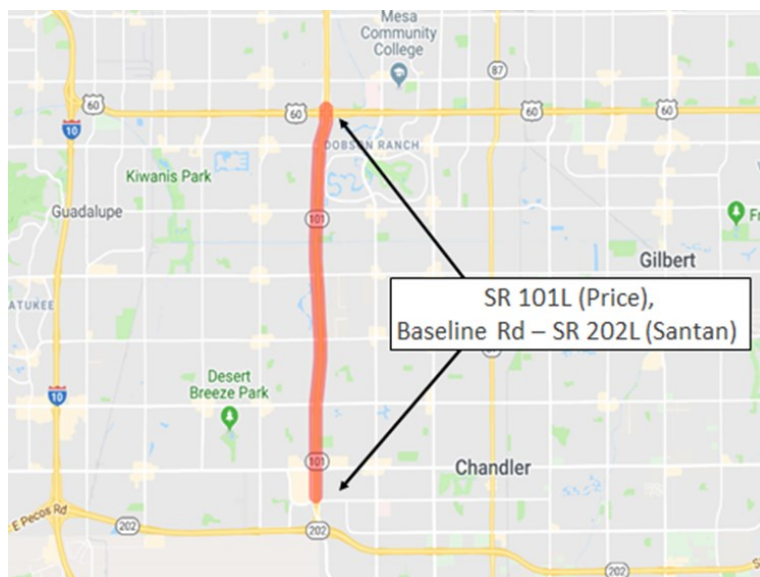
Consent Contracts: (Action as Noted)

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

***ITEM 3e:**

BOARD DISTRICT NO.: 1
 BIDS OPENED: March 22, 2019
 HIGHWAY: PRICE FREEWAY (SR-101)
 SECTION: BASELINE RD – SR 202L (SANTAN)
 COUNTY: MARICOPA
 ROUTE NO.: SR 101
 PROJECT : TRACS: NH-101-B(209)T: 101L MA 055 H687301C
 FUNDING: 39% FEDS 60% STATE 1%LOCAL
 LOW BIDDER: PULICE CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 59,482,777.00
 STATE ESTIMATE: \$ 58,251,507.34
 \$ OVER ESTIMATE: \$ 1,231,268.66
 % OVER ESTIMATE: 2.1%
 PROJECT DBE GOAL: 14.33%
 BIDDER DBE PLEDGE: 14.74%
 NO. BIDDERS: 3
 RECOMMENDATION: AWARD

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***ITEM 3f:** BOARD DISTRICT NO.: 5

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BIDS OPENED: March 8, 2019

HIGHWAY: ASH FORK – FLAGSTAFF HIGHWAY (I-40)

SECTION: A-1 MOUNTAIN ROAD TO I-17

COUNTY: COCONINO

ROUTE NO.: I-40

PROJECT : TRACS: NHPP-040-C(222)T: 040 CN 190 F004301C

FUNDING: 94.34% FEDS 5.66% STATE

LOW BIDDER: PAVECO, INC.

LOW BID AMOUNT: \$ 909,817.20

STATE ESTIMATE: \$ 939,973.85

\$ UNDER ESTIMATE: \$ 30,156.65

% UNDER ESTIMATE: 3.2%

PROJECT DBE GOAL: 5.67%

BIDDER DBE PLEDGE: 7.99%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, February 15, 2019
City of Douglas Council Chambers
425 E. 10th Street
Douglas, AZ 85607

Call to Order

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

Pledge

The Pledge of Allegiance was led by Chairman Sellers.

Roll Call by Board Secretary, Linda Priano

A quorum of the State Transportation Board was present. Chairman Sellers, Vice Chair Hammond, Board Member Thompson and Board Member Knight were in attendance. Board Member Elters participated by telephone conference and Board Member Stratton did not attend. There were approximately thirty members of the public in the audience.

Opening Remarks

Chairman Sellers welcomed everyone to the meeting and thanked Interim City Manager of Douglas, Jerene Watson and Cochise County Board of Supervisor, Ann English for the welcoming reception on Thursday evening at the Gadsden Hotel. Chairman Sellers announced that he was recently appointed to fill the remaining two year term of the Maricopa County Board of Supervisors, representing District 1.

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.

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

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

February 15, 2019
9:00 a.m.

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

CALL TO THE AUDIENCE

SPEAKER:

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Ann English.....	4
Randy Heiss.....	5
Ana Olivares.....	8
Karen Lamberton.....	10
Peggy Judd.....	12
Kee Allen Begay, Junior.....	13
Kara Harris.....	15

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AGENDA ITEMS

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1 (Beginning of excerpt.)

2

3 CHAIRMAN SELLERS: We're going to move to call to
4 the audience. This is an opportunity for members of the public
5 to discuss items of interest with the Board. Please fill out a
6 request card if you haven't already and give it to the board
7 secretary if you wish to address the Board. In the interest of
8 time, we will impose a three minute time limit.

9 So we will start with Cochise supervisor, Ann
10 English.

11 MS. ENGLISH: Good morning again, Director
12 Halikowski and members of the Board. Welcome to Cochise County.
13 The first thing I want to do is to thank you for the progress
14 that we see on some of the highways in Cochise County. It is
15 problematic for a moment when you have to wait when projects are
16 being done, but we know that this is the price that you pay in
17 order to get a safer intersection and a better roadway. So we
18 really appreciate the fact that you've worked on several of our
19 bridges in order to renovate them so that they meet the
20 standards of today and the heavy traffic that's on the roads to
21 do that.

22 The other thing I want to put in front of you
23 again, and will continually do so, is the fact of the
24 infrastructure that's going to be necessary should we get a new
25 commercial port of entry, because that's going to help not only

1 Cochise County, Douglas, Arizona, but the United States, because
2 the traffic coming from Mexico is growing, and that is our
3 biggest trading partner. And so I think that it behooves us to
4 take advantage of that and make sure that we have the roadways
5 that the people are going to choose to use, because everyone has
6 cell phones now, and so logistics are very important, and they
7 want to know how can I get across the border the fastest.
8 Where's the best place for the -- doesn't take that long to
9 offload and get my trucks back on the road.

10 So we're hoping that you will help us. GSA, of
11 course, will have to put the port in place, but we need to have
12 the roadway structure from that. So I'll keep mentioning it to
13 you in the future, because these things don't happen overnight,
14 but I want you to always be thinking that not only does Douglas
15 need that. Cochise County needs that, but Arizona needs that.

16 So again, thank you very much for coming to
17 Douglas, and I don't know if you caused the rain or not, but
18 we're grateful for every drop, and I'm going to give you a
19 little credibility and say that you brought that to us and we
20 appreciate it. Thank you.

21 CHAIRMAN SELLERS: Thank you.

22 Next up we have Randy Heiss, Executive Director
23 of SEAGO.

24 MR. HEISS: Thank you.

25 CHAIRMAN SELLERS: SEAGO.

1 MR. HEISS: Sorry. My handwriting is atrocious.
2 So good morning. Mr. Chairman, congratulations
3 on your recent appointment --

4 CHAIRMAN SELLERS: Thank you.

5 MR. HEISS: -- to the Maricopa board.

6 Members of the Board, Director Halikowski, ADOT
7 staff, good morning. Welcome back to the SEAGO region. Just
8 wanted to -- I gave you each a copy of our recent transportation
9 issues position statement that was adopted by our board back in
10 November outlining the issues that are impacting our ability to
11 implement projects on the local systems, and I'd appreciate it
12 if you'd take a look at that. Won't go into it right now, but
13 it's there in front of you.

14 Also, I wanted to remind you about the 21st
15 annual Arizona Rural Transportation Summit. It's going to be
16 October 16th through 18th of this year, held at the Casino Del
17 Sol in Tucson. We're going to focus on the importance of
18 efficient, adequate transportation infrastructure, maintaining
19 our competitive edge in international trade and commerce.

20 We also hope to, you know, kind of weave the
21 SR-189 celebration into that. The full solution was very much
22 appreciated. We're very grateful for that project and the
23 director finding a way to fully fund that project that was
24 really important to us. And as you know, once that's built,
25 it's going to dramatically improve the flow of commerce up to --

1 up to I-19, and that's very important, but it's also going to
2 exacerbate the bottleneck that's at the Ruby Road interchange,
3 and so we'll be working with Santa Cruz County to study their
4 options for raising local revenue that they can bring to the
5 table and hopefully get that -- the Ruby Road, Rio Rico Drive
6 and those frontage roads moved into the five-year plan.

7 And just so you know, my board isn't just focused
8 on improvements of -- into the ADOT system or in the SEADOT
9 (phonetic), SEAGO region. So I would like to present to the
10 director a letter of support for ADOT's INFRA application for
11 the improvements to I-17 between Anthem and Sunset Point. This
12 has been something my board has been looking at since November
13 of 2015 when they passed Resolution 2015-06, which expressed
14 support for improvements all up and down the I-17 corridor,
15 which are well overdue.

16 I'd just like to read one paragraph: As you
17 know, the border communities of Nogales, Rio Rico and Douglas
18 have economies funded -- founded on international trade and
19 commerce. Every year more than \$30 billion of products cross
20 through the land ports of entry in the SEAGO region, and their
21 timely delivery depend on safe and efficient transportation
22 systems so that they're able to reach consumers and markets to
23 the northeast and west of Arizona.

24 Unfortunately, the crashes on I-17 between Anthem
25 and Sunset Point frequently cause complete shutdowns on the

1 corridor, and logistics managers are forced to direct their
2 shipments to alternative routes that are less prone to such
3 delays. This in turn has a deleterious effect on the decisions
4 on businesses and industries considering investment or expansion
5 in Arizona and puts our state at a competitive disadvantage with
6 other western states to which we lose ground every year, meaning
7 Texas and California. They're not just eating our lunch.
8 They're taking our lunch money at this point.

9 So thank you so much for your service to the
10 state of Arizona, and I wish you a safe trip back to your homes
11 and families.

12 CHAIRMAN SELLERS: Thank you.

13 Next up we have Ana Olivares, Transportation
14 Director for Pima County.

15 MS. OLIVARES: Good morning, Mr. Chair and
16 members of the Board. Can you hear me? My name is Ana
17 Olivares, and I am the transportation director for Pima County
18 Department. Thank you for the opportunity to speak to you
19 today. I'm here to speak on Item 5 of the agenda, the 2020 to
20 2024 Tentative Five-Year Program.

21 In Pima County, there is no greater public policy
22 initiative than improving our local and regional economy.
23 Expanding transportation infrastructure, including the major
24 state routes, is critically important to achieving this goal,
25 and as such, we request the inclusion of three very important

1 projects in the ADOT five-year program.

2 The first one we request is the timely completion
3 of the DCR and EIS for I-10, I-19 to Kolb, and State Route 210,
4 Golf Links to I-10, as well as programming the funding for the
5 design and the construction for the interchanges at Kino Parkway
6 and Country Club. These interchanges are needed to support a
7 key Pima County economic development to create a major retail
8 sports and entertainment venue. Phase one of this venue is
9 currently under construction just south of I-10 at Kino Parkway,
10 and a request for statements of interest has already been
11 advertised, and those are due March 22nd. So we're moving
12 forward with that venue.

13 Second, the Sonoran corridor is a most important
14 economic development priority for our region in southern
15 Arizona. Completion of the tier one EIS and identifying funding
16 for an immediate continuation of the tier two study is critical
17 for the development of this corridor. Great relationships have
18 been established and built during -- with our stakeholders
19 during the tier one study, and we do not want to lose this
20 momentum as we wait for tier two to begin. So we really ask
21 that you fund the tier two study in this five-year program.

22 And the last project I want to talk about is I-10
23 at Sunset Road interchange. Pima County is also continuing the
24 design of the Sunset Innovation Campus on the southwest area of
25 I-10 and Sunset Road, and the connection from I-10 to River is

1 very important for the success of this campus. We at the
2 transportation department have already started the DCR for our
3 segment of the roadway at Sunset, and we need ADOT to program
4 and design the construction of the interchange in this five-year
5 plan. It was there prior, and we ask that it be brought back to
6 the program.

7 Thank you very much for your time today.

8 CHAIRMAN SELLERS: Thank you.

9 Next up we have Karen Lamberton, the Sierra Vista
10 MPO Administrator.

11 MS. LAMBERTON: Yeah. I don't think it's on. We
12 are not on here. And, of course, I have the high, shrill kind
13 of voice that you can hear me anyway across the room. While
14 he's monkeying around with that.

15 So I just wanted to come and introduce myself to
16 you. Most of you have met me back and forth over time. I'm
17 Karen Lamberton. Previously have been with Cochise County, and
18 you've seen me speak in that behalf, and just recently took over
19 the position there of the Sierra Vista MPO administrator a few
20 months ago. And our chair, Mayor Rick Mueller, sends his
21 greetings and tells me not to talk too much, because you've got
22 good business to get to, and we want to get you to that business
23 as quickly as we can.

24 I did want to just bring one thing forward to
25 you, and appreciate ADOT having the regional governments

1 involved in your priority planning for your five-year plan,
2 giving us that front end opportunity to be involved with that
3 effort. And we understand there are not any, you know, dramatic
4 projects in the Sierra Vista MPO region. We represent the
5 urbanized area of City of Sierra Vista, a town in Huachuca City,
6 and then about 400-square miles of unincorporated Cochise County
7 along that area, and we understand that performance-driven,
8 data-driven effort.

9 And I want to bring one project to your attention
10 that isn't showing up on there, that ADOT had done a kind of a
11 thousand-foot level look at the state highway, going down
12 through the town of Huachuca City, and that landed about 14 on
13 the priority list, which means it's, you know, way, like, you
14 know, past my career here. However, that segment through there
15 is of great interest, of course, to the City of Sierra Vista as
16 sort of an entryway into their town and to the town of Huachuca
17 City.

18 And the MPO -- I just want to let you know that
19 the Sierra Vista MPO is going to fund a corridor study in the
20 next two years to take a look at that corridor and kind of
21 bringing that really high level look at that segment and bring
22 it down lower and just kind of -- kind of just sort of jump
23 start that conversation with ADOT, some more details about how
24 we can take a look at that corridor, some improvements that can
25 be made within the town itself, as well in that corridor, and I

1 just wanted to give you a heads up that we noticed that.

2 We -- both ADOT and the Sierra Vista MPO see that
3 is kind of a priority, but it's way outside of the current
4 funding and those kind of things. But should some additional
5 funds start flowing down through the system, that's a project of
6 importance to us, and we'll just kind of flag that and kind of
7 try to give you some help on learning what we really need to do,
8 what the needs are.

9 So we wanted to give you a heads up on that and
10 leave it at that. And if you have any questions about Cochise
11 County and Sierra Vista MPO region, just give me a call and we'd
12 be happy to see what we can find out for you.

13 All right. Thank you so much.

14 CHAIRMAN SELLERS: Thank you.

15 Next up we have county supervisor Peggy Judd.

16 (Inaudible conversation.)

17 MS. JUDD: So today I just wanted to greet you
18 and welcome Chairman Sellers to the County Board of
19 Supervisors organization, state organization. That's -- not
20 that I'm in any sense of a leader there, but it was exciting to
21 see that announcement.

22 I want to let you know that things look like
23 they're moving ahead in -- with the signs, with the -- for the
24 wineries. They still need access to the state highways, and you
25 might see those coming up to the Board, and that's going to be

1 really important to our area. Seems to be one of our major
2 economic drivers in the northern part of the county, and we're
3 -- or northeastern part, and we're really excited about that.

4 We are grateful for the work that you do, and do
5 consider (inaudible) my weed problem that needed to be mowed on
6 the highways. That's no issue anymore. Tumbleweeds are still
7 an issue. When you see them rolling around as you're driving
8 around the county, you might remind your lower -- your workers
9 out there that the tumbleweeds do go across the highways, and
10 people like to play sort of a dodging game with them, and it
11 sometimes ends up being a little uncomfortable for motorists.

12 But thank you very much for coming to our county,
13 and you're welcome here. And I know Supervisor English has done
14 a great job putting together your events and welcoming you here,
15 and I'm grateful to be part of that and welcome you here as
16 well. So have a great day. Thank you for coming.

17 CHAIRMAN SELLERS: Thank you. And with my new
18 assignment, finding the wineries probably will become more
19 critical.

20 Next up, we have Key Allen Begay, Junior, Navajo
21 Nation Council delegate.

22 MR. BEGAY: Good morning, board members. I just
23 want to say thank you for allowing me to make another
24 presentation. My name is Key Allen Begay, Junior, with the
25 Navajo Nation Council, northeastern part of the state of

1 Arizona.

2 I continue to come over to each of the board
3 meetings to advocate and seek your support to improve the road
4 between Many Farms and Chinle, Arizona. And I've been making
5 some statement to the administration, ADOT administration and to
6 the Board, and I appreciate the -- ADOT board members making
7 their field visit two years -- I think it was three years ago,
8 and I appreciate that. And I think there's a time -- I think
9 this is back in 2016 that they made a visit in April. So since
10 then, I guess it's just a matter of continuing to develop and
11 get as much information as we can to get this particular road in
12 place and whatever documentation that needs to be done.

13 I just wanted to say that I'm here as a
14 legislator for the tribal government, and I'm here to say that
15 whatever needs to be done as a government-to-government relation
16 on the Navajo Nation, I know there's a lot of issues that come
17 -- do come up as far as right-of-way issues, and granted, some
18 of these right-of-way does take some time, but I guess it's just
19 a matter for me to say that we do have high traffic, especially
20 during the summer. Tourism, we have the Four Corners, the
21 Canyon de Chelly, the Monument Valley and so forth that we do
22 have an increase of traffic.

23 So it's just not a matter of our safety, but it's
24 a matter of the tourism, and then also the school. We have
25 several schools. Within the community of Many Farms, we have a

1 BIA school, a community school and a public school, and it's --
2 and then down the road, we have Chinle, several more businesses.

3 So I just -- I mean, I'm just here to continue to
4 ask for your support, ask for the administration of the Arizona
5 Department of Transportation to continue to keep in touch with
6 me of what needs to be done. This is just not -- overall, the
7 Navajo Nation council passed a resolution as a state priority,
8 which was given to the state legislators and the state
9 governor's office, in specific area, certain areas of the Navajo
10 Nation that needs major improvement or needs attention.

11 So again, I just want to say thank you very much
12 for allowing me to speak, and I just wanted to say thank you
13 very much.

14 CHAIRMAN SELLERS: Thank you. Our last speaker
15 is Kara Harris.

16 MS. HARRIS: Your comic relief is here. I would
17 sing "Welcome to My World," but you would keep me -- you would
18 kick me out of the board meeting. I don't sing well. But
19 welcome to the Cochise County, to my end of the world, also
20 known as northern Mexico.

21 This morning I've heard two different people, the
22 man from SEAGO and, of course, Ann English, our supervisor, talk
23 about the port of entries and how busy the roads are. I hope at
24 least if you didn't drive this way down 82, remember last month,
25 I invited you to take the scenic route and take Highway 90

1 through Sonoita or Sonoita through Highway 90 to come -- to
2 access Douglas to see what my end of the world looks like.

3 It is extremely dangerous, because a lot of the
4 commercial vehicles coming out of Nogales have decided it's
5 better to go 82 than it is to go up I-19 to I-10. Our traffic
6 on that road's increased. I can lay in my bed at night, and I'm
7 four properties -- approximately four acres just south of 82 --
8 and I can hear the trucks coming down that road.

9 I'm likely on my bicycle to be passed by anywhere
10 from two to eight 18-wheel vehicles, and again, if one is headed
11 west and one is headed east, I pray, because I have about 18
12 inches of road that our local ADOT has never repaired, and I've
13 asked before I even started coming to your meetings. I asked
14 locally. I went to the State, and then they suggested I come
15 talk to you. They have not repaired those fissures on the road.

16 Our area of the road is on the map for the Sierra
17 Vista MPO, which I'm now a part of. It is also on SEAGO's map,
18 and I would encourage everybody to partner to widen that road.
19 The DPS officers also informed me that it's the 18-wheel drivers
20 that are destroying the road and taking out those guardrails
21 regularly. It would benefit us extremely if we had a four-lane
22 highway like Sonoita does, out of Sonoita, all the way to
23 Highway 90 to accommodate all those commercial truckers, because
24 while they wait down here for a port of entry, we already have
25 it in Nogales, and they are already accessing Highway 90.

1 So I would like it to be put on your five-year
2 plan. I'm -- I don't work for a construction company. I'm just
3 an old lady, with an eight-year-old kid, who rides a bike, and I
4 really want my highway done. I will see you in Tucson next
5 month, and thank you for coming to our county, and I hope you
6 enjoyed the drive.

7 CHAIRMAN SELLERS: Thank you.

8 Okay. We're ready for the director's report, and
9 I think he's even going to talk to us about what's going on with
10 the port here.

11 MR. HALIKOWSKI: Thank you. Thank you,
12 Mr. Chairman, and congratulations on your appointment to the
13 County Board of Supervisors. It's good to have you there.

14 I actually want to talk to the Board about two
15 issues today. The first one's going to be a legislative federal
16 government report, and the second one will be, as you said, on
17 the ports of entry and border activities.

18 As far as what's happening in the state
19 Legislature, ADOT only has one bill this year that we've asked
20 for, and that is to put us into compliance with federal trucking
21 safety rules. This program is called Prism, and essentially
22 what it's going to do is in order to keep our eligibility for
23 certain federal funding related to motor carrier safety, there's
24 going to be more stringent reporting requirements and sanctions
25 on the trucking industry for failure to comply with standards.

1 So that one is moving through the Legislature. We don't foresee
2 any real issues with that.

3 The other thing you might be aware of, Chairman
4 Noel Campbell, Chairman of the House Transportation Committee,
5 he has a bill to raise the gasoline tax that has now passed out
6 of his committee unanimously by 25 cents. That would be a state
7 tax over and above the current 18 cents that motorists are
8 paying. That would raise about an additional billion dollars
9 per year for transportation infrastructure.

10 In addition, the bill also tries to achieve
11 (inaudible) in vehicle license tax on alternative fuel vehicles
12 and also a fee or charge on vehicles using alternative fuels
13 that would be similar to the gasoline tax on those particular
14 vehicles. Specifically, they're looking at natural gas,
15 propane, electricity, those kind of alternative propulsion
16 systems.

17 So I don't really know the future of this bill.
18 As you know, there have been attempts at the Legislature before
19 to raise gasoline taxes. It's curious to note that the billion
20 dollars this bill would raise is pretty much along the lines of
21 ADOT's Key Commerce Corridors initiative that we presented to
22 you sometime ago. So it goes along with our estimates about
23 what's needed to fully fund this system for the next 20 years.

24 The governor was very clear in his state of the
25 state address. No new taxes. So I think there's probably a lot

1 of work to be done if something were to happen with this
2 particular piece of legislation.

3 So with the expected budget surplus this year, as
4 you probably have been reading about also, the governor's budget
5 puts about 500 million into the rainy day fund, and in the other
6 500 million, it goes to various sources. But the thing that
7 we're very happy to see is that the governor's budget proposes
8 about 45 million over three years to close the gap on I-17,
9 which would give us an additional lane in each direction from
10 Anthem to Sunset Point.

11 We've got about (inaudible) set aside. As you
12 heard, there's an INFRA grant we're going after, also. The last
13 130 million to close this gap is in the governor's proposed
14 budget.

15 Chairman Livingston in the Senate is running a
16 bill that essentially mirrors what the governor's proposal is to
17 close that gap for that 130 million for the widening project.
18 So when it's finalized, we'll see it spread out over about three
19 years.

20 In addition to 17, Representative T.J. Shope is
21 asking for a \$10 million General Fund appropriation to help fund
22 the I-10 study through the Gila River portion. As you know,
23 with MAG's leadership, we have now opened up a good partnership
24 with MAG and the Gila River Indian Community, and we either have
25 launched or will launch very soon an RSP to do a study to begin

1 looking at what the scope of this project will be and its costs.
2 So I don't know the fate of that \$10 million appropriation, but
3 Mr. Shope is pushing that as a first step to doing the I-10
4 work.

5 Former State Transportation Board member Arlando
6 Teller, who's now a freshman lawmaker, he's pursuing several
7 appropriations, and one is a \$10 million appropriation, which
8 he's amended down from his original \$65 million request, but it
9 would be \$10 million to the State Aviation Fund. And this would
10 partially make up for the recent fund sweeps, and he's also
11 asking for a \$25 million appropriation to expand US-91 -- 191
12 from Chinle to Many Farms, and a \$14.5 million appropriation
13 through distributions at -- by ADOT to the Navajo Nation for the
14 chapter's bridge replacement projects. (Inaudible), Steamboat,
15 (inaudible) and Chinle. So your former board member is quite
16 busy at the Legislature trying to do some work with
17 appropriations.

18 On another front, Senator (inaudible) Tsethlikai
19 has introduced several joint resolutions naming the following
20 highway segments. She's proposing to name U.S. Route 89 from
21 Utah state line to Flagstaff as Native American Veterans
22 Highway. A portion of Arizona 264 that falls on the Hopi
23 reservation lands, which she says is under the jurisdiction that
24 may need to be amended, but that piece be known as the Hopi
25 Codetalkers Highway.

1 U.S. Route 160 from New Mexico state line to U.S.
2 Route 89 is Native American Women Veterans Highway, and another
3 portion of Arizona Route 264 on the Navajo reservation as the
4 Navajo Codetalkers Highway. And last portion of U.S. Route 66
5 between Seligman and Kingman that falls on the Hualapai
6 reservation is the Hualapai Veterans Highway. So the impact to
7 ADOT on these, if these were all successful, would require us to
8 improve and replace signage in the future.

9 On the federal front, I think as everybody knows,
10 there's been an agreement on the budget which has been sent to
11 the President. He has not signed this yet, be -- but, you know,
12 I hate to predict what the President might or might not do, but
13 the (inaudible) seem to think that that bill is going to be
14 signed and go through. So, you know, this would provide 320
15 billion for dozens of federal departments and agencies.

16 Where this is an impact to us right now is that
17 as we're going through our NEPA process, we need the
18 participation of a number of federal agencies who have to be
19 involved in the public hearings with us, whether it's U.S. Land
20 Management or the EPA or other federal agencies, and while they
21 were unfunded, they were not able to participate in the public
22 hearings. This slows us down. So we're hopeful that, you know,
23 this is going to pass with the President and we can all get back
24 to work.

25 Infrastructure in Congress remains a popular

1 issue. You know, there's a national backlog of needed
2 infrastructure maintenance we had estimated as exceeding
3 \$1 trillion in the country. There's infrastructure needs of the
4 states. There's some bipartisan issues I think the White House
5 and Congress can agree on. The leading proposal in Congress,
6 which is introduced by the House -- yeah, House Transportation
7 Committee chair, calls for an increase in the federal gas tax
8 somewhere between 1 and 1.5 cents per year, and the proceeds
9 will be used to fund more bond infrastructure projects. This
10 could add up to another 500 billion to the states in additional
11 revenue over the next ten years for construction and
12 maintenance. So we're keeping a close eye on that.

13 As you know, since 2008, more than 200 billion
14 has been pumped into the Highway Trust Fund from the Federal
15 General Fund, and another 191 billion will be needed to fund
16 highway transit programs at their projected levels through 2021.
17 So unlike other states, because of dwindling federal
18 appropriations, 22 other states have increased their gas taxes
19 in the past five years. It remains to be seen whether Arizona
20 will be become number 23 this year.

21 And then the comment period for ADOT's assumption
22 of the NEPA review has begun. As you know, we have put an
23 application in to the Federal Highway Administration, and we
24 basically want to stand in the place of federal government on
25 the NEPA study process. We believe this would actually help us

1 speed up delivering projects by coming to closure on the NEPA
2 process much sooner.

3 So that concludes the legislative report,
4 Mr. Chairman. I'd like to turn now to the ports and border
5 issues.

6 CHAIRMAN SELLERS: Yeah, if I might,
7 Mr. Director.

8 MR. HALIKOWSKI: Yes, sir.

9 CHAIRMAN SELLERS: I'd just like to emphasize to
10 folks from my perspective that Representative Campbell's bill
11 gets us close to being a user-based fee as you can get. And
12 five cents a year for five years, five cents a gallon equates to
13 \$3 a month for the average motorist. We really need to be
14 looking at ways that we can get the funding we need for our
15 infrastructure in this state. My comments.

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

17 So as has been mentioned, Arizona and Mexico have
18 a great trading partnership, and Mexico is Arizona's largest
19 trading partner by far. In 2017 we did more than \$18 million
20 worth of two-way trade with Mexico. 2018, 2019 is looking like
21 another solid year. We're doing all we can to make sure the
22 infrastructure to facilitate trade is available at the border.

23 Now, Douglas has had some great news in 2018. As
24 Supervisor English mentioned, the General Services
25 Administration has completed the feasibility study for the

1 modernization of the port of entry here. And what's important
2 with this study is that it's confirmed the need for a two-port
3 solution in Douglas. This means that commercial traffic would
4 be relocated to a new facility about five miles west of the
5 existing port downtown. Then the old port would be modernized
6 and converted for use by pedestrians and cars only.

7 Now, as a result of the study, TSA's confirmed
8 the intent to have the federal government pay for the
9 improvements, but unfortunately, like most things with the
10 federal government, the funding is not guaranteed. This means
11 we'll continue to work together with our Congressional
12 delegation, and would ask for the Board to also work with them
13 to secure the 200 to 300 million dollars that's necessary for
14 the port.

15 ADOT's agreed to work with the community to see
16 what types of improvements we're going to need to make on the
17 state highways to improve the future traffic patterns as we
18 anticipate the increase in traffic. Now, this is the same type
19 of effort we make at other ports, collaborating as you know to
20 determine the right solutions and working with the community and
21 the Congressional delegation to advocate for funding and really
22 determining what we need to do as a state to make it all work.

23 In Nogales, as you know, we're in the final
24 stages of developing the procurement for State Route 189, which
25 the Board has (inaudible) put into the program. The new highway

1 will connect the port of entry, as Mr. Heiss mentioned, with
2 Interstate 19, with the cost at about 134 million, and will be
3 delivered as a design-build starting next year.

4 I'd like to mention and thank Governor Ducey for
5 putting another 700,000 in the State budget proposal this year
6 to add a cold storage facility at the Nogales port. This will
7 enable Nogales to actually cross more temperature sensitive
8 produce like berries and avocados. Avocados thus helping our
9 competitive advantage.

10 We continue to advocate at ADOT for funding to
11 modernize the San Luis 1 port of entry, which is the pedestrian
12 and passenger crossing, and we also are advocating to allow cars
13 to use the commercial port at San Luis, too. This will even out
14 the traffic flow we have in San Luis and improve our traffic
15 safety.

16 Current estimates are that these projects will
17 cost approximately 230 million. Again, as with Douglas, the
18 amount is not in the current federal budget, and we need to keep
19 the pressure on for the Congressional delegation.

20 The other thing I wanted to mention is I think
21 Supervisor English or perhaps it was Mr. Heiss talked about cell
22 phones and communication. We're getting ready to launch a new
23 modernized 511 system at ADOT. One of the things I had asked
24 that be in that system is that we work with our partners in
25 Mexico so they're able to use our 511 system or Mexico's system

1 to be able to access the ports of entry, determine wait times
2 and better plan their routes through the use of that
3 application.

4 So we're continuing our great relationship with
5 our Sonoran counterparts. We're implementing safety corridors.
6 Well, actually, we're helping the Mexicans to study safety
7 corridors that they're implementing in Mexico. Sonora is
8 enhancing enforcement and coordinating the work of first
9 responders and making some significant improvements. Thank you
10 for that.

11 As you know, the first part of that effort was a
12 safety corridor between Lukeville and Rocky Point, and since we
13 have implemented that safety corridor, we have had no crashes on
14 that stretch of highway, and a lot of that is due to the
15 enforcement efforts of our partners and the advertising and
16 signage on that particular highway.

17 Now we're working on similar efforts on the
18 commercial and safety logistical corridor connecting Arizona and
19 Sonora. As you know, we have a study going on the MX-15. This
20 effort is to allow traffic information in Sonora and Arizona to
21 be seen by drivers, also. As I mentioned, with the truckers,
22 we're working on an enhanced 511 approach. We also want to do
23 this with our passenger vehicle traffic in coordination with the
24 Mexican traffic operation center.

25 We're working on an MOU with the Federal Motor

1 Carrier Administration. Over the years, as we've heard, we've
2 had excessive inspections as our ports of entry at Douglas and
3 also -- I'm sorry -- San Luis and Nogales by Federal Motor
4 Carrier Safety inspectors. We're hammering out the final points
5 on the agreement that's going to formalize the joint approach as
6 to how we do inspections, and we're pretty hopeful that this is
7 going to be a permanent solution to streamlining the process so
8 that we can improve the relationships with the Mexican trucking
9 companies without them fearing they're going to be
10 overinspecting when they come to our ports of entry.

11 The Border Liaison Unit is still continuing to
12 train drivers on U.S. safety laws in Mexico. We're doing those
13 in Spanish, and as of to date, we've trained more than 500
14 drivers. Our out of service rate on these trained drivers is
15 about zero. And you compare that to the U.S. out of service
16 rate that we see through our non-international ports of entry,
17 and that rate's about 22 to 25 percent. So the training is
18 definitely paying off and making the Mexican trucks that are
19 coming across our border much, much safer as we train drivers,
20 mechanics and companies in the importance of mechanics and
21 driver safety.

22 We're in the final phases of the Bi-National
23 Corridor Study on MX-15. We expect to complete that within two
24 months, and we'll be reporting out to you. And this is going to
25 provide us a great roadmap for our economic future with Mexico.

1 We're looking forward to the upcoming (inaudible) sessions, and
2 we'll continue trying to hammer out better and more
3 opportunities.

4 That concludes both my reports, Mr. Chairman. Be
5 happy to answer any other questions.

6 CHAIRMAN SELLERS: Any questions for the
7 director?

8 Yes. Board Member Thompson.

9 MR. THOMPSON: You know, up in the remote and the
10 rural areas of the reservations, there's not too many
11 interstates, state or U.S. highways, and anything that we can do
12 to continue just to find what money and do repairs on those
13 roads, I think that is -- those are just some of the major roads
14 that are used by the public, because there's not too many. If
15 there was additional amounts of highway, they could use that,
16 but no, they have to use the very few roads out there, and
17 that's what we're looking for.

18 And it was mentioned, 191, I think that's been on
19 the -- on our priority for quite some time from the communities.
20 Right now it's in the discussion state as well. And also, that
21 there are many dollars that we are talking about even through
22 the bills. If there is an opportunity that these rural
23 communities can tap into it, we'd like to know about that,
24 because the State does have an interest out on the reservation.
25 There's a lot of buses that go -- school districts that go out

1 that way. And so they are heavily impacted, not only by the
2 local folks, but, you know, people just traveling through, they
3 use those roads. That's just my comment.

4 CHAIRMAN SELLERS: Thank you.

5 MR. HALIKOWSKI: So Mr. Chairman, to that point,
6 we are planning a trip within the next few weeks to go up and
7 visit with Mr. Begay and his staff and members --

8 MR. THOMPSON: Right.

9 MR. HALIKOWSKI: -- to talk about the issues
10 there.

11 I would also ask the Board, because I think in
12 your position you can make a difference by visiting with
13 legislators, to support Mr. Teller's efforts to fund with
14 General Fund dollars improvements as has been done in the past
15 on tribal nations with General Fund appropriations perhaps for
16 US-191.

17 MR. THOMPSON: Thank you.

18 CHAIRMAN SELLERS: Thank you.

19 Any other questions?

20 Okay. Next, we have the district engineer's
21 report with Brian Jervas, for information and discussion only.

22 MR. JEVAS: Chairman, members of the Board,
23 director, staff, I'd like to welcome you to Southeast District.

24 I'm going to need schooling on this here.

25 Southeast District, Douglas, Cochise County. My

1 name, again, is Brian Jevan. I'm the assistant district
2 engineer out of Safford district office. I am going to deliver
3 the monthly report.

4 (Inaudible conversation.)

5 MR. ROEHRICH: I was just going to say, Brian,
6 could you pull that mic up a little -- maybe a little closer.

7 MR. JEVAN: Hello. Hello.

8 MR. ROEHRICH: There we go.

9 MR. JEVAN: All right. I'll be going over some
10 of the projects we have recently completed. Projects we have in
11 construction right now and some of our projects that will be
12 happening in the next couple years.

13 This is a slide of our district management
14 showing our district. Our district is actually quite large. It
15 goes all the way from Young, Roosevelt, includes State Route 88,
16 the dirt section, of course, paved sections in the Central
17 District. We have three -- actually, three dirt roads, dirt
18 highways in our system: 88, 288 and 366. We include Young, up
19 to Hannagan Meadow, Douglas, Three Way, obviously Globe, Safford
20 area, Bisbee.

21 Our district management, district engineer, which
22 you all probably know, Bill Harmon. I'm assistant district
23 engineering we call on the east side. We have the Globe and the
24 Safford side. Kurtis Harris is with us today. He's -- what,
25 two months now? He's our assistant district engineer out of the

1 Globe area office. Been on board for two months. Glad to have
2 him. Superintendent on the east side is Tyrel Cranford. The
3 superintendent on the west side, George Collaco, and our ASO is
4 Michele Najjar. She's the one that keeps us all straight, keeps
5 us out of trouble.

6 All right. Recently completed projects. U.S.
7 U.S. Highway 70 passing lanes. That's on the San Carlos Apache
8 Indian Reservation. Very good project. Just finished up. Just
9 west of Peridot. Very much needed. We're working on some other
10 passing lanes. We're kind of trying to concentrate some of our
11 funds when we get them to do passing lanes in this area. It's a
12 high speed road, 70 between Globe and Safford. Can be kind of
13 scary at times. Recently completed. Good project. We're
14 working out another one right now outside of (inaudible),
15 actually.

16 Pinal County, Kelvin Bridge, it's a modernization
17 project. It was local government. I have a couple slides I'll
18 show you here in a minute of that project. It's quite an
19 outstanding structure. Very impressive.

20 US-70, Bylas system enhancement, safety
21 improvements. A \$9.1 million project we just completed. It's
22 been on the books, I think, for, gosh, 12, 13 years at least.
23 Finally got it built. Includes a walking path, lighting, raised
24 medians. We have a pedestrian hybrid beacon there. One of the
25 -- one of two, I think, that we have in our district. Widening

1 of the roads, box -- culvert extensions, new pavement. Very,
2 very impressive project. Very nice.

3 US-70, 8th Street, 191 pavement pres. That just
4 so happens to be right in front of my office. \$5 million job
5 completed last fall. Good project.

6 I-10, Island Bridge Wash was a scour project we
7 just completed on I-10 right at the New Mexico border.

8 SR-80, White Water Draw Bridge, is another
9 scour, which is right down the road here on U.S. -- or State
10 Route 80. Completed, I think, in the middle of summer.

11 SR-92, San Pedro River Bridge, complete bridge
12 construction. Very challenging project. A lot of environmental
13 concerns. The impaired water, so we couldn't get into the
14 water. It was quite a challenge to build. We had drilled
15 shafts, but we couldn't get in there to drill them. We had some
16 endangered bats land on the bridge, or under, hang out, so to
17 speak, under the bridge. Shut the project down for a couple
18 months because they were endangered. The lesser longnose bat.
19 So we had to shut it down until they were passing through, and
20 very interesting. The herbicides application.

21 MR. HALIKOWSKI: So Brian, did it drive
22 Mr. Harmon batty?

23 MR. JEVAS: So to speak. And even more batty.

24 MR. HALIKOWSKI: I hope the bats were treated
25 with care.

1 MR. JEVAS: It was interesting. That's never
2 happened to me before. I've done construction a long time. It
3 just so happened our -- our biologist from Phoenix came in and
4 said, Hey, wait a minute. You've got a bat in there. It was
5 like, Well, it's a bat. No, not just your ordinary bat. It's
6 an endangered species. It's like okay. But that shut us down
7 for a couple months. It was a big deal.

8 Here's the Kelvin Bridge. Quite a structure. I
9 was very impressed. You can see the old bridge is still in
10 place. The top picture on the left is the existing bridge, and
11 then the bottom right below it, it shows them building it, and
12 they kept the old bridge in place. Very, very impressive,
13 especially for the low volume of traffic. It's a very low
14 volume road.

15 Here's the San Pedro Rivera Bridge. Very
16 challenging. We had a temporary signal so that -- the people
17 weren't all that happy that it was one lane. Built one lane at
18 a time. Switched traffic over, built the other lane.

19 Projects under construction currently. City of
20 Globe, a local government project. It's almost complete. We
21 had a water line issue that the City had to replace before we
22 could finish it. Now we're waiting for temperatures, and we'll
23 finish the paving and the curb and gutter, and we'll be done
24 with that.

25 Gila County, 2nd Street to El Camino

1 intersection. It's a good project, very well needed. It's over
2 by the fire -- fire station in Claypool. It actually just bid
3 out. It will probably be in your packet next month for award
4 hopefully.

5 US-191, Black Country Byway, a pavement
6 preservation. This is becoming a very challenging project, and
7 I'd just leave it at that. I got to get back to the office and
8 figure it out as we speak.

9 US-70, 20th Avenue to 8th Street, enhancement
10 safety. It's ongoing right now. It's -- including the upgrade
11 of the old low pressure sodium bulbs to LED throughout all of
12 downtown Safford. We're doing some ADA improvements, blocking
13 off a somewhat dangerous intersection and making a cul-de-sac
14 for the City of Safford.

15 SR-80, Glance Creek Bridge, modernization, which
16 is right down the road about 10 miles. I imagine some of you
17 drove across it.

18 Ann, did you have happen to drive across it
19 today? They switched traffic. They switched traffic yesterday.

20 UNIDENTIFIED SPEAKER: (Inaudible.)

21 MR. JEVAS: Oh, did you?

22 UNIDENTIFIED SPEAKER: (Inaudible.)

23 MR. JEVAS: But they just switched traffic
24 yesterday. It's another one where we're building half at a
25 time. It's got a temporary signal on it. I know that it

1 doesn't make the people happy, but once it's built, it will be a
2 nice facility.

3 SR-92 chip seal, which is 23 miles of chip seal
4 between Sierra Vista and Bisbee, which I'm kind of curious.
5 We're just getting into it right now, doing some crack sealing
6 before we do the chip seal. It will be the first time in our
7 district that we've used coated chips. So I'm kind of excited
8 to see how that turns out.

9 This is Glance Creek Bridge. It's, like, 10
10 miles down State Route 80 towards Bisbee. Will be done probably
11 in -- hopefully in three or four months.

12 All right. Projects in development. US-60,
13 Pinto Creek Bridge. It's coming back, I hope. This was the
14 project, as you recall, that all the bids were rejected several
15 months ago due to the high price. Apparently they've done some
16 redesign, tweaking, looking at some foundations. Went back to
17 PRB and got a few extra dollars. We're hoping that this
18 advertises here in the next month or so.

19 US-60, Queen Creek Bridge, which is right down
20 the road closer to Superior. That's still a couple years out.
21 It's estimated at 20 million. I put a question mark there,
22 because the district is working on a presentation for the state
23 engineer's office to try to do some additional improvements with
24 some of our district minor money, possibly. So it could be 20,
25 25 million when it's all said and done. We are trying to push

1 it so that the Pinto Creek and the Queen Creek aren't going at
2 the same time, of course, because that would cause a major
3 disaster in that neck of the woods.

4 US-60, Superior to Gila County. It's a pavement
5 preservation job, almost 10 million. And that one should
6 advertise here shortly, and hopefully, we'll be working on it
7 before the end of the year.

8 SR-177, Mineral Creek Bridge. We'll advertise
9 the first quarter of fiscal year '20. It's a scour project on a
10 small bridge on SR-77 -- 177.

11 SR-77, Gila River Bridge. This is a good
12 project, also, and it will be going probably at the same time as
13 Pinto Creek Bridge. So the Globe area is going to be extremely
14 busy in the next couple years. Again, I put a question mark by
15 the 12.5 million. I got an email two days ago, and I think they
16 said the price tag is up to 16 million now. So hopefully that
17 one we can move forward on.

18 More projects in development state -- state
19 projects. US-70, Ramboz Wash. Again, these are passing lanes
20 on the San Carlos reservation I just mentioned. Hopefully
21 they'll advertise in the first quarter of this -- fiscal year
22 '20.

23 US-70, Bylas, Pima chip seal. Actually, this
24 chip seal is going to go right through our new -- new
25 construction, which is good. We just paved the surface. We

1 didn't do any ACFC surface treatment. So the chip seal will go
2 through the project. Hopefully we'll start that here in the
3 next couple months.

4 US-191, Cholla and Ocotillo drainage. This has
5 been a problem spot. This is just right south of Safford.
6 Every time it rains, the water goes over the road. We have to
7 shut 191 down, clean it up. We're going to replace two culverts
8 with seven, and hopefully we can keep the water in the culverts
9 and keep our road open.

10 SR-366, damage repairs due to the Frye fire and
11 flooding. We are required to advertise in the fourth quarter
12 through the Federal Emergency Relief Program. We had the Frye
13 fire last year, and directly after that, we had a rainstorm.
14 The governor declared a state of emergency. So I grabbed our
15 federal friends, and we went up there and looked around, and it
16 -- we've had some serious damage. It's five million, probably
17 even more than that when it's all said and done. It's going to
18 be a big deal.

19 All right. Projects in development, local
20 government. City of Globe, Broad Street, from east Mesquite to
21 Cottonwood, doing some pavement improvements. Curb, gutter from
22 the City of Globe. Advertise hopefully in the next several
23 months. Estimated at about half a million dollars.

24 I threw these in here. They're not really local
25 government. This is the Freeport projects. They're private

1 money that Freeport pays for. It's our Highway 191. It's
2 constantly moving to satisfy the mine's needs. Right now we
3 have one that's -- the contractor's out working on. It will
4 take probably six, eight months to finish. It's called the
5 American Mountain. A big project. We have a couple tunnels
6 that they're going to be installing where the haul trucks go
7 over the top of our highway, which is very interesting. And I
8 was up there a couple days ago looking -- looking around, and
9 those trucks are substantially large, man. It's -- to have a
10 bridge that will hold those is pretty impressive.

11 Morenci Canyon, which will follow the American
12 Mountain, which will also have a tunnel. This particular
13 project will eliminate our existing rock tunnel, the only rock
14 tunnel in the state, which we're kind of relieved, because that
15 one always makes us nervous. It will incorporate a new tunnel,
16 but they will eliminate the rock tunnel.

17 Mountain Avenue intersection. It's an
18 intersection just before you get into Morenci. A smaller
19 project that the mine wants to do. There's a lot of activity
20 there, a gas station and such.

21 Town of Thatcher, Church Street, US-70 to
22 stadium. This one's been on the books. I know Randy's been
23 dealing with it quite a bit with SEAGO. Hoping to advertise
24 here in the next month or two. We've been waiting for some
25 utility relocations. I know the Town of Thatcher is very

1 excited to get it going. It -- there's going to be a
2 roundabout. It's will be our second roundabout in our little
3 community, which will be interesting.

4 Graham County, 8th Street to Airport Road
5 intersection. That is a roundabout. We've been working on it
6 for, gosh, a couple years now as well. And that's supposed to
7 advertise here in the next couple months.

8 City of Safford, 20th Avenue, Relation Street to
9 Golf Course Road. Big project, also partially funded through
10 SEAGO. Right now they're still trying to acquire some right-
11 of-way. Hopefully that will get going. I know that some
12 dollars have traded between the Town of Thatcher project and the
13 City of Safford since the Thatcher project plans were almost
14 ready. So they've been juggling money there, but hopefully
15 we'll get that one up and going here in the next month or two.

16 And that's it for our district. Safe travels.
17 Do you guys have any questions for me?

18 CHAIRMAN SELLERS: Any questions for Brian?
19 Thank you very much.

20 MR. JEVAS: Thank you.

21 CHAIRMAN SELLERS: Okay. We're going to move on
22 to the consent agenda. Does any member want any item removed
23 from the consent agenda? Do I have a motion to approve the
24 consent agenda as presented.

25 MR. THOMPSON: Chairman, I'd like to move for

1 approval of the consent agenda as presented.

2 MR. KNIGHT: Second.

3 CHAIRMAN SELLERS: Motion by Board Member
4 Thompson, second by Board Member Knight. Any discussion?

5 All in favor?

6 BOARD MEMBERS: Aye.

7 CHAIRMAN SELLERS: Any opposed? Passes
8 unanimously. Thank you.

9 Okay. Next up, we have -- try to control your
10 excitement -- the financial report. Kristine Ward.

11 MS. WARD: I know, I know. Every month, I know.
12 I can feel the energy coming off of you as I come up here to
13 give you this exciting news. So good morning.

14 UNIDENTIFIED SPEAKER: Good morning.

15 MS. WARD: I -- I'm happy to report that this
16 will be a very short report. Nothing exciting to tell, although
17 we are waiting. I was Googling while awaiting coming up here to
18 see if I could tell you the President signed. However, I
19 have -- even with five minute updates, I couldn't -- I couldn't
20 see whether he did. All I got was a lot of other kinds of news.

21 CHAIRMAN SELLERS: We're not ready to declare a
22 national emergency yet?

23 MS. WARD: Well, that actually -- that
24 actually -- there's a quite a bit a chatter on that, and that's
25 moving along quite quickly. However, the signing of the budget

1 bill, I can't seem to get information on.

2 So in terms of the Highway User Revenue Fund, you
3 will see that we continue to be a little above forecast. 3.2
4 percent above forecast, and we've drilled into that a little as
5 to why we are experiencing that, because we typically fall right
6 within this lovely range of plus 2, minus 1 target range in
7 terms of our forecasts. And we are really -- we're running a
8 little ahead on use fuel, and that is largely tied to California
9 had a change in their fuel taxes last year, and what we're doing
10 is we're seeing -- we're seeing some of that impacting our
11 numbers in terms of how we do fuel tax payments back and forth.

12 CHAIRMAN SELLERS: So we need to increase our
13 tax?

14 MS. WARD: Mr. Chair --

15 CHAIRMAN SELLERS: Personal comment.

16 MS. WARD: That --

17 MR. ROEHRICH: That's a rhetorical question.
18 Continue, please.

19 MS. WARD: Oh, I intend to. I'm not touching
20 that at all.

21 Okay. So we are -- again, gas tax is running a
22 little behind. Use fuel, diesel is running ahead. VLT and
23 registrations, running ahead. We are suspect as to the reason
24 the registration and the VLT is running ahead is because we
25 think we might have advanced registrations occurring because of

1 the new public safety fee.

2 MR. HALIKOWSKI: You had to mention it.

3 MS. WARD: I am just tiptoeing up here. I
4 mean...

5 Moving on, Regional Area Road Fund is right
6 within target range. We've got no concerns there. I have
7 already mentioned we are awaiting the signing of the budget bill
8 by the President, and --

9 CHAIRMAN SELLERS: And the good news is when
10 that's signed, it gives you a long-term plan all the way to
11 September.

12 MR. ROEHRICH: Wow, you know her so well.

13 MS. WARD: He does. This is good. I'm not going
14 to have to -- I'm not going to have to say anything.

15 MR. HALIKOWSKI: We have gone from planning five-
16 year increments to five-month increments, Mr. Chairman.

17 MS. WARD: Mr. Chairman, Director, we have even
18 had four-day and two-day increments. I mean, we are long range
19 people.

20 Also, I would let you know in the debt program,
21 you know we came to you, and you gave us authorization to
22 proceed with a \$75 million bond issue. That is a GAN issue,
23 actually, Grant Anticipation Note. That's moving right along.
24 We had the underwriter selection last week, and -- actually, no.
25 That was this week. That was yesterday. And so the issue is

1 moving right along. We'll be looking to price in March.

2 And that concludes my report, and I'd be happy to
3 answer any questions.

4 CHAIRMAN SELLERS: Any questions for Kristine?

5 MR. HAMMOND: Yes. I have one.

6 CHAIRMAN SELLERS: Yeah. Board Member Hammond.

7 MR. HAMMOND: Yeah. Realizing, you know, any
8 increase in revenue's got plenty of sources, ways to spend it,
9 what does that 3 and half percent translate into in dollars?

10 MS. WARD: About -- I'm sorry. Mr. Chair,
11 Mr. Hammond, so that -- when you get that 3.2 percent, that
12 represents about \$27 million. Half of that flows into the State
13 Highway Fund, and what we do is it flows in, and it ends up
14 being able to be programmed in the future.

15 MR. HALIKOWSKI: So Mr. Chairman, I just would
16 like to point out, because Kristine and I have had this
17 discussion before. When you see those percentage increases, it
18 generates the question, well, you're getting more money. What
19 seems to be the problem? And if you could touch back on the
20 response, because I think what we're trying to focus on is not
21 just the increase we're seeing today, but those lost years where
22 we had such a decrease in revenue.

23 MS. WARD: Mr. Chair, yes. Director Halikowski,
24 we have indeed had those conversations, and I think I might have
25 mentioned to you and you folks at one point that, you know, we

1 are recovering from a -- a -- just a ten-year demise from the --
2 from the Great Recession. So it's kind of analogous to when we
3 reach these new thresholds, I mean, when people see that we're
4 reaching a new threshold and we have a forecast that brings us
5 up pushing \$1.5 million, they say, Oh, well, we're reaching
6 historical highs of revenues. What they don't realize is
7 that -- or don't contemplate is that we lost 10 years plus of
8 growth.

9 So yes, we have -- we -- our high revenues ten
10 years ago were, let's say, a billion dollars. Now we're ten
11 years later, and let's say we're a billion one dollars. Yes,
12 you've reached a new threshold. However, you've lost ten years
13 of growth that would have been supporting your underlying
14 operation. So yes, we've reached a new threshold, but you're
15 about 10 years behind, if that makes sense.

16 MR. HALIKOWSKI: I just think it's important --
17 thank you, Kristine -- in the messaging, Mr. Chairman, that
18 people don't get the wrong idea that somehow, you know,
19 everything is okay. There's just a backlog of need that we have
20 not addressed for ten years. So we've been put off fixing the
21 roof, you know, with some basic patches, if you will, but now
22 we've got to replace the roof (inaudible).

23 MR. HAMMOND: I'm curious what cost percentage
24 increases that we've seen that's been much higher than that 3
25 percent. Forget about the lost years.

1 MR. HALIKOWSKI: And that's a good point,
2 Mr. Chairman, Mr. Hammond. We're seeing increases, obviously,
3 in costs for labor and materials. I mean, the world has not
4 stopped, even though we went into an economic recession. Those
5 costs continue to rise.

6 The other issue that we continue to face is one
7 of work force. This especially came home yesterday as we met
8 with the crew at Safford that, you know, we're hiring in
9 (inaudible) workers that we expect to have a commercial driver's
10 license. We expect them to be welders. We expect them to
11 operate heavy machinery, and we're basically starting people off
12 at a wage of \$12 an hour versus, you know, the mine where you
13 have unlimited overtime and they start at \$36 an hour. So
14 there's a cost hitting the department in that we're bringing
15 people in and training them, and as soon as they get a
16 commercial driver's license or some training, they're leaving
17 us. So this is another issue that we need to address in the
18 future of a competitive wage.

19 CHAIRMAN SELLERS: Thank you.

20 MS. WARD: Thank you.

21 CHAIRMAN SELLERS: Okay. Next Agenda Item 5,
22 Greg Byres, Tentative Five-Year Transportation Facilities
23 Construction Program review, for discussion and possible action.

24 MR. BYRES: I'm not sure if I have control --
25 here we go. Now I got it.

1 Mr. Chairman, board members, I'm here to present
2 the five-year program, which is for fiscal year 2020 through
3 2024, and we'll just hop right into it.

4 We're going to go through the background. See if
5 I can get mine going. Going through the background, an overview
6 of the asset conditions, our P2P process, tentative five-year
7 highway delivery program, as well as MAG and PAG's program, the
8 airport program, and then next steps on going forward with the
9 tentative program.

10 So as far as the background goes, the development
11 of the five-year program is very -- it's a collaborative effort
12 that encompasses both this board as well as ADOT and several of
13 the divisions within ADOT. Demonstrations, it demonstrates how
14 the federal/state dollars will be obligated over the next five
15 years. It is approved annually. The fiscal year starts each
16 year on July 1st, and the program must be fiscally constrained.

17 So going through the overview of asset
18 conditions, the value of the state highway system infrastructure
19 is currently set at \$22.4 billion. That's our latest number.
20 However, the entire system, if it was to be replaced, we're
21 talking somewhere in the neighborhood of \$250 billion.

22 So as far as the conditions go that we'll start
23 off with, the bridge condition, what this chart shows, it shows
24 what we have as far as conditions in good, fair and poor. Right
25 now we're at 59 percent good condition, 40 percent fair

1 condition, and 1 percent poor condition. That's on our bridges.

2 And to kind of give you an idea of what good,
3 fair and poor is, good is the primary structure components have
4 no problems or only minor deterioration. Fair is primary
5 structural components are sound but have some concrete
6 deterioration or erosion around piers or abutments caused by
7 flowing water, which is the scour at the bottom of the bridge
8 abutments, or the piers. And poor condition is advanced
9 concrete deterioration, scour or seriously affected primary
10 structure components. A poor condition bridge is not
11 necessarily unsafe. Any unsafe bridges are actually closed.

12 So the next item we have, this is the interstate
13 highway system, the pavement conditions. On this, if you look
14 at the bar charts, you'll notice that we have had an increase in
15 fair condition and a decrease in good condition for fiscal -- or
16 the calendar year of 2017.

17 One of the reasons that this is kind of showing
18 up is we've changed our methodology in collecting data. We've
19 gone from a visual accounting of the data to all digital
20 accounting, and that's all done with a single vehicle as it
21 drives down the road. So we pick up the -- the International
22 Rating Index for the pavement, the IRI. We also pick up the
23 rutting, the cracking, as it -- as it drives down the road. So
24 it picks up exactly what's happening with the surface, and we
25 pick it all up. We drive the entire system on an annual basis.

1 It works out pretty slick. It's amazing the amount of data that
2 we pick up in doing this.

3 The prior system that we had with the visual
4 accounting, we were basically taking a tenth of a mile and
5 encompassing that over a one-mile period and saying it was all
6 the same condition. So with this new one, we actually have --
7 our collecting, roughly on anywhere from a 100- to 500-foot
8 basis, we're collecting data points as we drive down the road.
9 So it's considerably different. However, we have correlated the
10 data back to the previous year's data so that we're not --
11 they're comparative. We have some adjustments in that trying to
12 get it correlated, but it's -- it's as close as we can possibly
13 get it for the two different data sets. What this gives us is
14 for the interstate highway systems, we've got 49 percent good,
15 50 percent fair, and 1 percent poor.

16 We also have on the interstate -- on the
17 non-interstate national highway system, the same thing. You're
18 kind of seeing a little differential in the 2017 data. This has
19 us as 35 percent good, 63 percent fair and 2 percent poor.

20 And just for an idea of what good, fair and poor
21 is, good the -- gives you a smooth road surface with little
22 cracking and no ruts or potholes. Fair is moderate amounts of
23 cracking that lead to increased roughness on the road surface,
24 shallow ruts in the wheel -- ruts -- or the wheel path. Poor is
25 numerous cracks, rough road surface, ruts in the wheel path,

1 potholes, and disintegration of the road surface.

2 So that gives you a good idea of what it is. I
3 was trying to get some pictures to actually you show you kind of
4 an idea what it is, but it's really hard to see that difference
5 in a photograph. You almost have to kind of -- you have to look
6 at it. We can take a very small picture, but it doesn't
7 represent what's really happening out on the road.

8 So as we go forward, we're looking at the
9 different categories of investment for the dollars as we go into
10 the program. This comes right out of our Long Range
11 Transportation Plan. It has the three different categories of
12 investment, which are preservation, modernization and expansion.
13 Preservation is basically investment to keep pavement smooth.
14 Modernization is non-capacity investments, which improves safety
15 and operations, and expansion is investment that adds capacity
16 to the highways.

17 Further -- further defining exactly what
18 preservation, modernization and expansion is, if you're looking
19 at the green column there in preservation, you're looking at
20 basically surface seal, thin overlays, deck joints, deck
21 overlays and so forth. So we've got rehabilitation,
22 preservation as well as reconstruction.

23 If you're looking at the modernization that
24 includes widening of existing lanes, intersection and
25 interchange reconfigurations, enhancements to address functional

1 obsolescence, as well as traffic control management.

2 And then if we go into expansion, of course,
3 that's new routes, new lanes, new rail and so forth.

4 This is -- this is the five-year program that
5 we're looking at. So we're representing this in five different
6 bars. Each of the different bars has these different colors.
7 So if you look at the bottom, that's preservation in green. The
8 red is modernization projects. The purple is development costs,
9 what it actually costs to get those projects up and going. The
10 orange is planning costs, which is actually taking and planning
11 those projects, scoping them together. The solid blue is
12 expansion projects, and the hashed blue is the executive
13 recommendation, which the Director had mentioned came out of the
14 Governor's office.

15 The horizontal black line that you see is set at
16 \$320 million. That is our target preservation that we have in
17 our Long Range Transportation Plan, and the arrows that you see
18 is basically the differential that we have in preservation on
19 each year from that goal of \$320 million. So that gives you an
20 idea of where we're at as we go through the five-year program.

21 So the projects that go into the five-year
22 program actually go through a process that's called the planning
23 to programming process, or P2P. And one of the -- there's
24 several reasons why we developed this and how we developed it.
25 I'll kind of go through, but at least the why. The big thing

1 here is funding. Due to limited funding, projects must be
2 prioritized to ensure the limited funds are utilized on projects
3 which provide the highest value and satisfy the greatest need.

4 The next is performance measures. The federal
5 government has mandated some federal performance measures that
6 we have to make sure that every single -- not every single --
7 but the projects that we have going forward meet those and meet
8 the targets that we've set going through the performance
9 measures that are -- are taken and reported to the federal
10 government on an annual basis.

11 And the last is the compliance and objectives
12 that we have through the Long Range Transportation Plan, which
13 sets our investment goals.

14 So the P2P process itself is based on four
15 different categories. So we've got the technical score, the
16 policy score, the safety score and the district score. Those
17 four scores are set at different weights. As you can see, we
18 have 35 percent set up for the technical score, 10 percent for
19 the policy score, 25 percent for the safety analytics score, as
20 well as 30 percent for the district score. That's how each of
21 the projects is rated as we go through and analyze them.

22 Once they're analyzed, we take and again -- the
23 analysis is done on three different investment categories, being
24 the preservation, modernization and expansion. We take and make
25 sure that those are matching in the investment alignments that

1 we have in the program before we put them into the five-year
2 program so that we're balanced as we go through. And, of
3 course, that's what's -- is put together for the tentative
4 program, which you've received a copy of and which we're talking
5 about trying to get approved today.

6 So as a comparison from last year to -- last
7 year's five-year program that we submitted compared to this
8 year, if we look at the 2019 to 2023 program, we had roughly
9 about 51 percent in expansion, 12 percent in modernization, and
10 37 percent in preservation. This year we've had a little bit of
11 a change, not much. We're at 41 percent in preservation, 46
12 percent in expansion, 10 -- 10 percent in modernization. Of
13 course, we've got that 3 percent sitting there, which is the
14 executive recommendation as well, and that would lean towards
15 the expansion.

16 So that was the total program that we were
17 looking at before. This is the Greater Arizona program that
18 we're looking at. In the Greater Arizona program, we're looking
19 at 66 percent being set aside for preservation, 13 percent for
20 modernization, 16 -- or I'm sorry -- 13 percent for expansion,
21 16 percent for modernization, and we've got that 5 percent
22 sitting there for the executive recommendation.

23 So you're looking at that same bar graph that we
24 had up there for 2020 as far as all of the different investment
25 categories that we had. The expansion projects that we're

1 looking at in FY '20 include the 4th Street Bridge up in
2 Flagstaff. We also have US-93, being the I-40/93 West Kingman
3 TI. That money is set aside for right-of-way. We also have
4 State Route 69 up in the Prescott Lakes Parkway, and again
5 that's for right-of-way. We also have 93, the gap project, as
6 well as I-17 that we have set aside, and again, that's from
7 Anthem to Sunset Point. One note to put in there is 50 million
8 of total that we have going into that project is coming out of
9 MAG, which will be within the Maricopa County region.

10 Looking at 2021, again, that same bar chart that
11 you've seen. The expansion projects that we're looking at
12 include SR-69, again, at Prescott Lakes Parkway. That one's at
13 8.7 million. Again, Interstate 17, which is the Anthem to
14 Sunset Point. This also includes that 45 million that was
15 spoken about that the governor had as a recommendation. And
16 then, of course, we're also looking at I-10 going through, which
17 would be the DCR itself, which would extend from the 202 to
18 SR-387, going through the GRIC.

19 This is FY 2022, the bar chart. This one we're
20 only -- we only have one project that we're looking at. This
21 is, again, 17. That \$65 million that we have current
22 programmed, we're taking and running with that in this program,
23 as well as the 45 million that we have from the executive
24 recommendation.

25 This kind of gives you a breakdown of where the

1 different -- how the I-17 project works and the funding that's
2 associated with it. The entire project that we're looking at is
3 \$323.3 million. Currently, we have in -- the way we have it
4 programmed, we're looking at about a \$192 million project, which
5 doesn't include the executive funding.

6 One of the things that we're looking at, the big
7 thing that we're looking at here as well is that we're putting
8 in for an INFRA grant. That INFRA grant would help subsidize
9 this I-17 as well. So that's a big thing that we're trying to
10 do. That INFRA grant application is due the first week of
11 March. So we're currently trying to finish that up.

12 MR. HALIKOWSKI: Mr. Chairman, while we're on 17,
13 I'd like to ask Kristine a question, because it's a little
14 complicated with the executive budget proposal. But there's a
15 movement on, and the bill has actually cleared, I believe, the
16 -- it's either -- it's the Senate, to repeal the public safety
17 fee, the \$32 fee. If that bill is successful and that fee is
18 repealed, what happens to the I-17 dollars? Because I believe
19 that that fee has relieved some of the pressure of DPS transfer
20 on the State Highway Fund.

21 MS. WARD: Mr. Chair, Director Halikowski, you
22 are correct. What -- the fee by the establishment of the public
23 safety fee, they were able to give the highway -- highway safety
24 another funding source and no longer needed to rely on HURF. If
25 they eliminate that public safety fee, if it gets repealed, the

1 question becomes how do they backfill those funds to pay for
2 highway -- for DPS highway patrol. They could revert back to
3 how they previously paid for highway patrol by taking those
4 dollars from HURF. If they do that, that will change this whole
5 scenario. That is not their only opportunity. As you were
6 discussing, there's a General Fund surplus. So they have other
7 opportunities, but it is something we are monitoring closely and
8 are very concerned about.

9 MR. HALIKOWSKI: So my comment on that,
10 Mr. Chairman, would simply be that while there's a General Fund
11 surplus, there's an opportunity, but having been in this
12 business for 30 years, I've seen many General Fund deficits, and
13 there will be a good likelihood that in the future, if we get
14 into a recession and a General Fund problem, you might see the
15 HURF shift, come back again.

16 MS. WARD: And Mr. Chair, if I may, to that
17 point, Director Halikowski, the way that the appropriation is
18 structured, the way it's being recommended, we would receive
19 \$40 million in '20, 45 million in '21, 45 million in '22. So
20 those are future appropriations. It's always nicer to get your
21 money quicker. So future appropriations are always subject to
22 future actions.

23 MR. HALIKOWSKI: Thank you.

24 MS. WARD: Thank you.

25 MR. BYRES: Thank you. We'll go ahead and

1 continue on.

2 Looking at the FY 2023. Again, we've got the bar
3 chart. This one we're looking at the I-10 project. This would
4 be the first segment of the project that we would do. This
5 would be the recommendations, the implementation that would come
6 out of the DCR that we currently have on the street. It went
7 out last Friday. So as soon as that is done, it will -- it will
8 identify projects as well -- all of the needs for the project,
9 as well as an implementation plan for funding as we go forward
10 on I-10.

11 MR. HAMMOND: Greg.

12 MR. BYRES: Yes.

13 MR. HAMMOND: What -- would you start from the
14 south and head north, or north, head south? How do you
15 anticipate the phasing of the project?

16 MR. BYRES: Mr. Chairman, Board Member Hammond,
17 right now, at this point, we really don't have an idea of that.
18 I'm kind of thinking that it's probably going to go from the
19 south, headed north. But that's -- until we get that DCR in
20 place, I don't know. One of the big things, it has to start at
21 one end or other. We certainly don't want to start in the
22 middle and wind up with two sections of two lanes and a three-
23 lane section. So it will be one or the other, so...

24 MR. HALIKOWSKI: And thanks for that, Greg,
25 because we don't know until that DCR's done. And we're also

1 looking at our experience with the South Mountain. I mean, what
2 kind of contracting model would we put together to build this?
3 So there's a number of issues besides just where it might start,
4 but what would be the most efficient way to get it done in the
5 quickest time possible, depending on -- on the revenue stream.

6 So when do you anticipate the DCR to be complete,
7 Greg?

8 MR. BYRES: It will be done in 18 months.

9 MR. HALIKOWSKI: Okay. So we'll have some more
10 information. Any way to speed that up?

11 MR. BYRES: That is speeding it up.

12 MR. HALIKOWSKI: (Inaudible) you've got
13 (inaudible). Come on.

14 MR. BYRES: As we get into 2024, the expansion
15 projects that we have for -- for that year, we're looking at
16 US-93, which is the West Kingman TI, and this would be the first
17 phase, which would be the -- the flyovers from 93 to I-40, so...

18 As we get out into the development years, this is
19 kind of what we're looking at. One of the things that you'll
20 notice is that we've jumped the preservation up from 320 to 350.
21 The reason for that is there's been several years, even in this
22 program, that we haven't hit our target of that 320, which was
23 the arrows that you were -- the blue arrows that you were seeing
24 in the program. So that money has to get made up somewhere. So
25 consequently, we're bumping the -- the preservation dollars up

1 in those future years.

2 This is just a list of the top projects that we
3 pulled out of P2P. These are expansion projects that scored our
4 -- the highest coming out of P2P. These are, for all intents
5 and purposes, a wish list. Unless funding somehow becomes
6 available, these are not in the current program, in this
7 tentative program. Unless funding becomes available, they
8 wouldn't be in a future program. But no matter what, we're
9 still planning for these. You never know what might happen. If
10 the funding becomes available, we're set and ready to go, so...

11 This is the MAG region. MAG is currently taking
12 and going through a --

13 MR. HALIKOWSKI: Greg.

14 MR. BYRES: Yes.

15 MR. HALIKOWSKI: We want to clarify something.

16 MR. ROEHRICH: I want to clarify. When you say
17 ready to go, we've been through a planning process where we know
18 the priority, but we've not, you know, done environmental
19 documents, final planning documents, project level projects to
20 make them shovel ready. If funding comes, we're still looking
21 at multi-year preparations to get these level -- 4.4 billion is
22 a good chunk of project.

23 MR. BYRES: This -- oh, yeah.

24 MR. HALIKOWSKI: Okay.

25 MR. ROEHRICH: Okay.

1 MR. BYRES: And this is nothing more than going
2 through the P2P process. That's it. There's no -- they haven't
3 even been fully scoped yet, so...

4 MR. HALIKOWSKI: Thank you.

5 MR. BYRES: Yeah.

6 So back to the MAG region. Right now, until MAG
7 has taken and completed their -- rearranging their -- their TIP
8 and going through all of the requirements that they have --

9 UNIDENTIFIED SPEAKER: Rebalancing.

10 MR. BYRES: The rebalancing. At this point in
11 time, all we can do is kind of follow along with them. They --
12 MAG takes care of their own planning. We take and show it in
13 our program. So that's kind of all we're doing at this point.

14 So what you're seeing here is basically what's in
15 the current program, in their current TIP going forward. So
16 those -- that process is occurring, but -- but as you're aware,
17 it has to go through several boards before it can get to that
18 point.

19 CHAIRMAN SELLERS: And I think part of the point
20 of that is with the discovery in the last few months that prices
21 have increased, MAG now is going through a rebalancing plan, and
22 I guess what -- where I'm leading with this is the numbers that
23 you have in the five-year plan now have addressed those price
24 increases as far as we can anticipate; is that correct?

25 MR. BYRES: That is correct, Mr. Chairman. We

1 have taken and -- everything that is in the tentative plan, we
2 have taken and reevaluated out with new estimates. So if you
3 did a cost comparison of projects from the current program to
4 the tentative program, you'll notice that costs have changed on
5 the same project being listed in both programs.

6 The PAG region. As a matter of fact, we just
7 finished the rebalancing of their program as far as going
8 through the accounting and the planning portion. It still has
9 to go through their boards for approval. So they're working on
10 it. It may change depending on what their boards say. But at
11 least we now have laid out a plan for them. We -- we worked in
12 conjunction with them. They're the ones that came up with the
13 plan, but we -- we were sitting there trying to make sure that
14 we had all the information that we could provide to them in
15 putting their plan together.

16 One of the big things that they have is they have
17 several projects on I-10 as well as on I-19, 77 as well. And
18 the 210 is part of the I-10 DCR that's currently underway and
19 should be completed this year, and the implementation that comes
20 out of that DCR is going to be extremely important on how the
21 projects on I-10 go forward from PAG, so...

22 The next item we have is the Airport Capital
23 Improvement Program. What you're looking at here is capital --
24 or the airport of the year, which is Falcon Field up in the
25 Phoenix region.

1 So looking at last year's program, again, for the
2 Aviation Fund, what we're doing is developing a fiscally
3 constrained fund on an annual basis. So last year we had the
4 federal/state/local program programmed at \$5 million. We did
5 not have a state/local program. The Airport Pavement
6 Preservation, the APMS, was programmed at 5 million. We did not
7 have a loan program in place. Grand Canyon Airport was set at
8 785,000. State planning services at 800,000. And the total
9 Airport Capital Improvement Program was at 11 million 588.

10 As we go into this year's tentative program,
11 we're looking at the federal/state/local match or grants at
12 \$5 million. We're bringing back the state/local grant program
13 and funding it at \$9 million. The APMS, or the Airport
14 Management Pavement Preservation, we're looking at programming
15 it at 5,500,000. Grand Canyon National Park Airport, that
16 figure is their total funding, not just projects, at 4.5
17 million. And the ADOT Airport Development Group projects is set
18 at 900,000. You'll notice that total is now at 24,900,000. So
19 the fund is back at full force, and we're going forward with all
20 of our programs.

21 So next steps as we go forward. We will be
22 presenting the tentative plan at the public hearings or the
23 board meetings on March 15th, April 12th and May 17th.

24 We will be having a study session on June 4th in
25 Phoenix. I will present the final program to the State

1 Transportation Board on June 21st. That will be at Pinetop.
2 And the program must be delivered to the Governor by June 30th,
3 with the FY '20 start of July 1st, 2019.

4 With that, we currently are asking for approval
5 of the tentative program to go forward.

6 CHAIRMAN SELLERS: Okay. And what we're looking
7 for today is approval to publish the plan to go to public
8 hearings.

9 MR. BYRES: Absolutely correct, Mr. Chairman.

10 CHAIRMAN SELLERS: So is there a motion to
11 approve publishing the 2020 to 2024 Tentative Five-Year
12 Transportation Facilities Construction Program for public
13 hearings as presented?

14 MR. HAMMOND: So moved.

15 CHAIRMAN SELLERS: Motion by Board Member
16 Hammond.

17 MR. KNIGHT: Second.

18 CHAIRMAN SELLERS: Second by Board Member Knight.
19 Any discussion?

20 MR. ELTERS: Mr. Chairman.

21 CHAIRMAN SELLERS: Yes.

22 MR. ELTERS: Yes. Just a quick comment as we
23 vote on publishing this document, and this is for Mr. Byers. I
24 realize this now will go to the public. So it's not critical,
25 but it's important to point out on page 13 of the graph,

1 Tentative Five-Year Program 2020 through 2024, on page 13, there
2 are still multiple references to last year's program, 2019
3 through 2023, and an adoption in June of '18 as opposed to June
4 of '19. So I just point that out so it can be corrected before
5 this was published and released to the public.

6 MR. BYRES: Mr. Chairman, we will certainly make
7 those corrections before this goes out.

8 CHAIRMAN SELLERS: Okay. Thank you, Board Member
9 Elters.

10 All right. One comment. On page 26, you've got
11 a I-10, Tyson Wash Bridge. It's listed in Yuma County, but
12 Interstate 10's not in Yuma County.

13 MR. BYRES: We will make that correction as well.

14 CHAIRMAN SELLERS: Okay. With the corrections
15 noted, do any -- any other questions or discussion?

16 All in favor?

17 BOARD MEMBERS: Aye.

18 CHAIRMAN SELLERS: Any opposed? The motion
19 carries. Thank you.

20 Okay. Since you're warmed up, you get to go on
21 to agenda Item Number 6, Multimodal Planning Division report.

22 MR. BYRES: Mr. Chairman, board members,
23 actually, with the five-year program, we've been extremely busy
24 trying to get that taken care of. So that has basically been
25 our principle efforts over the past several months. However, we

1 are actually starting on the new P2P process. One of the things
2 that we're doing is going back and doing a -- taking a look at
3 what we did this past year, seeing how things worked out, making
4 some adjustments to our processes and procedures within that P2P
5 to help at least try and -- try and make our -- make it even
6 better than what we currently have it. So we're in the process
7 of doing that. Other than that, we -- like I said, we've been
8 busy trying to get this out, so...

9 CHAIRMAN SELLERS: Okay. And this item is for
10 information and discussion only. Any questions on this? Thank
11 you.

12 Moving on to Item Number 7. PPAC items with Greg
13 Byres, for discussion and possible action.

14 MR. BYRES: Mr. Chairman, board members, we have
15 seven -- we have several projects to go forward, but we have
16 seven new projects -- or I'm sorry. This is modifications that
17 we have, and these are Items 7A through 7G that come to you with
18 a recommendation for approval.

19 CHAIRMAN SELLERS: Do we have a motion to
20 approve?

21 MR. THOMPSON: I would so move.

22 CHAIRMAN SELLERS: Moved by Board Member
23 Thompson.

24 MR. KNIGHT: Second, but I have a discussion.

25 CHAIRMAN SELLERS: Okay. Seconded by Board

1 Member Knight.

2 MR. KNIGHT: Item 7M -- let me get to it.

3 MR. ROEHRICH: Mr. Chairman --

4 CHAIRMAN SELLERS: We're on 7A through 7G.

5 MR. ROEHRICH: Yeah. 7A through 7G.

6 MR. KNIGHT: Oh, okay.

7 MR. ROEHRICH: Okay. Thank you.

8 CHAIRMAN SELLERS: Any other discussion? All
9 those in favor?

10 BOARD MEMBERS: Aye.

11 CHAIRMAN SELLERS: Any opposed? That carries.

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

13 The next items we have is Items 7H through 7L.
14 These are new projects. And again, we bring these forward with
15 a recommendation for approval.

16 CHAIRMAN SELLERS: Do we have a motion for PPAC
17 new project Items 7H through 7L?

18 MR. KNIGHT: So moved.

19 CHAIRMAN SELLERS: Moved by Board Member Knight.

20 MR. THOMPSON: Second.

21 CHAIRMAN SELLERS: Seconded by Board Member
22 Thompson. Any discussion?

23 All those in favor?

24 BOARD MEMBERS: Aye.

25 CHAIRMAN SELLERS: Any opposed? That carries.

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

2 MR. ROEHRICH: Greg, can you go to the next
3 screen? (Inaudible.)

4 MR. BYRES: I'm sorry.

5 MR. ROEHRICH: (Inaudible.)

6 MR. BYRES: Got that? Go to the airports. Thank
7 you.

8 The last items we have are Items 7N and 7M.
9 These are airport projects that we have. And again, we bring
10 these forward with a recommendation for approval.

11 CHAIRMAN SELLERS: Okay. Is there a motion to
12 approve PPAC airport projects Items 7M and 7N?

13 MR. ELTERS: So moved.

14 MR. HAMMOND: Second.

15 CHAIRMAN SELLERS: Moved by Board Member Knight,
16 seconded by Board Member Hammond. And Board Member Knight, did
17 you have a --

18 MR. KNIGHT: Yes. On 7M, it was -- trying to
19 figure out (inaudible). State -- the State share and the
20 sponsor share is listed in one place -- State share -- okay. It
21 looks -- never mind.

22 CHAIRMAN SELLERS: Okay. We have a motion. Any
23 other discussion?

24 All those in favor?

25 BOARD MEMBERS: Aye.

1 CHAIRMAN SELLERS: Any opposed? The motion
2 carries. Thank you, Greg.

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

4 CHAIRMAN SELLERS: Moving on to Agenda Item
5 Number 8. State engineer's report. Dallas.

6 MR. HAMMIT: Thank you, Mr. Chairman.

7 Currently, we have 95 projects under construction
8 totaling about \$1.8 billion. We did finalize 16 projects in
9 January, totaling \$46.6 million, and year to date, we have
10 programmed -- or finalized 69 projects. That's all I had for
11 the state engineer's report.

12 CHAIRMAN SELLERS: Thank you. Any comments or
13 questions for Dallas?

14 Okay. Moving on to Agenda Item Number 9.

15 MR. HAMMIT: Lynn, it froze on me there. Yeah.
16 There we go.

17 CHAIRMAN SELLERS: Construction contracts, for
18 discussion and possible action.

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

20 And since I've been doing this, this is the first
21 time we did not have a project on the consent agenda, but this
22 is the first time this year that there's been more projects that
23 are under the State's estimate than over. So I like more on the
24 consent, but I was happy that we have did more that are under
25 the estimate.

1 And year to date, you see that is a very big
2 number, that \$69 million over the State's estimate. The vast
3 majority is on one project that was awarded last month, the Loop
4 101 design-build. That's over 50 million of it is in that one
5 project that happened. This month --

6 UNIDENTIFIED SPEAKER: It takes up most of MAG's
7 contingency funds for the year.

8 MR. HAMMIT: And then some. Yes, sir.

9 So moving to Item 9A, this is a project -- or
10 actually, it's a project, we combined two projects on Interstate
11 8 into one. It is a pavement preservation project. On the
12 project, the low bid was \$16,537,457. The State's estimate was
13 \$14,954,745. It was over the estimate by \$1,582,712, or 10.6
14 percent. We did see higher than expected prices on our asphalt,
15 the binder, the concrete, and the mix. We also saw higher than
16 expected prices in guardrail.

17 And on that subject, I did meet with the industry
18 this week, and one of the things we're finding is the guardrail
19 subcontractors are harder and harder to find. One of our major
20 groups is looking to get out of the business. They are actively
21 trying to sell their company. Another group is working almost
22 solely on South Mountain. So it -- that specialty, if you're in
23 the business, that may be an opportunity, because there is not a
24 lot of folks working guardrail right now.

25 But we have reviewed the bids, and the department

1 believes it is a responsive and responsible bid and would
2 recommend award to FNF Construction, Inc.

3 CHAIRMAN SELLERS: Any questions or comments on
4 9A? Is there a motion to award Item 9A to FNF Construction,
5 Incorporated, as presented?

6 MR. KNIGHT: So moved.

7 CHAIRMAN SELLERS: Moved by Board Member Knight.

8 MR. THOMPSON: Second.

9 CHAIRMAN SELLERS: Seconded by Board Member
10 Thompson. Comments or questions?

11 All those in favor?

12 BOARD MEMBERS: Aye.

13 CHAIRMAN SELLERS: Opposed? The motion carries.

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

15 Item 9B, this is another preservation -- or --
16 and rehabilitation project on Interstate 40. On the project,
17 the low bid was \$13,444,444. The State's estimate was
18 \$15,997,898. It was under the State's estimate by \$2,553,454,
19 or 16 percent. We did see better than expected pricing in our
20 milling. This one is rebuilding part of this section of
21 roadway. So we saw better than expected pricing in their
22 aggregate base, our concrete binder and our mix. So last
23 project we had the higher prices than expected with our binder,
24 and this one it's lower. It's where the contractors are seeing
25 opportunities in the pricing. We have reviewed the bid and

1 believe it is a responsive and responsible bid and would
2 recommend award to Fisher Sand & Gravel, doing business as
3 Southwest Asphalt Paving.

4 CHAIRMAN SELLERS: Is there a motion to award
5 Item 9B to Fisher Sand & Gravel, doing business as Southwest
6 Asphalt Paving as presented?

7 MR. KNIGHT: So moved.

8 CHAIRMAN SELLERS: Moved by Board Member Knight.

9 MR. HAMMOND: Second.

10 CHAIRMAN SELLERS: Seconded by Board Member
11 Hammond. Discussion?

12 All those in favor?

13 BOARD MEMBERS: Aye.

14 CHAIRMAN SELLERS: Opposed? Motion carries.

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

16 Another pavement rehabilitation project up in
17 Apache County. This is on State Route 61. On the project, the
18 low bid was \$493,656. The States's estimate was \$651,907. It
19 was lower than the State's estimate by \$158,251, or 24.3
20 percent. We saw better than expected pricing in our milling,
21 our mobilization, and our asphaltic concrete. We have reviewed
22 the bids, and we -- the department believes it was a responsive
23 and responsible bid, and would recommend award to Hatch
24 Construction and Paving, Inc.

25 CHAIRMAN SELLERS: Is there a motion to award

1 Item 9C to Hatch Construction and Paving, Inc., as presented?

2 MR. THOMPSON: Chairman, I would so move for
3 approval.

4 MR. KNIGHT: Second.

5 CHAIRMAN SELLERS: Motion by Board Member
6 Thompson, second by Board Member Knight. Any other discussion?

7 All those in favor?

8 BOARD MEMBERS: Aye.

9 CHAIRMAN SELLERS: Opposed? The motion carries.

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

11 And our last item, Item 9D, is a shoulder
12 widening project in the town of Fountain Hills. It is a local
13 project. On the project, the low bid was \$880,000. The
14 States's estimate was \$594,799. It was over the States's
15 estimate by \$285,201, or 47.9 percent. We saw higher than
16 expected prices on the shoulder buildup and the roadway
17 excavation. There was a question on this. This is a local
18 project, and the local has agreed to make up the difference and
19 move forward. The department has reviewed the bid and believes
20 it is a responsive and responsible bid and recommends award to
21 Visus Engineering Construction, Inc.

22 CHAIRMAN SELLERS: Is there a motion to award
23 Item 9D to Visus Engineering Construction, Inc., as presented?

24 MR. KNIGHT: So moved.

25 CHAIRMAN SELLERS: Moved by Board Member Knight.

1 MR. HAMMOND: I'll second it, but I have a
2 question.

3 CHAIRMAN SELLERS: Seconded by Board Member
4 Hammond.

5 MR. HAMMOND: Yeah. You list two bidders, and
6 you have the bid results, you only list one.

7 MR. HAMMIT: Mr. Chairman, Mr. Hammond, that was
8 in error. There was only one bidder on the project.

9 MR. HAMMOND: Thank you.

10 CHAIRMAN SELLERS: Any other discussion?

11 All those in favor?

12 BOARD MEMBERS: Aye.

13 CHAIRMAN SELLERS: Any opposed? The motion
14 carries.

15 MR. HAMMIT: Thank you.

16 CHAIRMAN SELLERS: Thank you, Dallas.

17 Moving to our final agenda item, Agenda Item
18 Number 10. Are there any suggestions from the Board?

19 (End of recording.)
20
21
22
23
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25

Adjournment

A motion to adjourn the February 15, 2019, State Transportation Board meeting was made by Board Member Knight and seconded by Board Member Thompson. In a voice vote, the motion carried.

Meeting adjourned at 10:49 a.m. MST.

Jack Sellers, Chairman
State Transportation Board

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

STATE TRANSPORTATION PUBLIC HEARING
9:00 a.m., Friday, March 15, 2018
City of Tucson
Council Chambers
255 W Alameda
Tucson, AZ 85726

Call to Order

Vice Chair Hammond called the Public Hearing to order at 9:00 a.m.

Pledge

The Pledge of Allegiance was led by Vice Chair Hammond.

Roll call by Board Secretary Linda Priano

In attendance: Vice Chair Hammond, Board Member Thompson, Board Member Stratton, Board Member Elters and Board Member Knight. Chairman Sellers was not present. There was a quorum. Approximately 45 members of the public were in attendance.

Opening Remarks

Vice Chair Hammond thanked the City of Tucson, Southern Arizona Leadership Council and the Tucson Metro Chamber of Commerce for the dinner they hosted for the board members Thursday evening at Charros Steak. Board Member Stratton also thanked them for their hospitality.

Title VI of the Civil Rights Act

ADOT Executive Officer, 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.

Public Hearing Call to the Audience for the FY2020-2024 Tentative Five Year Transportation Facilities Construction Program:

1. Mayor Rothschild, City of Tucson
2. Jeff Meilbeck, Executive Director Flagstaff Metropolitan Planning Organization
3. Ana Olivares, Director, Pima County Transportation
4. Dave Perry, Greater Oro Valley Chamber President
5. Kara Harris, Cochise County resident
6. Patricia Burris, Community Member
7. Dr. Ronald Spark, Southern Arizona Transit Advocate
8. Paul Keesler, Town of Oro Valley Engineer
9. Diane Call, Resident of Marana, AZ
10. Paul Ward, Executive Director, Yuma Metropolitan Planning Organization
11. Mike Smejkal, TAA Planning VP, Tucson Airport Authority

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD

PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

City of Tucson Council Chambers
255 West Alameda
Tucson, Arizona 85726

March 15, 2019
9:00 a.m.

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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CALL TO THE AUDIENCE

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Kara Harris.....	13
Patricia Burris.....	15
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Diane Call.....	19
Paul Ward.....	21
Mike Smejkal.....	23
Presentation of FY 2020-2024 ADOT Tentative Five-Year Transportation Facilities Construction Program, Greg Byres, Division Director, Multimodal Planning Division.....	25

1 (Beginning of excerpt.)

2 VICE CHAIR HAMMOND: Now we'll have a call to the
3 audience for the public hearing. It is an opportunity for
4 members of the public to discuss items of interest, and we'll be
5 having two public hearings. One for the five-year plan, and
6 those that filled out a yellow form will speak first. We'll
7 give you three minutes. We would really appreciate you staying
8 within that time frame.

9 The first speaker will be Mr. Mayor. And by the
10 way, Mr. Mayor, I know I'm sitting in your seat, but I'm not
11 running.

12 MAYOR ROTHSCHILD: Well, you're the only one
13 then.

14 VICE CHAIR HAMMOND: I know.

15 MAYOR ROTHSCHILD: Well, first of all, welcome to
16 Tucson, and thank you for being here with us. We always enjoy
17 having you here, and thank you for coming to our council
18 chambers.

19 Mike, two problems. One, Mr. Elters, is sitting
20 in the Mayor's chair, which is --

21 VICE CHAIR HAMMOND: Darn.

22 MAYOR ROTHSCHILD: -- which is -- I'm sure he's
23 feeling that extra power. And I think there are little levers
24 on the bottom that might be able to rise you up, but I'm not
25 sure. Okay.

1 VICE CHAIR HAMMOND: That's as high as it will
2 go. I'm sorry.

3 MAYOR ROTHSCHILD: All right. Well, first of
4 all, on behalf of our residents, thank you for all of the
5 projects that are going on in Tucson. We're seeing a lot of
6 different kinds of road work for the State, the RTA and the City
7 of Tucson. Of particular importance, the things that are
8 underway and that people are noticing and liking are the Ajo Way
9 work, which is State Route 86, and the Ina traffic interchange
10 at I-10, which is a big deal right now, because it's been closed
11 for so long. And actually, you can now cross as of this week
12 from all the way across Ina, and we're understanding that the --
13 the on ramps and off ramps are going to be open within a week,
14 and that's a big help to the north side.

15 You've also got a number of projects that are
16 under design and slated for construction soon. Of particular
17 importance is the Houghten traffic interchange with I-10, the
18 Ruthrauff traffic interchange at I-10, and the pavement
19 preservation project along Oracle Road. That's both in the city
20 and the county, and that's particularly important to us. It's
21 become kind of an inner city street, but it's a state highway
22 that gets a lot of use.

23 Outside of the region, we still very much
24 appreciate and acknowledge your help with the State Route 189,
25 which is a design-build project underway at the border in Santa

1 Cruz County, and two I-10 projects that are really in Pinal
2 County but that help us, which, of course, are the expansion of
3 the I-10 between Tucson and Phoenix. Everyone from Phoenix
4 should like that, too.

5 The Irvington traffic -- so probably of most
6 importance this day is the five-year plan. Two things of really
7 critical importance to us are the Irvington traffic exchange --
8 interchange at I-19, which has also got RTA money involved, and
9 the Kino Parkway at I-10. It's a five-year plan. The RTA
10 expires -- is set to expire in 2026. We'll be looking for
11 reauthorization. But it's really important that we get those in
12 in the five-year plan so that we can provide the appropriate
13 match.

14 One of our main concerns, as I'm sure all of
15 yours, is the inadequacy of the HURF funds. We're happy that in
16 the last year or two, the state Legislature has cut back on the
17 sweeps, but still, as we all know, we have a major deficit in
18 being able to repair our roads. The City has just done 100
19 million with voter approval. They're about to do another 100
20 million with voter approval (inaudible). We still have a big
21 deficit, so any help you can give us there.

22 I want to also just acknowledge and appreciate
23 the work that Rod Lane does here locally. He does really a
24 great job of being responsive and communicating, and that helps
25 a lot. And, of course, the folks in Phoenix, Floyd and the

1 director. ADOT's been a really good department to work with for
2 us, and as the Board should know that.

3 So we look forward to continuing our work with
4 you, our cooperation with you, and working with you whenever you
5 see funding opportunities arise that can help our region. And I
6 want to thank all of you on behalf of the State of Arizona, the
7 City of Tucson for your service. I know that you make even less
8 sitting up there than the mayor of Tucson, which isn't much. So
9 thank you for doing it. Thank you.

10 VICE CHAIR HAMMOND: Thank you.

11 Next up is Jeff Meilbeck with the Flagstaff MPO.

12 And by the way, if I butcher any name, you're
13 welcome to correct it when you come to the podium.

14 MR. MEILBECK: Thank you, Mr. Chairman members of
15 the Board. My name is Jeff Meilbeck. I'm the executive
16 director of the FMPO. I'm new in this position, just a couple
17 of months, and Supervisor Thompson is on our board and is a very
18 consistent participant. Thank you for all that you do.

19 I want to let you know we are looking forward to
20 having you up in Flagstaff next month, April 12th, and I also
21 want to thank you sincerely for the support in ADOT staff of the
22 4th Street bridge replacement project. It's really the one
23 things that we have been working on and partnering with for
24 years and looking forward to get that done. So thank you, and
25 look forward to seeing you in Flagstaff next month.

1 VICE CHAIR HAMMOND: Thank you.

2 Ana Olivares, Pima County.

3 MS. OLIVARES: Good morning, Mr. Chair and
4 members of the Board. I was glad to hear you enjoyed your stay
5 in Tucson. My hometown, which I love. So I'm glad you had a
6 good time. My name is Ana Olivares, and I'm the transportation
7 director for Pima County. Thank you for the opportunity to
8 speak today. I will be speaking to the tentative five-year
9 program for 2020 to 2024.

10 As I mentioned in our prior meetings that I have
11 attended, there is no greater public policy initiative for Pima
12 County than improving our local economy and the regional
13 economy. Expanding transportation infrastructure and including
14 the state routes is critically important for that initiative to
15 proceed. And as such, we request your support for the following
16 modifications to the five-year program.

17 The first one is to please program the funding
18 for both the design and the construction of the interchanges at
19 Kino Parkway and Country Club, as well as the interstate
20 underpass along the Forgeus Road to make the connection for
21 pedestrians. These improvements are needed to support the key
22 Pima County economic development, to create a major
23 entertainment and sports park at Kino venue. Phase one of this
24 venue is currently under construction, so we are proceeding with
25 that. And we have asked for statements of interest that is

1 being due this -- March 22nd for that venue.

2 The completion of the DCR and EIS for I-10, I-19
3 to Kolb and State Route 210 is imminent, and we understand that
4 the corridor work will be phased. So we asked -- in the
5 tentative plan, funding for the design and the right-of-way for
6 Kino has been programmed in fiscal year '20, and fiscal year '22
7 for Country Club. However, funding for construction of these
8 TIs and the underpass should also be included in these phases
9 and included in this five-year plan.

10 Another program we have is the Sonoran Corridor.
11 A very important economic development for our region.
12 Completion of the tier one is scheduled for spring of 2020, and
13 identifying funding for the continuation of tier two is critical
14 for the development of this corridor. Great relationships have
15 been built with all our stakeholders as we progress through the
16 tier one, and we want to continue that momentum and
17 understanding of the project we were proposing to build. The
18 tier one study was funded with regional 2.6 funds, and we ask
19 that you program the additional funding to continue with the
20 tier two in fiscal year '21 of this five-year program.

21 The last project I want to discuss today is the
22 I-10 and Sunset Road interchange. Pima County is continuing the
23 design of the Sunset Innovation Campus in the southwest area of
24 the interchange, and the connection of I-10 to River is
25 important to -- for the success of this campus. We are starting

1 the DCR and design for this segment of Sunset Road, from I-10 to
2 River, and ask that ADOT include the design of the -- and
3 construction of the interchange of Sunset and I-10 as part of
4 the I-10 widening from Ruthrauff Road to Ina.

5 In the tentative plan, ADOT has programmed 109
6 million from the fiscal year '20 to fiscal year '22 for the
7 design and construction of the widening project, and it makes
8 sense for us to partner with ADOT and complete the interchange
9 reconstruction along with the connection of River Road for the
10 projects. Similar to has been done in the other interchanges at
11 Ina and Twin Peaks. Any other type of interim improvement is
12 really not cost effective.

13 So thank you very much for your time today.

14 VICE CHAIR HAMMOND: Thank you, Ana.

15 Dave Perry now with the Greater Oro Valley
16 Chamber.

17 MR. PERRY: Good morning, members of the
18 transportation board, staff and public. Thank you for the
19 opportunity to speak with you today. My name is Dave Perry.
20 I'm the president and CEO of the Greater Oro Valley Chamber of
21 Commerce. Been there eight years now. Our chamber has 550
22 active members and represents thousands of employees in our
23 region. My wife, Lisa, and I have been happy to live in Oro
24 Valley for 11 years.

25 I want to express our organization's gratitude

1 for and support of ADOT investment in Highway 77, which we all
2 know locally as Oracle Road, and in particular, the stretch
3 north from River and into and through Oro Valley. Oracle Road
4 is the most important roadway in our community and beyond. Our
5 major employer, Roche Tissue Diagnostics, with 1,500 workers on
6 its Oro Valley campus, is accessed from Oracle. So is Oro
7 Valley Hospital. So is our resort, El Conquistador Tucson,
8 three new apartment communities, thousands of single-family
9 residences from Ina all the way up through Oracle Junction to
10 Saddlebrook Ranch in Pinal County, and the great majority of our
11 retail businesses. Likewise, thousands of our residents drive
12 Oracle Road every day to and from work at the U of A and
13 downtown Tucson and elsewhere.

14 Oracle is a lifeline, and it is beleaguered. Up
15 to 50,000 vehicles pound Oracle daily from Ina north to First
16 Avenue in Oro Valley. Oracle is rutted. It's loud. It's
17 difficult to access during this time of year. In a community,
18 Oro Valley, that prides itself on good roads, Oracle Road is
19 easily the most deteriorated roadway that we have.

20 Thanks for your planned 2020 investment in
21 sidewalks from River to Magee. Our office is on the west side
22 of Oracle Road, just north of Ina. The bus stops at Ina
23 northbound, and every day, every workday, I see people walk up
24 Oracle Road on that eight foot shoulder next to a high speed,
25 busy roadway. One night, leaving my office, I nearly struck a

1 pedestrian I simply did not see. Lighting would help, and I
2 would encourage lighting north toward Magee if you would.

3 Pavement preservation from River to Calle
4 Concordia is desperately needed, in particular on the heavily
5 congested stretch to Magee at the -- from the south of Ina to
6 Magee. But the pressure doesn't stop there. Your five-year
7 plan includes a project to preserve pavement from Calle
8 Concordia to Tangerine. It is very much needed and becomes more
9 urgent every day.

10 As you make decisions, please consider that Oro
11 Valley is building 300 new single-family residences a year.
12 Marana, our western neighbor, is building 700 new houses a year.
13 And more of those people work in and do business in Oro Valley
14 and along Oracle Road. Within our town, new, large senior
15 living facilities are just opening, are being built, and are
16 proposed. Further, we will see more apartment communities, and
17 a major economic driver is moving forward on Oracle Road as the
18 University of Arizona makes progress toward the opening of its
19 veterinary school in Oro Valley on Oracle Road. All of this
20 adds traffic, and much of it is on Oracle. We understand that
21 Arizona lacks the collective will to generate enough money to
22 take care of our roads --

23 MR. ROEHRICH: Mr. Perry, if you could please
24 wrap up. Mr. Chair, we've exceeded the three minutes.

25 MR. PERRY: I'll go really quick.

1 I wish I could offer a politically acceptable
2 solution. Setting that aside, please understand that several
3 hundred thousand southern Arizona residents rely on Oracle every
4 day, and your support would be appreciated by our chamber, its
5 members and the citizens of our communities.

6 Thank you for your time and service.

7 VICE CHAIR HAMMOND: Thank you, Dave.

8 Next up is Kara Harris.

9 MS. HARRIS: Cochise County, back again today.

10 VICE CHAIR HAMMOND: Is your bicycle here?

11 MS. HARRIS: No. I didn't bring my bike. Don't
12 you -- see, I'm dressing like a grownup these days. And
13 actually, it's been too cold to ride. We've had snow down at
14 our end of the world.

15 So I haven't been on my bike in a while, but I'm
16 still taking pictures, and the one thing I really want to make
17 you aware of, we talked about this in Douglas, and the port of
18 entry being opened in Douglas, well, until that port of entry is
19 opened -- and I don't know if that will change anything -- what
20 we're seeing is an increased traffic of 18-wheel vehicles that
21 are coming and circumventing I-19, and they are not only coming
22 east on -- on 82. They're also going west. And the 18-wheel
23 traffic has been increased enormously. So my butt has become a
24 moving target.

25 Wide loads are common on 82, which means -- here

1 we go, you know. I got a wide load coming up behind me, and
2 cops hitting the -- the DPS officers hitting their sirens to get
3 me out of the way, to pull off the road, because as you can see,
4 in the next picture, that is my strip to ride on, 18 inches.
5 Which before I came to meet all you guys, I went to Saint David.
6 I thought that that was the way to go. And I asked him just to
7 repair my fissures. The man has ignored me for over a year, and
8 that's frustrating, too.

9 And now, since Peggy Judd isn't here, I want to
10 stick up for J6 in your five-year plan. I'm came to Tucson last
11 week. It took me 45 minutes to get from J6 to Empirita Road.
12 The on ramps are dangerous at J6. They're very short. The one
13 at Skyline is non-exist. And when I-10 has an accident, those
14 of us that have to come to Tucson for a doctor or for a medical
15 appointment at the V.A. get caught up.

16 It took me 45 minutes for that short stretch of
17 road, and when I got up to Empirita Road, because they put out
18 the signs -- thank you, ADOT -- saying there was an accident,
19 and we already knew that, all that was left was the ADOT trucks
20 that were parked on the side of the road. I did not even see
21 the vehicles there. So when I hear people talk about Oracle
22 Road and stuff like that, I'm thinking -- and seeing the
23 wonderful improvements up here in Tucson and to know, yay, Ina
24 Road's open again -- that we need three lanes leaving this
25 state, also. Because there are also residents in Cochise

1 County -- and I know those of you from rural communities know a
2 lot of times we get missed because all the major funding comes
3 in to the big, Maricopa and Pima Counties. But I'd like you
4 also to put in the five-year plan some -- some improvements for
5 I-10 out there, because it's dangerous, and it's also a main
6 artery for those of us that have to get to the hospital.

7 And thank you again for coming to my end of the
8 world. I'll come to yours. Next month I'm going to come to
9 Flagstaff. See you there.

10 VICE CHAIR HAMMOND: Thank you, Kara.

11 Patricia Burris.

12 MS. BURRIS: Hi. I'm Patricia Burris, and I'm
13 from Cochise County as well. I'm a little further down in the
14 corner of the state, near south Highway 191.

15 We -- you guys did a wonderful job on Milepost 47
16 south a number of years ago, maybe three, I think it was.
17 However, you stopped at Milepost 47. Milepost 47 to Milepost 60
18 is horrendous. Highway 191 south is a main vein to Highway 10.
19 We get the -- we get the semis. We get the -- we get
20 everything. We get everything from there. You know, Border
21 Patrol, sheriff's, everything. It's a wonderful place to live,
22 a wonderful place to visit, and a terrible road to drive on.

23 I have submitted 14 photos of the road that I
24 took two days ago. I walked -- I mean, I drove -- I didn't ride
25 my bike. I didn't -- I didn't walk it. I took my truck, and

1 every mile where I could pull off, I took photos. Hi. I hope
2 you will sincerely look at these photos. It's an accident
3 waiting to happen. It's 13 miles of highway, and the traffic is
4 increasing. We're getting dairies. We're getting the Coronado
5 dairy that is out there that Cochise County okayed has expanded,
6 and now it's going to open another dairy just east of the
7 highway on Highway 180. I think it's 80 -- yeah. 181. It's
8 181.

9 We're -- we have -- the vineyards have arrived
10 and are still planting more vineyards. We have orchards coming,
11 and they are there. We are becoming the new -- what is that
12 wine country of California out there? It's -- and as I said,
13 it's a wonderful place to visit, but this highway is dangerous.
14 Please take into account the photos I have shown you. They're
15 not altered. They're slick when wet because of the mass
16 patching. I've talked to your Willcox office. I've called
17 Mr. Roehrich in Phoenix. And I hope I said your name correctly.

18 MR. ROEHRICH: Yes, ma'am.

19 MS. BURRIS: And I've left notes with Mr. Harmon
20 in Safford. He has not responded to me, but I think he's very
21 familiar with it. Peggy Judd, Gayle Griffin, all of those
22 people are aware of the situation. But I thought perhaps
23 because you don't know me and I don't know you, those photos
24 might come in awful handy, and it is -- it is visible evidence
25 of what is wrong out there. Any amount of money you can take

1 from something else, folks, we would appreciate. We're
2 unincorporated, but we certainly are an important part of
3 Arizona.

4 Thank you for your time, and I appreciate it.

5 VICE CHAIR HAMMOND: Thank you very much.

6 All right. I'm having trouble with this name,
7 but I think it's Dr. Ronald Spark.

8 DR. SPARK: Dr. Ron Spark. I'm a member of the
9 faculty of the College of Medicine. Been in Tucson since 1974.
10 I'm also director of the Southern Arizona Transit Advocates, and
11 that includes everything from pedestrian traffic, hopefully an
12 interurban rail line between Sky Harbor and Tucson's
13 International Airport.

14 I'm a -- I'm a physician, and the analogy --
15 first, I'd like to thank you for your service, giving your time,
16 your due diligence and your attention to the economic and civic
17 and social functionality of transportation in our state. Thank
18 you.

19 Medicine went through a change. We used to be
20 dealing with the ravages of disease. How could we alter them?
21 How could we remedy it? But the pediatricians got it right.
22 Dollar for dollar, prevention is more important than dealing
23 with disease. We don't have polio because they decided for a
24 few bucks, give a polio vaccine, you no longer have polio.

25 I'm here today because when I drive I-10, I see a

1 sign. The sign says, "No median barrier." To me, that's death
2 by design. We could prevent crossover fatalities, save millions
3 of dollars, alter many hundreds of lives by putting dollars into
4 median barriers. So what I'd like to request to you is put that
5 on your agenda. Look at the data driven -- medicine is data
6 driven -- science, evidence, and you'll look at the evidence,
7 and you'll decide it's better to allocate some dollars, build a
8 median barrier, save lives and get into the 21st century. Other
9 states have it. Let's do it here in Arizona. And thank you for
10 your service.

11 VICE CHAIR HAMMOND: Thank you, Dr. Spark.

12 Mr. Humphrey, I noticed you filled out a white
13 card rather than a yellow card. Would you prefer to speak now
14 or would you rather wait for the second?

15 UNIDENTIFIED SPEAKER: Now.

16 VICE CHAIR HAMMOND: Okay. The next speaker is
17 Paul Keesler, Town Engineer for Oro Valley.

18 MR. KEESLER: Chair and Board, thank you very
19 much. Again, I'm Paul Keesler. I'm the public works director
20 and the town engineering for the town of Oro Valley. I want to
21 thank the Board, the state engineer and, of course, our
22 fantastic district engineer, Mr. Rod Lane, with regard to
23 getting Oracle Road -- two projects onto the five-year plan.
24 The pavement preservation. That would be the pavement
25 preservation in 2020 and the pavement preservation in 2022.

1 Mr. Perry, our executive director of our chamber
2 of commerce, very, very detailed put out why we need this road
3 improved. It's the pavement condition. This is the main
4 lifeblood, the main corridor for the town of Oro Valley. It's
5 our central district for business, and it is our main connective
6 corridor into the metropolitan region for Tucson.

7 So the Town of Oro Valley wants to thank you for
8 the consideration of putting this on the plan, and we highly
9 urge that it move from the tentative plan to a real project. So
10 I won't belabor this. So thank you very much, and thank you for
11 your service.

12 VICE CHAIR HAMMOND: Thank you, Paul.

13 Diane Call.

14 MS. CALL: Either one? Oh, this one.

15 Good morning. I'm Diane Call. I'm a resident of
16 -- can you hear me if I'm like this?

17 VICE CHAIR HAMMOND: Uh-huh.

18 MS. CALL: I'm a resident of Avra Valley. I'm
19 here to speak on behalf of the residents of Picture Rocks and
20 where I live to I-11, the proposed interstate. We already spoke
21 up against it for years, so we're trying to at one more time
22 bring to the attention that we do not feel that this would
23 benefit our community out there. And we also appreciate that
24 there's a lot of people's interests involved. But we also feel
25 that for those of us where it would most impact us need to be

1 able to feel that for certain our -- our needs are going to be
2 listened to and seriously considered.

3 Rather than being adversarial, my hope is that we
4 could see this as an opportunity where a different vision for
5 what is economic development, not all of us share exactly the
6 same idea of what that would be. For example, out where I live,
7 we've offered up our land to the Native Americans to do
8 ceremonies for the last 15 years. People need places that are
9 unmolested by traffic and all of the -- the impact of our
10 civilization to be able to heal. That means Army combat vets.
11 These people come to our land in order to heal from very serious
12 events in their lives, and -- and we live within a mile where
13 this would come through.

14 I also have a friend who's an Army combat vet who
15 moved out there who worked for the government as a public
16 defender. He left Tucson because he needed a place to go to
17 where his PTSD was not a problem, where he could actually find
18 sanctuary.

19 There's also a lot of innovative and visionary
20 people out there that have -- are creating different types of
21 communities and trying to offer a way to live where we don't
22 have to obliterate nature, where we could actually live in some
23 kind of conjunction. There's wildlife out there. There's the
24 Desert Museum. There's the Saguaro National West.

25 This -- nobody wanted -- in all the stakeholder

1 meetings that they held, in Tucson, the businesses, nobody. So
2 we're very curious who is really behind this? Who is really
3 this going to benefit? I know that it would come and sandwich
4 the Tohono O'Odham Reservation at San Javier Mission. They
5 would now then be sandwiched between two interstates. They've
6 already been marginalized. This just seems grossly unfair to
7 treat these people this way after they've already had so much
8 removed from their lives.

9 So my greater point is it could be an amazing
10 opportunity to have Tucson be a visionary place where, yes, we
11 can have economic development, but let's -- let's do this in a
12 new way that really approaches the future in a way that -- that
13 works better.

14 Thank you. Appreciate your time.

15 VICE CHAIR HAMMOND: Thank you.

16 Paul Ward, Yuma MPO.

17 MR. WARD: Mr. Chairman, members of the State
18 Transportation Board -- thank you, Mr. Chairman. You got my
19 name perfectly correct. I want to --

20 VICE CHAIR HAMMOND: You wrote perfectly well.

21 MR. WARD: I'd like to address the tentative
22 Arizona facilities construction program that was recently
23 released. I took a look at the one originally and did some --
24 some looking at the numbers and did some comparisons for where
25 the money is currently being programmed with throughout the

1 state of Arizona. I've actually updated these numbers, and I'll
2 be willing to pass on some copies to the Board secretary, not
3 for you to take a look at now, because then you'd stop listening
4 to me, but you're welcome to look at them afterwards.

5 Sorry. That was supposed to be a joke. I beg
6 your pardon.

7 From that point of view, just looking at the
8 numbers being programmed, and I've ignored the Maricopa County
9 region and -- sorry about this, Mr. Mayor. He's not here so --
10 I've ignored the Tucson region. So MAG and PAG essentially have
11 their own major programs. I'm really just looking at the
12 Greater Arizona and looking at the division of the numbers
13 concerned, and it turns out that Graham County gets \$10 per
14 person returned to them as part of the state highway program.
15 That, I think, must be an anomaly, because the next one on the
16 list is Yuma County. We get less than \$100. \$97 and change.
17 And that goes all the way up to -- I'm sure Member Thompson will
18 be reasonably happy with this particular one -- up to over
19 \$1,000 for Coconino County. The average, essentially, is 546.

20 I've been in front of the State Transportation
21 Board before bemoaning the fact that the Yuma region gets an
22 incredibly low amount of money from the State Transportation
23 Board, and I'm also very much of the aware of the bind that the
24 State is in. I just wanted to point out something that may be a
25 way of fixing this.

1 This particular ranking system or the way in
2 which the -- the programming process comes out is driven
3 primarily by formula. And it's a perfectly good formula as far
4 as I'm concerned. I'm a professional transportation planner. I
5 know what goes into it, and I'm not particularly arguing with
6 the formula. Unfortunately, formula-driven numbers like these
7 don't necessarily tell the whole story.

8 And I'll give a for instance. I worked at the
9 Maricopa Association of Governments for many years. I was
10 involved in dividing up money between different cities and towns
11 for different modes of transportation. If we had gone with the
12 top ranked projects, pretty much for every single mode, whether
13 it be safety, whether it be intelligent transportation, whether
14 it be intersection improvements, the City of Phoenix would have
15 got pretty much all the money going. They don't. They had a
16 filter. I'm suggesting that the State Transportation Board
17 should be the filter in this particular case and try to ensure
18 at least that the money gets smoothed around.

19 Thank you, sir.

20 CHAIRMAN CUTHBERTSON: Thank you very much.

21 Mike Smejkal, Tucson Airport Authority. Did I
22 pronounce that one right?

23 MR. SMEJKEL: Good morning. Good morning. It's
24 close. Mike Smejkal with the Tucson Airport Authority. I serve
25 as the vice president of planning and engineering for the

1 Airport Authority, and I'm also on the board of directors of the
2 Arizona Airports Association. So again, I want to just thank
3 you, all of you for your time and your efforts.

4 Speaking on behalf of the state airport
5 association first, I just wanted to -- just thanks to the --
6 Greg Byres and his team at aeronautics for their ability to
7 reinstitute the state/local program and the CIP as well as the
8 APMS. Those are very important programs for Arizona airports,
9 and the last couple years without those programs have been very
10 difficult. So we're very appreciative of his efforts and ADOT's
11 efforts to get that program back on track.

12 On the Airport Authority side of here locally, we
13 -- you know, we -- we echo some of the similar comments that
14 there's some very important projects in the program coming up,
15 and we'd like to see those continue on or maybe get some higher
16 priority, specifically on the I-10 widening, you know, that
17 Country Club interchange, we would like to see along with all
18 the improvements along I-10, but that Country Club interchange
19 is very important for the airport and other businesses located
20 on that south side. In order to complete the other interchanges
21 part of that project, that -- the Country Club interchange
22 really needs to be constructed first or one of the first
23 projects in order to maintain access to the airport and those
24 other businesses around the airport.

25 I'd also like to echo the concerns of the

1 continued -- moving forward of the Sonoran Corridor with the
2 hopefully wrap up of the tier one EIS in about a year. I'd like
3 to see the tier two proceed as expeditiously as possible.

4 And then, you know, finally, on the -- getting
5 back to the aeronautics and the state/local program, the Airport
6 Authority's embarking on our biggest capital program we've ever
7 done. It's a major airfield safety enhancement project and the
8 state/local program from the aeronautics group, and their CIP
9 will be instrumental in completing that project in a timely
10 fashion.

11 So, again, thank you. Thank you for everything
12 you do and ADOT staff, and we appreciate working with them.

13 VICE CHAIR HAMMOND: Thank you very much.

14 That will end the call to the audience. We will
15 now open up the public hearing and presentation. Greg Byres
16 will now provide an overview of the tentative fiscal year --
17 2020-2024 Five-Year Transportation Facility Construction
18 Program, for information and discussion only.

19 MR. BYRES: Thank you Mr. Chairman, board
20 members. We'll start off with the -- kind of what the agenda of
21 this presentation is going to be. So we'll be talking about the
22 background of the five-year program as well as an overview of
23 the asset conditions. Our P2P process, which is planning to
24 programming, the tentative five-year highway delivery program,
25 as well as MAG's tentative program, PAG's tentative program, our

1 airport program, and the next steps as far as any public
2 hearings and so forth goes.

3 So as far as the background goes, development of
4 the five-year program is a collaborative effort between this
5 board as well as all of the different divisions within ADOT. It
6 demonstrates how federal dollars are spent and obligated over
7 the next five years. It is approved annually with the fiscal
8 year that starts on July 1 and must be fiscally constrained.

9 So as far as an overview of the asset conditions
10 goes, right now the value of the highway system is set at
11 \$22.4 billion. However if we were actually to replace the
12 entire system, we're talking somewhere in the neighborhood of
13 \$250 billion to replace it.

14 As far as conditions go of our assets, if we're
15 looking at the bridge condition, the graphs that you see here
16 show how the conditions are and how they've ranked through the
17 different years going from 2004 to 2018. We currently have the
18 bridges at 59 percent good condition, 40 percent fair condition,
19 and 1 percent poor condition.

20 Just so you understand what those conditions are,
21 good means primary structure components have no problems or only
22 very minor deterioration. Fair is primary structural components
23 are sound, but have some concrete deterioration or erosion
24 around piers or abutments caused by flowing water. And poor
25 condition is advanced concrete deterioration, scour or seriously

1 affected primary structural components. A poor condition bridge
2 is not necessarily unsafe. Unsafe bridges are closed within
3 ADOT.

4 As far as the pavement conditions go, this is
5 analysis of the interstate highway system. Again, this only
6 ranges from 2010 to 2017. The 2017 data was collected
7 differently than the way that we had collected data prior. We
8 are now collecting all that data through a single electronic
9 source. We travel the entire state with a van that has
10 electronic sensors. We're now picking up much more data than
11 what we used to pick up, which was all done manually with visual
12 observation and assessment. So with that, we currently are at
13 49 percent good condition, 50 percent fair condition and 1
14 percent poor condition.

15 On the non-interstate system, again, this -- same
16 -- same information applies as far as the 2017 data. But with
17 this, we're looking at 35 percent good condition, 63 percent
18 fair condition, and 2 percent poor condition.

19 So for the pavements, as far as the different
20 rankings go, good is smooth -- smooth road surface with little
21 cracking and no ruts or potholes. Fair is moderate amounts of
22 cracking that lead to increased roughness on the road's surface
23 and shallow ruts in the wheel path. Poor condition is numerous
24 cracks, rough road surface, ruts in the wheel, potholes and
25 disintegration of road surface.

1 There we are.

2 So as we go through the rest of this process, one
3 of the big things that we're doing is we're going to start
4 breaking things into our different investment categories. So I
5 just wanted to kind of define that up front. We have
6 preservation, which is the investment to keep pavement smooth
7 and maintain bridges. We have modernization, which is
8 non-capacity investment that improves safety and operations.
9 And we have expansion, which is investment that adds capacity to
10 the highway system.

11 This is a little better explanation or it goes
12 into a little bit more detail. So the preservation include
13 things like surface seal, thin overlays, deck joints, deck
14 overlays, minor mill and fill and so forth. Modernization is
15 such things such as widening existing shoulders, intersection
16 interchange reconfigurations, and let's see, enhancements to
17 address functional obsolescence as well as traffic control
18 management. Expansion is new routes, new lanes, new rail, new
19 interchanges and so forth.

20 So this is our five-year program that we're --
21 the tentative five-year program. The way this works is we're
22 looking at years 2020 to 2024. As we go through each of these
23 different years, we've got preservation in green. We have
24 modernization in red. We have development costs, which is the
25 purple. We have planning costs, which are orange. We have

1 expansion projects in the blue, and we have the executive
2 recommendation coming down from the governor's office, which is
3 dictated in the hatched blue areas.

4 One of the things that you'll see across the --
5 all five -- or all five years is we have a line at \$320 million.
6 That 320 is our target that comes out of our Long Range
7 Transportation Plan that we have for preservation. The arrows
8 indicate the difference between where we're at in this program
9 and what our target value is in trying to hit that Long Range
10 Transportation Plan.

11 And so this -- this kind of gives you an idea of
12 where we're at. You can see that our preservation increases as
13 we go through the years, and our expansion takes and decreases,
14 which is exactly what we proposed in the Long Range
15 Transportation Plan.

16 So on our planning to programming process, in
17 taking and putting projects into the program itself, we're
18 looking at why do we do it. The whole purpose of it is funding.
19 Due to limited funding, projects must be prioritized to ensure
20 the limited funds are utilized on projects which provide the
21 highest value and satisfy the greatest need.

22 Performance measures. Due to the requirements by
23 the Federal Highway Administration, program projects must --
24 must provide an improvement in the performance measures, which
25 includes safety, infrastructure condition as well as congestion

1 reduction, and compliance with objectives and goals provided in
2 the Long Range Transportation Plan.

3 So this is kind of a breakdown of that P2P
4 process, which is pretty much the formula in which Mr. Ward had
5 talked about. What we're looking at here is we take and we have
6 four different categories in which we take and rank projects and
7 prioritize them. We have a technical score. We have a policy
8 score. We have a safety analytic score, as well as a district
9 score. And those have different weightings as we go through
10 each of the different projects and analyze them.

11 All of these projects come from -- I'll go ahead
12 and go to the next one.

13 The projects that we analyze come down from --
14 from several different sources. They come from projects that
15 are possibly presented to this board. They come from studies
16 that we do. They come from the different districts. They come
17 from the MPOs. They come from the COGs. They come from a whole
18 range of different places, and once we take and accumulate that
19 list, we start running through and prioritizing and ranking each
20 of those projects.

21 So with that, we take and rank the -- our
22 preservation projects, our modernization projects and our
23 expansion projects, keeping in mind what the different
24 categories and the different rates are that are set forth in the
25 Long Range Transportation Plan.

1 We take -- once we do that, we take and send
2 those projects in to the tentative five-year program. We have a
3 considerable number of projects that come into P2P, and
4 unfortunately, due to funding, we only have a very limited
5 number of projects that actually make it into the program.

6 With this, this shows basically --

7 MR. ROEHRICH: Mr. Chair, if I could.

8 MR. BYRES: Yes.

9 CHAIRMAN CUTHBERTSON: Yes.

10 MR. ROEHRICH: Greg, when you say "a great
11 number," how many projects did we evaluate and how many did we
12 end up recommending? Outside of the preservation, because the
13 preservation was evaluated a little bit more comprehensive. So
14 how many projects did we evaluate, and how many are we
15 recommending?

16 MR. BYRES: We had roughly 1,800 projects. Of
17 those 1,800 that we analyzed, roughly nine made it into the
18 program. That gives you an idea of what we have for pretty much
19 kind of a gap in need and funding.

20 MR. ROEHRICH: Thank you.

21 MR. BYRES: So with this -- or this particular
22 slide shows basically what we have in the different categories
23 for expansion, modernization and preservation. This shows our
24 overall program, and it also has a comparison to last year's
25 program. So you can see that we've stayed pretty much about the

1 same. We're have -- we have a couple of different changes. We
2 had 41 percent preservation this year. We have 37 last year.
3 We have 46 percent this year in expansion projects. We had 51
4 percent last year. In modernization, we have 10 percent this
5 year. We had 12 percent last year.

6 As a comparison to where our targets are in our
7 Long Range Transportation Plan, for expansion, it's 47 percent,
8 modernization's 18 percent, and preservation's 35 percent. So
9 we're not far off of what our targets are in the Long Range
10 Transportation Plan.

11 This is the Greater Arizona by itself that we
12 have listed, and with it we've got 69 percent in preservation,
13 14 percent in expansion, and 17 percent in modernization.

14 VICE CHAIR HAMMOND: Greg, can I -- can I ask --
15 a little clarification --

16 MR. BYRES: Yes.

17 VICE CHAIR HAMMOND: -- on Floyd's comment? So
18 outside of preservation, only nine additional projects made it
19 into the plan with the P2P process?

20 MR. BYRES: That's correct.

21 VICE CHAIR HAMMOND: And that's either safety or
22 expansion?

23 MR. BYRES: That's -- that's projects that came
24 in through -- that came in from outside that we took and
25 analyzed for all of the Greater Arizona area.

1 VICE CHAIR HAMMOND: Okay. There's more
2 projects, but of all that came in, 1,800, only 9 made it in?

3 MR. BYRES: Correct.

4 VICE CHAIR HAMMOND: Okay.

5 MR. BYRES: Because we -- we add projects into
6 the Greater Arizona area. The MAG and PAG regions do their own
7 planning, so that does not include those two areas.

8 VICE CHAIR HAMMOND: Okay. All right.

9 MR. ELTERS: Mr. Chairman, a follow-up from me.

10 VICE CHAIR HAMMOND: Yes.

11 MR. ELTERS: Greg, was that in the fifth year of
12 the program?

13 MR. BYRES: Those occur in the fourth --

14 MR. ELTERS: In 2024, or is it in five years?

15 MR. BYRES: Those are in -- they come in in the
16 fourth and fifth years. Third, fourth and fifth years,
17 depending on what -- where we're at with schedules so forth.

18 MR. ELTERS: So in the fourth and fifth year of
19 the program. So two of the five years of the program?

20 MR. BYRES: So the --

21 MR. ELTERS: Bring in nine projects out of the
22 1,800?

23 MR. BYRES: That's correct.

24 Now, there's a -- as Clem just reminded me,
25 that's -- that's the ones that we analyze. Now, there's a whole

1 another set of projects that come into the program through our
2 modernization, which is through our HSIP program, our Highway
3 Safety Improvement Program, that is not included in -- in this
4 program, because that's a subprogram that those projects are
5 developed out of. And that's true for -- for other -- a couple
6 of other projects, our pavement preservation projects. Some of
7 those come through that subprogram that's in the five-year
8 program.

9 VICE CHAIR HAMMOND: Board Member Stratton.

10 MR. BYRES: Did I just confuse everybody?

11 UNIDENTIFIED SPEAKER: Mr. Chair. So Greg,
12 sorry. (Inaudible.) So Greg, (inaudible) clarify that the
13 first two years of the program are set, and we generally don't
14 change the stuff the first few years. Everything that's brought
15 into the new program comes into the years three, four and five.

16 MR. BYRES: That's correct. So we take the
17 current program, advance the first two years from the current
18 program into the tentative program, and then we take and start
19 projecting out years three, four and -- three, four and five.
20 So all of those stay -- the current second and third year
21 programs advance to the first and second of the tentative
22 program.

23 VICE CHAIR HAMMOND: Board Member Stratton.

24 MR. STRATTON: Thank you, Mr. Chair.

25 You said projects from the outside. Could you

1 clarify that, please?

2 MR. BYRES: Projects from the outside are -- I
3 should say -- I should correct that. It's projects -- all of
4 the different ways that we bring projects in. So it -- again,
5 it comes from -- from the COGs, the MPOs, our studies that we do
6 inside and outside of -- of ADOT. So the COGs and MPOs do
7 several studies that we draw projects out of. It also comes
8 from potentially cities. It can come from members or -- of the
9 public that address this board. We take and consider all of
10 those projects into -- into our five year -- or I'm sorry --
11 into our P2P system.

12 MR. STRATTON: So the public comments would be
13 from the outside?

14 MR. BYRES: Correct.

15 MR. STRATTON: And what about the Board comments?
16 Are those inside or outside?

17 MR. BYRES: Those are inside comments.

18 MR. STRATTON: Thank you.

19 VICE CHAIR HAMMOND: Any other comments before we
20 continue?

21 Board Member Thompson.

22 MR. THOMPSON: Mr. Chair, of the nine that made
23 it in onto that list, are there any that -- oh, I'm sorry.
24 Thank you, sir -- any of them come from the rural areas or maybe
25 more specifically north of I-40?

1 MR. BYRES: I would have to look at the list.
2 I'm not certain exactly where each one of those nine projects
3 occurs.

4 MR. THOMPSON: Because I would like to know what
5 challenge that they would have in getting it on the -- abiding
6 or adhering to the performance measures.

7 MR. BYRES: All of those projects that were
8 selected have to meet the performance measures that are
9 currently in place that are set forth in -- by the Federal
10 Highway Administration.

11 MR. THOMPSON: One last question. Of the 1,800,
12 could some of those also meet the performance measures?

13 MR. BYRES: They could, but in so doing, in the
14 way we rank projects, we're taking a lot of that into
15 consideration. So as we rank projects, prioritize those
16 projects, the ones with the highest priorities that rank the
17 highest are the ones that are selected first.

18 MR. THOMPSON: Thank you, Greg. Thank you,
19 Chair.

20 VICE CHAIR HAMMOND: Anyone else?

21 Okay. Continue.

22 MR. BYRES: Thank you. So we'll go on to the
23 next slide here.

24 What we're looking at here in the 2020 year of
25 the five-year program, we've got some expansion projects, which

1 include the 4th Street bridge up in Flagstaff. We also have a
2 project on 93, the West Kingman TI. That's a purchase of
3 right-of-way. We also have a project on 69, which is Prescott
4 Lakes Parkway. Again, that's right-of-way acquisition. On 93,
5 we also have the gap project, which is for -- that one is for
6 construction. As well as the I-17 project, which is for design,
7 as well as there's funding in that that comes in from MAG, as
8 well as we've got money set in there that comes out of the
9 executive budget as well.

10 In 2021, looking at this, we have expansion
11 projects that equal 80.7 million. Again, we're looking at the
12 SR-69 project. We're also -- I'm sorry. Yes. The SR-69.
13 We're also looking at I-17. This, again, has part of that
14 executive recommendation funding as well as I-10 working on the
15 DCR, or the design concept report, for scoping and the
16 environmental assessment.

17 In FY '22, for this one, our major expansion
18 project that we have in it is the I-17, which again, is -- runs
19 from Anthem to Sunset Point, and includes that executive
20 recommendation.

21 Just for clarification, on the I-17 project, this
22 kind of shows where the project lies and what we're looking at
23 for total funding for the entire project, which runs at about
24 \$320 million. The funding that we currently have listed in the
25 program will only do a portion of this project. What we're

1 looking -- we -- in order to do the entire project would take a
2 little bit longer. We also have put in for an INFRA grant that
3 would have additional funding that would accomplish the
4 \$323 million.

5 For the 20 --

6 MR. ELTERS: Mr. Chairman.

7 VICE CHAIR HAMMOND: A question. Board Member
8 Elters.

9 MR. ELTERS: One question on the previous slide.
10 So in 2022, we have one single expansion project around the
11 state, and it's on I-17?

12 MR. BYRES: We have one major expansion project.
13 These are the major expansion projects that we have listed that
14 I'm -- that I'm listing out on these slides. These are the big
15 ticket items that we're going through.

16 MR. ELTERS: I -- I'm, I guess, confused.
17 Thinking of the nine projects that you mentioned earlier that
18 are advancing in the last two years, and I see one project on in
19 2022. Connecting the two may be -- may be jumping the gun, but
20 it would be great if you could clarify that a little more.

21 MR. BYRES: So these are the major expansion
22 projects that we -- that I'm listing that are occurring in each
23 year of the five-year program. I'm not saying this is the only
24 expansion project. The reason I'm saying that is because we may
25 have some smaller projects that have -- that potentially maybe

1 have added lanes or so forth or climbing lanes or so forth. So
2 those would be considered an expansion project, but they're very
3 minor projects.

4 MR. ELTERS: Okay. Thank you.

5 VICE CHAIR HAMMOND: Continue.

6 MR. BYRES: So coming up into -- let's see here.
7 We've got the -- 2024 is -- we have the one project, which is
8 93. This particular case is the West Kingman TI project that we
9 have coming forward. For this, we're talking about this is the
10 money being set forth for construction.

11 As we go forth into the next ten years or the
12 next five years of the program, which would be years six through
13 ten, this is what we're projecting for funding. Again, with the
14 different colors, it kind of dictates exactly what -- what we
15 have going forth. As far as expansion goes, in blue, you notice
16 that there's nothing there, and the reason for that is in our
17 five-year program -- or not our five-year -- in our Long Range
18 Transportation Plan, we have it set forth to minimize, shrink
19 down expansion projects to zero. So this is exactly what we're
20 doing following through with our Long Range Transportation Plan.

21 MR. ELTERS: Chairman.

22 VICE CHAIR HAMMOND: Question.

23 MR. ELTERS: Greg, just -- just to summarize, and
24 again, for my benefit, the Board's benefit, and probably the
25 audience's benefit as well, so in 2022 -- and understanding the

1 major expansion definition that you just provided, so in 2022,
2 we have one major expansion project. We only have one in 2023,
3 one in 2024, and none beyond 2024.

4 MR. BYRES: That is correct.

5 MR. ELTERS: Okay.

6 VICE CHAIR HAMMOND: Board Member Stratton.

7 MR. STRATTON: Greg, in the past five-year plans,
8 we had a project on 260, Lion Springs. I see it's been removed.
9 Could you elaborate on that, please?

10 MR. BYRES: When -- when we take and -- and as I
11 had mentioned earlier, as we set the five-year tentative
12 program, we take the first two years of that program, move them
13 forward. So they become years one and two in the tentative
14 program. Then we take and start prioritizing projects out from
15 years three, four and five. When we did that, those -- we had a
16 couple of different projects in the current program that ranked
17 very low in our prioritization. So they fell out of the program
18 and were replaced with higher ranking projects.

19 MR. STRATTON: So if I'm correct, you're telling
20 me when the Board adopts a five-year plan, we're only assured
21 that the first two years will move forward? Everything else is
22 subject to being dropped out?

23 MR. BYRES: We take and maintain the highest
24 priority projects in each plan that's done as we go forward.
25 Now, normally in those first two years, sometimes all the way

1 out 'til the third year, we have projects that are already
2 proceeding. Either right-of-way has been purchased, design has
3 already started. So those projects are underway, which is why
4 we maintain those first two years in some projects in the third
5 year as well, because those projects have already -- are already
6 underway. So we keep that steady. We keep -- keep it as even
7 keel as we possibly can. We have new projects, and the highest
8 priority projects occurring in the later years of the program.

9 MR. STRATTON: But as a board member, if -- let's
10 say I was in my last two years, and a project got put in. I
11 would not be assured that project would -- would move forward
12 after I was off the Board unless it was in the first two years
13 of the five-year plan?

14 MR. BYRES: As -- if it's -- if it's ranked as a
15 high priority plan and things do not change, it will maintain
16 that high priority. But it has to be a high priority project
17 that we recommend to this board in those later years.

18 MR. ROEHRICH: Mr. Chair, Mr. Stratton, if I
19 could also -- maybe just a quick thought. I think it's
20 important to remember these are staff recommendations. The
21 Board final adopts what goes into the five-year program, and it
22 is modified constantly. Every -- every month we come in with
23 modifications that's come through PPAC and other committees,
24 that come to the Board as, again, staff's recommendation as the
25 best expected set of projects and transportation improvements

1 that we think are needed for the system.

2 But ultimately, the Board has to approve it
3 before we can move forward. So any project that goes in or
4 comes outcome comes back to this Board, which is why we're
5 recommending it now at this time.

6 And I asked the question about how many projects
7 we looked at and how many got in from the general perspective, I
8 guess, as a way to -- to try to highlight the fact that we hear
9 projects every month. The Board hears projects every month from
10 people. They're all valid projects, and we capture those and we
11 look at them. But when we look at a diminishing pie of funding,
12 if you will, where is the best use of those funds? And that's
13 the analysis that Greg's team, the state engineer's team,
14 ultimately comes back and evaluates with the director, and then
15 we present to the Board.

16 So it will be a program that will be in flux as
17 needs change and as other aspects change, but what isn't
18 changing is our funding, and that's what was causing a lot of
19 these hard issues to decide what projects get in and what
20 projects get out.

21 And our subprograms and preservation, whether
22 it's pavement and bridge, we have been trying to keep those as
23 diligently as possible at funding those level of projects, which
24 then means there's just less for these, if you will,
25 discretionary projects.

1 So the nine projects, in my mind, and this is how
2 I had to try to understand this over the years, those are -- are
3 really the discretionary projects in the rural area that we have
4 the availability to recommend something to the Board, and if the
5 Board agrees with that outside of these preservation,
6 modernization and safe -- you know, these subprograms -- this is
7 what is left given the fact our revenues have not changed in
8 decades.

9 And the cost, as you all are aware, when the
10 state engineer talks about construction costs every month, the
11 costs are changing. The development timelines are changing.
12 Right-of-way costs. Every element is changing, but the funding
13 is not, and that was what is leading to a lot of these
14 recommendations, but these are recommendations we're going to
15 work out with the Board to get the final resolution on what goes
16 into that program. It's a tough time right now, and these are
17 the choices we are having to make along with the Board.

18 VICE CHAIR HAMMOND: You know, Floyd, just to be
19 clear, though, the 1992 18 cents federal and state, our funding
20 has not stayed the same. It's actually gone down, because it's
21 not indexed to inflation. And there's -- there's -- you know,
22 I've said this from this podium before, but it's really up to
23 the -- to the constituencies of the state to get it done. And
24 last week, what, gas prices dropped 7 cents, and we can't come
25 up with a nickel more for transportation needs?

1 Which I did ask staff a while ago, and this may
2 be off, but it will just give you an idea. A nickel a gallon
3 indexed to inflation going forward, I was told was about 40
4 percent of the critical needs we need in the next 20 years. You
5 would think it would be an easy lift, but it's not. So we're
6 going to need support. And the pressure is building. I'll
7 grant you that. You're beginning to read about both sides of
8 the aisle recognizing this critical issue, but it's just really
9 tragic we can't plan some of these projects that are very, very
10 well need -- very much needed in this state for lack of funding.

11 MR. STRATTON: If I may continue.

12 Floyd, thank you for the explanation.

13 Greg, in the overall pot of money, if you will,
14 for Rural Arizona, in all three categories, what percentage of
15 that money is dedicated to freeways in this five-year plan?

16 MR. BYRES: I don't have that number right off
17 the top of my head.

18 MR. STRATTON: Okay. I would appreciate if you
19 could get that to myself --

20 MR. BYRES: I certainly can.

21 MR. STRATTON: -- and the rest of the board
22 members for information.

23 MR. BYRES: Yes.

24 MR. STRATTON: Thank you.

25 MR. KNIGHT: Mr. Chair.

1 VICE CHAIR HAMMOND: Go ahead.

2 MR. KNIGHT: It seems like when I look at the
3 five-year plan, we've got six out of the 13 rural counties that
4 for one, two or three years during the five-year program,
5 they're not even getting any preservation funds. They're
6 getting zero. Yet the residents of those counties are, as
7 Mr. Ward pointed out, are paying the fuel tax and expecting to
8 get something out of it, and -- and preservation seems to be all
9 that we can afford or most of all we can -- that we can afford.

10 Yet we've got half the rural counties that --
11 that aren't even going to get preservation funds, which seems
12 like to me maybe we need to take a look at our formula again so
13 that at least everybody gets something, even if it's just
14 preservation, because everybody is paying into the pot and
15 expects something in return.

16 And that's something that staff is probably a
17 little isolated from, because they're not out there with the
18 constituents every day like the Board is, and we hear from them
19 all the time. Well, why aren't we getting some of our money
20 back to repair some of our roads?

21 I'm particularly familiar with -- with Yuma, for
22 instance. Six, seven months out of the year when it's produce
23 time, it looks like an 18-wheeler convention 24/7. There -- in
24 order for the produce to leave the field and get to the rest of
25 the nation, those trucks have to roll constantly, and it's

1 certainly not doing our -- our roads any good. They're --
2 they're falling apart. We've got -- they use 8. They use 95,
3 195.

4 And many of the local roads to get to and from
5 the fields, the produce houses, the packing houses, the coolers,
6 once those vegetables -- once the lettuce is picked, the clock
7 starts ticking, and you've got to get that refrigerated truck
8 and get it on the road and get it to its destination, which as
9 we all know is -- could be as far away as the East Coast, and
10 oftentimes it is, because this time of the year we supply
11 romaine and ice -- iceberg lettuce to just about everywhere in
12 the country.

13 And the 18-wheelers are just -- it's just
14 constant. And so it seems like Yuma being the third largest
15 metropolitan area in the state, to have two years of the five-
16 year plan with zero dollars, to me there's just something wrong
17 with that picture. But, you know, I understand that there --
18 the funds aren't there, but at least if preservation is our
19 highest priority because of the funds, we ought to see some
20 preservation funds, in my mind.

21 MR. BYRES: If I may, Mr. Chairman, Board Member
22 Knight, one of the big things that we do in putting together our
23 P2P process and making the recommendations to the Board is we
24 have to look at our recommendations on a systematic sense. We
25 have to look at the entire system. And so when we take and put

1 together the data that goes into our P2P process and goes
2 through those different categories that in which we rank
3 projects, it's extremely important that we look at the entire
4 system and the effects of the entire system.

5 Now, one thing that you brought up was trying to
6 get produce or any other kind of freight from point A to point B
7 as quick as possible. That's considered in our policy sections
8 of our P2P process for freight travel and all of our key
9 commerce corridors as well. So, I mean, it is considered in
10 there, but again, it's considered in a systematic sense. So we
11 have to look at the entire system when we -- when we take and
12 analyze and prioritize the projects that we recommend to you.

13 CHAIRMAN CUTHBERTSON: Board Member Thompson, did
14 you have a question?

15 MR. THOMPSON: (Inaudible.) I also do agree to
16 the fact that rural communities need to be more competitive for
17 the dollars that are available. How we do that, I think there
18 -- we need to really look at the eligibility criteria. And for
19 my understanding about the projects coming to us, if 191 was to
20 bring all that data to you, that could mean that it would meet
21 the performance measures, and that could be part of the project
22 that (inaudible) will come back before the Board. That's my
23 understanding.

24 MR. BYRES: Chairman, Board Member Thompson.
25 That's correct. On 191, we have an issue in trying to get the

1 safety data from the Navajo Nation that -- that we basically get
2 from the rest of the state. We have that issue on -- not only
3 at the Navajo Nation, but on other tribal areas, we have that
4 same thing that we're working to correct. In fact, we made huge
5 progress a couple weeks ago at our meeting. So that -- that's
6 correct. As that comes in and we can collect all that -- it's
7 called tracks data -- we will have that safety data to help --
8 help in refining our analysis of particularly 191.

9 MR. THOMPSON: Thank you, Chair.

10 MR. ROEHRICH: Mr. Chair, if I could.

11 Greg, I'd like to go back. I keep hearing that
12 especially -- and I'm going to point, I guess, and say -- point
13 it out. Yuma County, they're not getting, you know, their fair
14 share or they're not getting anything. I think that's a
15 mischaracterization, isn't it, that there's nothing going back
16 to that? Is that correct?

17 MR. BYRES: That is a -- somewhat of a
18 mischaracterization. One of the big things is as you go through
19 and you look at the tentative program, if you look down at our
20 pavement preservation subprogram, you'll notice that the last
21 couple years in that -- in that subprogram have an extremely
22 high value. The reason for that is we have not projected any
23 projects out for pavement preservation in those last two years.
24 The reason being is it's too far out for us to project pavement
25 preservation in order to -- for those projects to be valid as it

1 gets closer and closer to -- to the time of implementation for
2 those projects.

3 So we -- for pavement preservation, we do not
4 program that money out into line itemed projects in those last
5 two years. So as -- as we go through, those projects will get
6 prioritized coming out.

7 So part of what you're talking about, Floyd, with
8 -- is that money in the five-year program? No, it's not
9 currently shown as a project in the five-year program. It's
10 shown in the subprogram for pavements.

11 VICE CHAIR HAMMOND: Okay. Continue.

12 MR. BYRES: As we go -- this is just a quick look
13 at the expansion projects that we had that came through this
14 year's P2P process. Again, there's -- there was no room to --
15 to put these in, but that's exactly the ranking that we had for
16 -- for any projects, if there was funding, to take and put
17 projects in, this was the priority that we came out with.

18 So as we go forward now, we're talking about the
19 MAG Regional Freeway Program or the MAG programming itself.
20 This gives you a quick list of the projects, as well as where
21 they occur. Again, MAG does their programming, and we take and
22 incorporate their program into our five-year program. But this
23 -- this gives you as of the latest information we have today on
24 what MAG is looking at doing.

25 This is the PAG tentative program for --

1 obviously for the Pima County area. As you can look at it,
2 there -- we've got projects on I-10, on I-19, SR-77, as well as
3 210. I-10 has a project in there as well.

4 As we go forward into the last category, which is
5 the Airport Capital Improvement Program, this is kind of a look
6 at last year's program. And you can see that we had two
7 programs, our state/local program as well as our airport
8 development -- our -- I'm -- yeah, the airport development loans
9 program were not funded last year. As we proceed into this
10 year, this gives you an idea of what we've got. Our loan
11 program still is not funded, but we did bring back our
12 state/local program, and this gives you an idea of what the
13 match is or what the funding availability is for each of those
14 different programs.

15 Again, this is a different pot of money. This is
16 coming out of the Aviation Fund. This is not federal funding.
17 This is -- this is all State dollars.

18 VICE CHAIR HAMMOND: Board Member Stratton has a
19 question.

20 MR. STRATTON: Greg, former Board Member Teller
21 has a bill in the House, I believe, that has so far survived
22 that would put \$10 million into that fund. If that does
23 survive, will your tentative five-year plan be revised and
24 brought back or how will that be handled?

25 MR. BYRES: Mr. Chairman, Board Member Stratton,

1 if that survives, we will have already have had a -- or come
2 close to having an approved program. What we'll do is we right
3 now have prioritized through what is called our CIP, our Capital
4 Improvement Program for aeronautics, we have taken and basically
5 done the same thing that we did on the P2P side for highways.
6 We've done that same analysis on the aeronautics side. So we
7 have projects listed that never made it because of funding
8 restraint. So what this does is this allows us to start going
9 much further down that list to take and bring projects in.

10 MR. STRATTON: But it would -- that \$10 million
11 would be included in the budget?

12 MR. BYRES: Oh, yes.

13 MR. STRATTON: That was my point. Thank you.

14 MR. BYRES: Yes.

15 So next steps. We have, obviously, today's
16 hearing. We have a hearing on April 12th in Flagstaff. We also
17 have one in May 17th in Phoenix, as well as the study session
18 that will occur June 4th.

19 We'll present the final program to this board on
20 June 21st at the Pinetop/Lakeside board meeting. The program
21 will be delivered to the governor on June 30th, with the fiscal
22 year beginning on July 1st.

23 With that, that's my presentation.

24 MR. OMER: Mr. Chair, a little clarification
25 maybe on the bill from the former board member. It kind of

1 depends on when, if -- and if that bill passes, when we have the
2 revenues that we would incorporate into the program. It may not
3 be during this cycle. It could be later on. It depends. And I
4 think Kristine would probably add on that to later on, but it
5 may not be in this programming cycle. It could be later on into
6 the next years moving forward, depending on when we get the
7 revenues in.

8 And while I'm at it, thank you, Greg. I'm
9 (inaudible) on the other side for a long time and developing, I
10 think, five programs. It is not easy, and any time you have to
11 go and start removing projects from the program, it's never
12 taken lightly. It is one of those things that takes a lot of
13 consideration.

14 I helped put the P2P program together. So I
15 understand it's a lot of work to do. So I appreciate it. And
16 Floyd's right, this is the Board's program. As staff, we -- we
17 do everything we can over the year to put the program together,
18 and then we give that to the Board for their final -- final
19 decision. So thank you and your team for putting this together.

20 MR. BYRES: Thank you.

21 VICE CHAIR HAMMOND: Board Member Stratton has a
22 question (inaudible).

23 MR. STRATTON: Scott, talking about it may not be
24 programmed in this cycle. My concern is that that fund has been
25 swept before by the State. Would the -- if it's not programmed,

1 would it be obligated to where we could keep that balance?

2 MR. OMER: So Mr. Chair, Mr. Stratton, I think
3 what Kristine will help us out with here, it will be programmed
4 as soon as we are capable of programming it. When I said that
5 may not be the cycle, I meant during the development of this
6 particular five-year program. Starting July 1st of next fiscal
7 year, we start amending the program, when we get those revenues
8 in or active projects. We could add the money in as soon as
9 it's available, 100 percent.

10 MR. STRATTON: Thank you.

11 MR. OMER: Kristine.

12 MS. WARD: If I may. The difficulty is not
13 the -- Mr. Chair. Sorry. I had to find you. Mr. Stratton, the
14 difficulty is not the programming. The difficulty is is that
15 the dollars, if we want to protect the dollars, we've got to get
16 the dollars expended as quickly as possible. What has
17 consistently been happening is that they have been sweeping
18 those dollars, even if we had projects that they were identified
19 for. So our mission is to as soon as we get authorization for a
20 dollar, we move those projects as quickly as possible and move
21 the -- and it's incumbent upon all of us to do that so we don't
22 have inactivity in our projects.

23 MR. STRATTON: Thank you.

24 VICE CHAIR HAMMOND: By the way, I echo the
25 comments earlier. Greg, this is not an easy task for you to

1 stand up there and tell us there's no money to do anything. So
2 we certainly appreciate it.

3 Is there more discussion or comment from the
4 Board?

5 (End of requested excerpt at 10:21 a.m.)
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Adjournment

A motion to adjourn the March 15, 2019 State Transportation Board Public Hearing was made by Board Member Stratton and seconded by Board Member Knight. In a voice vote, the motion carried.

Meeting adjourned at 10:21 a.m. MST.

Jack Sellers, Chairman
State Transportation Board

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

STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, March 15, 2019
City of Tucson
Council Chambers
255 W Alameda
Tucson, AZ 85726

Call to Order

Vice Chairman Hammond called the State Transportation Board Meeting to order at 10:21 a.m.

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

A quorum of the State Transportation Board was present. **In attendance:** Vice Chairman Hammond, Board Member Stratton, Board Member Thompson, Board Member Elters and Board Member Knight. Chairman Sellers was not in attendance. There were approximately 45 members of the public in the audience.

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

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

Call to the Audience for the Board Meeting

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

1. Kee Allen Begay, Navajo Nation Council
2. David Higuero, Tucson Resident
3. Mike Humphrey, Tucson Resident
4. Stanley Levine, Tucson Resident (did not speak but did fill out a comment card for public record)

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

City of Tucson Council Chambers
255 West Alameda
Tucson, Arizona 85726

March 15, 2019

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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CALL TO THE AUDIENCE

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David Higuero.....	5
Mike Humphrey.....	12
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1 (Beginning of excerpt.)

2 VICE CHAIR HAMMOND: We're now opening up the
3 board meeting. And we do have a call to the audience for the
4 board meeting, and we'll ask Mike Humphrey to come up and speak
5 first. I hope I didn't misunderstand when he said he did not
6 want to talk under the yellow card section. Okay. So if he
7 comes back for the restroom, we'll put him on.

8 Kee Allen Begay, Junior.

9 MR. BEGAY: Good morning, board members. I just
10 wanted to continue to advocate for the Highway 191 north, on our
11 northeast corner of the state of Arizona on the Navajo Nation.

12 I appreciate Arizona Department of Transportation
13 administrators and the Board -- some of the board members were
14 at a meeting between the local community of Many Farms and
15 Chinle, Arizona. We've gone to a certain extent to have
16 clarification of what's been -- what's needed in the previous
17 presentation. There's several documents that needs to be
18 forward by the Navajo Nation, which will -- we'll continue to
19 address.

20 I continue to ask and seek for your support,
21 continue to ask for your technical assistance on this particular
22 project. It is a 13-mile between the community of Many Farms
23 and Chinle on the Navajo Nation. We do what we can to help.
24 It's not a matter of -- for us to just look towards the ADOT
25 administration or the State, but more of how can we also

1 participate to help as far as a governing sovereign nation, as
2 Navajo Nation, how can we continue to also help out in
3 improving, addressing the State right-of-way on the tribal land.

4 As you know that during the summer, it always
5 increases to -- double increases the traffic count on the state
6 right-of-way. We have several monuments, Monument Valley, the
7 Four Corners and the Canyon de Chelly and so on that a lot of
8 people visits these sites. So it's just a matter of them criss-
9 crossing across the state of -- on the Navajo Nation. So more
10 of a safety. Of course, the local schools that we have for our
11 buses.

12 So again, I just -- I just -- I came here. We do
13 what we can to help, and I ask that you do consider for us to
14 provide some funding as well for this upcoming five-year plan,
15 and which I'll continue to come over to advocate.

16 So again, I appreciate the board members. Thank
17 you very much. You have a good day.

18 VICE CHAIR HAMMOND: Thank you.

19 Mr. Stanley Levine. Did we lose Stanley?

20 Okay. David Higuero. Hopefully I pronounced
21 your name correctly.

22 MR. HIGUERO: You did.

23 Mr. Chairman, members of the Board, my name is
24 Dave Higuero, I'm here representing myself. I'm a Tucson
25 resident. This is the first time I've ever attended an ADOT

1 meeting.

2 So my -- my statement is really just in terms of
3 the long-term planning that you guys are engaged in on behalf of
4 all the citizens of the state. And Mr. Chairman, you said
5 earlier that it's up to the public to create the political will
6 to raise more revenues, and I agree. I think that it would
7 behoove the Board as well and the Director and the Department to
8 put together a strategic communications plan about that that
9 helps the public plug in so that it's not just left to, you
10 know, us non-experts out in the public to try and convince this
11 the value of increasing revenues, but that you guys can really
12 help set the tone for that discussion with your expertise.

13 And I think most people in the public just have
14 no idea at all how large the need is and how minimal the
15 revenues currently are and the fact that, you know, gasoline tax
16 hasn't gone up in 25 years and all that stuff. I think most
17 people just aren't aware of that.

18 And the other piece of that long-term planning
19 piece is that if it's true that, in fact, the public is looking
20 to more fuel efficient vehicles or driving less and car sharing
21 more and all those kinds of things, then I will hope that the
22 long-term planning also includes how do we envision the major
23 way that folks will want to be transported in 20 years, and what
24 else are we missing besides highways.

25 So thank you.

1 VICE CHAIR HAMMOND: Michelle, I'm talking to you
2 here. We could have a long conversation on this, but we can't
3 talk during the call to the public, right?

4 MS. KUNZMAN: Well, it's part of the (inaudible)
5 you can talk.

6 VICE CHAIR HAMMOND: Well, what I would say is
7 board members have the right and the ability to kind of lobby,
8 if that's the right word. ADOT is an agency of the State. They
9 can point out shortages in funding, but they can't lobby. So
10 you are correct. The constituency that needs to push this
11 forward are the citizens, whether it's us as board members or
12 yourselves or others or other agencies.

13 But it does surprise me, the ignorance. And by
14 the way, the -- when I say nickel on the gas tax, it has to find
15 revenue sources for those that are using the highways with gas
16 with other electric vehicles. So it's -- it's a serious
17 problem, and it's only going to get worse if we don't do
18 something.

19 Okay. I'm not part of the public call to the
20 audience. I guess I should be quiet.

21 Any -- is Mike -- did Mike Humphrey return?

22 Okay. We will end the call to the public and now
23 have the director's report, and I think we've got a stand-in
24 here for Director Halikowski.

25 MR. OMER: Thank you, Mr. Chair, Board. For the

1 record, I'm Scott Omer, the Deputy Director and Chief Operating
2 Officer for ADOT. Thank you for allowing me to sit up here
3 today and give the director's report.

4 I'll give a brief update on some state and
5 federal legislation. First of all, there's something called
6 PRISM legislation. In December 2015, the federal FAST Act made
7 participation in the PRISM program a requirement for eligibility
8 for certain federal funding related to motor carrier safety.
9 The gist of it is in order to receive the federal funding, we
10 have to participate in the program with full participation to be
11 in effect in October of 2020.

12 The district did require some state legislation,
13 which has gone through. It's been sponsored by the Senate
14 Transportation and Public Safety Committee. A full vote of the
15 Senate and the House Transportation Committee appears headed
16 fairly soon with no opposition. Without that, it could put us
17 in risk of losing around \$10 million a year in federal funding
18 that the department and public safety receives for our work.

19 There's some fuel tax and VLT parity bills that
20 have been going through. Both House and Senate are attempting
21 to create some greater parity with alternative fuel vehicles
22 with the intention in both of those being that everyone would
23 pay the same and full VLT that gas-powered vehicles would pay by
24 January 2023. Whether or not those get out of the House and the
25 Senate and make it for a final vote is still to be seen.

1 Turning around like this is kind of awkward.

2 VICE CHAIR HAMMOND: You can look straight ahead.

3 MR. OMER: All right.

4 VICE CHAIR HAMMOND: We know you're talking to
5 us.

6 MR. OMER: County transportation excise taxes.
7 House Bill 2109 was sponsored by Representative Shope. It would
8 allow, provided a majority of the qualified voters approve, a
9 county transportation excise tax to be levied at 20 percent,
10 either alone or with a combination of other taxes. The current
11 laws allow for 10 percent. The bill's being pushed strongly by
12 transportation interests in Pima County. The bill was passed by
13 the House and is awaiting the vote in the Senate Transportation
14 and Public Safety Committee.

15 Moving on to the federal side -- excuse me. Our
16 staff attended the AASHTO Washington briefings in the last
17 couple of weeks with really -- with the intention of identifying
18 what is going on on the -- with federal legislation. Secretary
19 of Transportation Chao addressed the gathering of state -- of
20 the state officials and highlighted what the administration's
21 efforts to improve interagency coordination for -- and as a --
22 as an ADOT employee, we would greatly applaud any coordination
23 between any of the USDOT functions. It appears at times that
24 they don't necessarily coordinate and communicate with each
25 other. So we're in great support of this bill to allow for

1 greater coordination between environmental reviews, supporting
2 public trust in driverless car technology and its ongoing
3 actions to preserve the 5.9 gigahertz band for automated
4 vehicles and connected infrastructure.

5 Not to be surprised at the briefing, nothing of
6 great and substantive value came out of the meeting other than
7 the fact that they talked about that they should do a lot, and
8 they've been saying that for a long time. What did happen was
9 our staff went and we did get a chance, an opportunity to meet
10 with all 11 of our delegation, whether it was the members or
11 staff, and they briefed them on our -- on ADOT's priorities and
12 projects around the state in the coming years, including our
13 efforts to widen I-10 across the Gila River Indian Community,
14 the INFRA grant, which I'll speak about in a second, and also
15 the other major projects as they were asked questions about
16 those.

17 INFRA grant for I-17, ADOT has submitted an
18 application for roughly \$95 and a half million for the INFRA
19 grant funding for its I-17 flex demand project, which adds two
20 flex lanes between Black Canyon City and Sunset Point. I think
21 Greg mentioned this a little bit earlier. This is one of the
22 pieces of the puzzle for overall funding on I-17. If we do not
23 receive the grant, the project will still be funded. It's just
24 the way that it's funded over the ultimate life of the project
25 itself. The grant represents almost half of the total project

1 cost of \$195 million.

2 We've also seen the President has released his
3 budget for fiscal year 2020. That calls for full funding of the
4 highway program and the FAST Act. Again, I guess we will see
5 what happens once that makes its way through.

6 That's all we have for the federal update. I
7 don't have any additional issues for the director's report. I'd
8 be glad and happy to answer any questions.

9 VICE CHAIR HAMMOND: Board Member Stratton. No?
10 Board Member --

11 MR. ELTERS: Chairman, one question, Scott,
12 related to those bills in the state House Bill -- I believe 2536
13 is probably the one that is most impactful to revenue and our
14 ability to deliver and the discussion we had earlier. What does
15 the path look like? We hear and read different amendments and
16 different Tweets. Any insight on -- related to what that looks
17 like going forward?

18 MR. OMER: Mr. Chair and Member Elters, if you're
19 talking about a House Bill that is -- is this for the public
20 safety fee?

21 MR. ELTERS: No. This is the one that was
22 introduced by Representative Campbell --

23 MR. OMER: Campbell.

24 MR. ELTERS: -- for the 25 cents increase to gas
25 tax.

1 MR. OMER: That's a great question. So as -- as
2 the department, we -- as you know, we don't necessarily have any
3 opinion on the bill itself. The outcome of the bill, if we were
4 to receive additional funding, of course, it would assist us in
5 many of our needs. The outcome of the bill, we've seen and
6 we've heard talk from both sides that says they're in great
7 support of it one day, and the next day it kind of wanes. So
8 without any real view of what the House or Senate are going to
9 do about it, it's kind of hard to predict what's going to happen
10 at this time, Mr. Elters.

11 VICE CHAIR HAMMOND: (Inaudible.)

12 Did Mike Humphrey return? I don't know whether
13 it's appropriate. Can we let him speak?

14 MR. ROEHRICH: Mr. Chair, you can open the call
15 to the audience again, and what you'll do is you'll accept
16 anybody who will ask to speak, you will give them an
17 opportunity. If it's only Mr. Humphrey, then that's all it is.
18 But you can open the call the audience again, but then you will
19 have to accept -- anybody who wants to speak will be given the
20 same three minutes.

21 VICE CHAIR HAMMOND: I think we're take that
22 risk. So we'll open the call to the public.

23 Mr. Humphrey, if you'd like to speak.

24 MR. HUMPHREY: Thank you for allowing me to speak
25 today. I was confused earlier in the call to the audience,

1 because you asked if I wanted to speak now, and I said yes, and
2 then --

3 VICE CHAIR HAMMOND: I thought I heard no. I
4 apologize.

5 MR. HUMPHREY: That's okay. I had to take a
6 friend back to work. So anyway -- anyway, here I am. So thank
7 you for the opportunity to speak. Welcome to Tucson. And my
8 name is Mike Humphrey, and I live at 3760 North Camino Sinuoso
9 in Tucson.

10 As I'm sure you guys probably recall, I lost my
11 wife and my sister in a cross-median crash on I-10 in a section
12 of I-10 that does not have a median cable barrier. I've come to
13 the board meeting today to ask the -- ask you members the
14 question why? Why are the recommendations made by the mayors of
15 Casa Grande and Maricopa, a Pima County supervisor, the Pinal
16 County Board of Supervisors, and the Sun Corridor Metropolitan
17 Planning Organization, to improve the safety of I-10, including
18 placing median barrier cables in crash points -- in crash prone
19 sections of I-10 being ignored? And I have a letter from the
20 mayor of Maricopa to that effect. You have the other letters in
21 my previous testimonies to you all.

22 Why is the recommendation of the 2013 Arizona
23 Roadway Departure Safety Implementation Plan that calls for
24 placing additional median barrier cables in crash-prone sections
25 of I-10 being ignored? Why is Arizona not following national

1 standards regarding transportation -- requiring transportation
2 departments to do two things: One, put in barriers where
3 there's a history of crashes. And two, develop a broader median
4 barrier standard based on traffic volume and median width.

5 Why does there appear to be no plan or mechanism
6 in place to assist motorists trapped in post-cross-median crash
7 traffic jams? The gentleman I -- who couldn't stay to testify
8 was in the cross-median -- the post-cross-median traffic jam
9 where the road was closed for seven hours, and he was going to
10 tell you all about what he observed in the cars that were
11 trapped in that post-crash traffic jam.

12 Why is there no liaison or communication
13 mechanism allowing families of crash victims such as myself and
14 others to communicate with ADOT short of the legal system? And
15 as an aside, a couple of years ago, ADOT was looking for a
16 blanket immunity so they wouldn't have to do that part either.
17 There needs to be a way for families like mine after something
18 happens to be able to communicate with ADOT officials about what
19 happened, why it happened, and just have an open dialogue. I
20 think if that happened, things would be a lot smoother in terms
21 of the relationship between the families and the agency.

22 Why is it so difficult for the public to access
23 information about cross-median crashes? That information is on
24 the DPS accident reports. There's a check box. There's
25 actually a couple of them. Why is it so hard for people in the

1 public to find out how many cross-median crashes there are in
2 Arizona? Where they are? It shouldn't be that difficult.

3 Finally, given all the above, and with
4 cross-median crashes continuing to occur on I-10 and elsewhere
5 on Arizona highways, why doesn't this board place the issue of
6 cross-median crashes and median cable barriers on their agenda
7 for a public discussion and an action?

8 Thank you for the opportunity to speak.

9 VICE CHAIR HAMMOND: Thank you.

10 Is there anyone else that...

11 Okay. We will close the call to the audience and
12 move to the district engineer's report. Doug Moseke.

13 MR. THOMPSON: Chairman, can you go back to the
14 director's report?

15 VICE CHAIR HAMMOND: Certainly.

16 MR. THOMPSON: Scott, on HB 2047.

17 UNIDENTIFIED SPEAKER: Can you put your
18 microphone on, please.

19 MR. THOMPSON: (Inaudible.) On 2047 HURF
20 distribution, cities, towns, counties, I see an opportunity to
21 include the tribal communities in this portion. Could I have
22 that researched, if I could have that done?

23 MR. ROEHRICH: Mr. Chair, Mr. Thompson, I think
24 it's important to remember that those bills are created by the
25 Legislature, and although we -- we're maybe asked our -- our

1 participation, our input, we do not have the ability to modify
2 those. So if you're talking about trying to modify a bill to
3 add -- whether it's a tribal nation or some other element of the
4 bill, that needs to go through the legislative committee. The
5 agency can't ask for that.

6 MR. THOMPSON: Chairman, I do understand that. I
7 just want some information on it. I guess it would be to legal.

8 MR. ROEHRICH: I guess what information are you
9 asking?

10 MR. THOMPSON: You know, could that be done? I
11 mean, what would be the recommendation if that's what I would
12 like to see happen?

13 MR. ROEHRICH: Well, if you're asking can the
14 bill be modified, the answer is yes, but it would have to go
15 through the legislative process, meaning either a sponsor of the
16 bill or somebody who has asked to modify an existing bill would
17 have to sponsor that, but it would have to be a legislator. It
18 can't be an agency or a staff.

19 MR. THOMPSON: Yeah.

20 MR. ROEHRICH: So it would have to go back
21 through somebody in the Legislature.

22 MR. OMER: Mr. Chairman --

23 MR. THOMPSON: I do understand that now. I --
24 you know, that's what I wanted --

25 MR. OMER: Mr. Chair, Mr. Thompson, what we can

1 do is we can ask some of our legislative staff to reach out to
2 Mr. Thompson to help him understand the process of it better and
3 to indicate who he could potentially talk to, but we couldn't
4 work on modification of the bill at all.

5 MR. THOMPSON: I certainly understand that. I
6 just want some kind of a clarification on that. So thank you,
7 Chair.

8 VICE CHAIR HAMMOND: Okay. Moving on to the
9 district engineer's report. Mr. Moseke.

10 MR. MOSEKE: Good morning, Mr. Chair and members
11 of the Board. Welcome to the Southcentral District. Thank you
12 for the opportunity to present the district engineer's report
13 today. My name is Doug Moseke. I'm one of the two assistant
14 district engineers representing Rod Lane today.

15 The Southcentral District boundaries this year
16 have not changed from our presentation last year. We still have
17 three interstates, I-10, I-19 and Interstate 8. We do have a
18 significant rural component to the district. We also have four
19 international border crossings, five councils of governments,
20 and metropolitan planning organizations, as well as five tribal
21 nations.

22 We'll hit a quick highlight of the construction
23 projects. The first project you'll notice in the lower right-
24 hand corner is a preservation project. This is at State Route
25 92 in Sierra Vista. Contractor Fisher Sand & Gravel, with the

1 contract amount of just under \$7 million. The projects's 97
2 percent complete and is looking to be complete in spring of
3 2019. They just need to do some final paving and striping.

4 The next project is Interstate 19, the Canoa
5 Ranch to Duvall Mine Road. The contractor is The Ashton
6 Company, with a contract amount of just under \$9 and a half
7 million. This project is 90 percent complete and is also
8 estimated to be completed spring of '19. It's also, again, just
9 some final striping and a little paving.

10 The next project is I-10 and Wilmot bridges.
11 This project received a lot of press last year with the
12 temporary bridge that was installed for construction. Pulice
13 Construction is the contractor. Contract amount at \$4 million.
14 The project's 95 percent complete. Also looking to wrap up this
15 spring. Again, some final paving and striping.

16 The next project is I-10 Pima Mine Road bridge.
17 KE&G is the contractor on this project. 4.75 million. The
18 project's 95 percent complete. Also completing this spring.
19 Again, some paving and striping.

20 The next project is State Route 86 from Valencia
21 to Kinney. The contractor is The Ashton Company. This is a
22 contract amount of \$40 million. The project's 95 percent
23 complete, and it's also going to be completing in the spring.
24 We've got some final asphalt and striping to do on the west end
25 of that project. This project, as you can see, is an expansion

1 project versus a preservation project.

2 To the east side of town, we have Interstate 10
3 at the State Route 83 eastbound off ramp. The contractor is
4 Southern Arizona Paving. It's a \$410,000 project. It's 95
5 percent complete. The work is basically complete. They just
6 need to do some final striping. This was a modernization
7 project as well.

8 One of the -- one of the big projects in the
9 district is -- is Ina Road. We are celebrating the -- the
10 opening of Ina, being able to cross Interstate 10 as of Thursday
11 morning. The contractor here is Sundt/Kiewit, joint venture.
12 It's a \$124 million project. It's 82 percent complete, with the
13 expected substantial completion in June. We're working towards
14 trying to open the on ramps. Those are actually probably going
15 to occur in a month or so. But that project, we're excited to
16 see it reaching its completion.

17 Part of the Ina Road project is also the
18 improvements to Ina to the west of the interstate. This is the
19 Santa Cruz River Bridge. The paving on the north side of Ina is
20 one of the last major projects -- or major components of the
21 project to be completed.

22 At Interstate 10 and the TIs of Wilmot, Kolb and
23 Rita, we're doing some paving improvements and installing
24 traffic signals. The contractor here is Sturgeon, with a
25 contract amount of \$1.75 million. This project's 61 percent

1 complete. Estimated completion this summer. Most of the paving
2 is complete. The foundations for the signals are installed.
3 One signal has been installed. We're basically just waiting for
4 the -- for the other signal equipment to arrive.

5 Interstate 10 at SR-87 in Picacho actually falls
6 in Southcentral District, but with the manpower challenges, the
7 Central District is actually managing this project for us. The
8 contractor here is Coffman Specialties. Contract value is \$58
9 and a half million. It's a main line widening and new traffic
10 interchange, along with some dust detection. 68 percent
11 complete. Expected to be completed fall of this year.

12 We then have the widening of I-10 at Interstate
13 8. Contractor is Ames/Combs joint venture. This also falls in
14 the Southcentral District but is being managed by the Central
15 District of ADOT. Contract value here is \$36.6 million. It's a
16 main line widening. It's also 70 percent complete, with an
17 expected completion -- pardon me -- in August of this year.

18 I-19 at Ajo on the south side of Tucson. Phase 1
19 of the project was completed last year, and we've started Phase
20 2. Contractor is FNF Construction, with a contract value of
21 \$32 million. It's 33 percent complete. This project is going
22 to construct new -- a new bridge over the Santa Cruz, extend the
23 Irvington Road off ramp, install some noise walls as well as a
24 pedestrian bridge over Michigan Avenue. We're expecting to
25 complete this in February of 2020.

1 I-20 and Pinal Air Park is a bridge deck
2 replacement. That bridge deck was placed about 10 days ago now.
3 The contractor is FNF Construction. It's \$1.7 million. It's 36
4 percent complete, and we're expecting to complete that spring of
5 this year.

6 The district's also working on the I-10 and I-19
7 rest areas at Sacaton and Canoa. The Sacaton rest area is
8 complete, and working on finalizing the Canoa rest area. The
9 Ashton Company is the contractor here with a contract amount of
10 \$4.3 million. It's about 95 percent complete. Hoping to
11 complete this in spring of this year.

12 Upcoming, we have two big upcoming projects that
13 -- that are going to be hitting the street for construction very
14 soon. The Ruthrauff Road TI, just south of Ina, is expected to
15 advertise this spring. It's going to be a new diamond
16 interchange with a bridge over the railroad as well, very
17 similar to the Ina TI. We're going to procure using this A plus
18 B bidding method to incentivize the contractor to complete this
19 in a shorter time frame. So basically, the contractor's not
20 only going to bid the contract unit construction bid item
21 prices. They're going to bid time as well. We -- we will not
22 be doing any ramp closures on Ruthrauff until Ina Road is
23 complete, and we're on task for that.

24 The other big project in the Southcentral
25 District, it's important to both the district as well as

1 southern Arizona, is the SR-189 International Border Crossing to
2 Grand Avenue project. This is going to be a design-build
3 project. We've already selected AECOM as the general
4 engineering consultant, and we will be advertising for project
5 teams this spring, where that will be teams of both contractors
6 and engineers.

7 This -- this concludes the district's report, and
8 I'll be happy to answer any questions.

9 CHAIRMAN CUTHBERTSON: Any questions?

10 I'd like to thank the work that you do. You
11 know, as a board member for this district, I could take a lot of
12 phone calls if you weren't doing the good job that you were
13 doing. So it's a tribute to your listening process. Obviously,
14 they never -- no one's ever happy with the project that doesn't
15 get funded, but they're happy with the listening and the attempt
16 to be responsive to the constituents. So I thank you for that.

17 MR. MOSEKE: Thank you, Mr. Chair. Mr. Lane has
18 a great team here in Southcentral.

19 VICE CHAIR HAMMOND: All right. Moving on to the
20 consent agenda. Does any board member want any item removed
21 from the consent agenda as presented?

22 Hearing none, is there a motion to approve the
23 consent agenda as presented?

24 MR. STRATTON: So moved.

25 MR. THOMPSON: Second.

1 VICE CHAIR HAMMOND: Okay. Moved by Board Member
2 Stratton, seconded by Board Member Thompson. Any discussion?

3 All in favor?

4 BOARD MEMBERS: Aye.

5 CHAIRMAN CUTHBERTSON: Opposed? Hearing none, we
6 pass the consent agenda.

7 Now we'll move on to the financial report.

8 Kristine Ward, our favorite part of the board meeting.

9 MS. WARD: I knew it. I knew it all along.

10 VICE CHAIR HAMMOND: Just be careful.

11 MS. WARD: I just had to ignore --

12 VICE CHAIR HAMMOND: I got stuff on you. I got
13 stuff on you, Kristine.

14 MS. WARD: You do. You have material.

15 VICE CHAIR HAMMOND: Okay. All right.

16 MS. WARD: So back away.

17 Okay. So in terms of where we are overall -- the
18 overall report is very brief today. We haven't got a ton to
19 report in change, but we're running a little bit ahead of
20 forecast on Highway User Revenue Fund. We were running a little
21 bit more ahead of forecast last month, but we're coming back
22 into that target zone with about \$125 million collected in
23 February. Still little bit below forecast. And year to date,
24 we just topped a billion dollars.

25 So moving on, on RARF, we're right within

1 forecast, and I've got nothing exciting to report there at all.

2 So in terms of -- I thought I'd give you -- you
3 know, federal aid, we got our remaining funds for the balance of
4 the federal fiscal year. We're very appreciative of that. I
5 should give you a brief report on where we are. If you'll
6 recall back in January, you authorized us to proceed with a bond
7 issue, particularly in -- specifically, a GAN issue, Grant
8 Anticipation Note issue, to the tune of \$75 million. We
9 completed our calls with the rating agencies last week. Yep.
10 It was about last week. And we have received our ratings back,
11 and all of our ratings were maintained, and we're at the double
12 A status, so we're very happy about that.

13 So basically, next step for that issue is that we
14 go to the market on the 26th, and everything is proceeding
15 exactly on schedule. And now we just need to hope that nothing
16 tumultuous happens in the market or along those lines. That --
17 let's see -- concludes my report.

18 Oh, oh, if I may, Mr. Chair, I forgot one
19 little -- little item. May I add on? I'm not sure you're
20 giving me a good look there. Oh, I can?

21 VICE CHAIR HAMMOND: Go ahead.

22 MS. WARD: Okay. So you might have received an
23 email that contained the -- a link, a very arduous link to get
24 to the preliminary official statement. That is the statement
25 that we put out for investors to review in order to -- to see

1 whether they want to invest in these bonds. That was a bit of
2 an accident. You weren't supposed to get that distribution. We
3 separate it -- usually I talk to you first, and I say, Hey,
4 would you like this lovely, insomnia-resolving material sent to
5 you -- or I'll be providing it to you, and then it gets sent.
6 It actually -- you got an early email, so -- and it's a very
7 difficult email to open. So now I am letting you know that you
8 will be receiving this next week an email that is a simple link
9 to the preliminary official statement for your reading pleasure
10 about the upcoming bond issue. Read it at your leisure.

11 That concludes my report.

12 VICE CHAIR HAMMOND: Was there any questions?
13 Board Member Thompson.

14 MR. THOMPSON: Kristine --

15 UNIDENTIFIED SPEAKER: Can you turn your mic on.

16 MR. THOMPSON: Kristine, what do we foresee in
17 the future as far as Federal Highway Administration funding
18 concerned? Do we see any decrease in that?

19 MS. WARD: Mr. --

20 MR. THOMPSON: And I'm thinking that in one
21 sense, some way or another, will affect our budget.

22 MS. WARD: Mr. Chair, Mr. Thompson, so what we
23 are facing is that the FAST Act is going to expire in 2020. The
24 part -- and so what we have assumed in terms of revenues that
25 this program, the tentative program that you've been listening

1 -- has been being presented, what we have assumed in terms of
2 revenue levels in that tentative program is we have flatlined
3 those revenue levels, because we do not have -- we know we don't
4 have a long-term authorization.

5 But the part that gets a little more sad is the
6 fact that the Federal Highway Trust Fund is once again -- at the
7 end of the FAST Act will be in an upside down -- a deficit
8 position. So it once again will be incumbent upon Congress and
9 the President to -- to infuse either -- infuse that fund with
10 additional revenues, as they had been doing with -- for many,
11 many years now.

12 The problem, the underlying problem at the
13 federal level is the same underlying problem we have at the
14 state level, is that the revenue sources flowing into the
15 Federal Highway Trust Fund and the revenue sources flowing into
16 the Highway User Revenue Fund are deteriorating. That
17 underlying revenue infrastructure is deteriorating, and that is
18 what is driving so many of your very difficult conversations
19 here. We do not have adequate resources.

20 So Mr. Chair and Mr. Thompson, to your point,
21 we've assumed flat revenues. If the Congress does not infuse
22 those dollars, yes, you will be facing me coming back to you and
23 say, hey, we're going to have to reduce the program, if indeed
24 they reduce our -- our funding.

25 MR. THOMPSON: Okay. Thank you, Chair.

1 VICE CHAIR HAMMOND: Thank you, Michelle. No,
2 not Michelle.

3 MS. WARD: Thank you.

4 VICE CHAIR HAMMOND: Thank you, Ms. Ward.

5 Okay. Moving on to Agenda Item 5. Greg, you're
6 up again. We get another shot at you.

7 MR. BYRES: Mr. Chair, board members, I just got
8 a -- have a somewhat quick presentation here. What I'm going to
9 go through is what we're currently working on. We've already
10 started on the next program. So we've started our P2P process.
11 And with that, we started requesting projects to put into our
12 P2P. So we're accumulating those projects. We're taking them
13 from, like I said, before, all different areas as well as
14 projects that have been previously prioritized and didn't make
15 it into the program, we take and again run those through the
16 same process.

17 We are looking at changes to our P2P program.
18 We're doing lessons learned from last year as well as looking at
19 ways that we can possibly improve it. So we're currently
20 working on that.

21 And then I've got a couple of ongoing planning
22 studies that I want to go through with you. The first one is
23 our I-10, 210 DCR, our design concept report that we're working
24 on. This kind of gives you an idea of what we're talking about.
25 It runs from I-19 to Kolb Road on I-10. It also includes a

1 connector of 210 that comes into I-10 from the intersection of
2 Golf Links.

3 So as of right now, that project -- what brought
4 that project about was the lack of roadway options in the
5 downtown area. The interchanges have poor operational
6 performance. There's a lot of -- high crash rate. Projected
7 I-10 traffic growth over the next 25 years, as well as a high
8 percentage of travel on I-10 for local trips rather than through
9 traffic.

10 So a couple of different alternatives that have
11 been presented include the designate Alvernon Way as SR-210 from
12 Golf Links to I-10 and provide four travel lanes in each
13 direction, add a new system interchange to provide access from
14 210 onto I-10, add up to two lanes in each direction on I-10
15 from the I-10/I-19 interchange to Alvernon Way, and add up to
16 four lanes in each direction on I-10 from Alvernon Way to Kolb
17 Road.

18 Another alternative we have is designating
19 Alvernon Way as SR-210 from Golf Links, adding a new system
20 interchange to provide access to 210, add up to two lanes in
21 each direction on I-10, as well as from I-10 to I-19 interchange
22 on Alvernon Way. And modify I-10 from Alvernon Way to Kolb Road
23 to serve as a collector-distributor roadway, adding up to four
24 lanes in each direction.

25 So this is kind of an idea of what that

1 collector-distributor roadway is. It's basically the frontage
2 roads along that section, just as we have frontage roads on the
3 northern section of I-10.

4 The project schedule, right now we're looking
5 at -- all the data collection's been completed. The alternative
6 evaluation has been done. We've got the draft DCR that's coming
7 out this spring, with the final DCR coming out this summer. So
8 that's the schedule of what we've got for that.

9 The next project is the Sonoran Corridor. This
10 is a tier one EIS study, environmental impact study, that we're
11 working on, which is basically the first part of the NEPA
12 process that we go through. This kind of gives you an idea of
13 the studies. It's basically the triangular section between I-10
14 and I-19, which encompasses the airport and the area around the
15 airport.

16 What we're looking at now is we've taken and --
17 taken all the alternatives, brought them down to basically three
18 alternatives. That shows the different routes and the different
19 connecting points on I-10 and I-19 as they pass through that
20 triangular section.

21 So with that, the key milestones, we've already
22 gone through the need and purpose, the evaluation methodology,
23 the comprehensive set of corridors, refined list of corridors.
24 We're now at a range of reasonable corridors, which is what
25 those three corridors are. There will be a corridor selection

1 report coming up next month, as well as the draft EIS statement,
2 which will be coming out in the fall of this year. And we're
3 working towards a-- after the public hearings, having the record
4 of decision in spring of 2020. So that's just kind of an idea
5 of what we got going on in this Tucson region.

6 So if you have any questions, I'll certainly
7 stand for those.

8 CHAIRMAN CUTHBERTSON: Any questions regarding
9 the Multimodal report?

10 Okay. We'll move on to Item 6. I might explain
11 to the audience that this is -- we discuss and act on these
12 items that are the recommended changes to the fiscal year
13 '19-2023 Statewide Transportation Facilities Construction
14 Program. So I guess we take it in a couple of tranches.

15 So Greg, go ahead.

16 MR. BYRES: Thank you, Mr. Board -- or Mr. Chair,
17 board members. With this I bring forth -- I'm breaking it into
18 three different items. It's project modifications, new projects
19 and airport projects. So with this, Item 6A and 6B are project
20 modifications, which we bring forth with a recommendation for
21 approval.

22 MR. STRATTON: Move to approve.

23 VICE CHAIR HAMMOND: Board Member Stratton moves
24 to approve. Do I hear a second?

25 MR. ELTERS: I second.

1 VICE CHAIR HAMMOND: Board Member Elters seconds.
2 Any discussion?

3 Hearing none, all in favor.

4 BOARD MEMBERS: Aye.

5 VICE CHAIR HAMMOND: Opposed?

6 Okay. Items C to F.

7 MR. BYRES: Yes. Items C to F are new projects,
8 and again, we bring that forward with a recommendation for
9 approval.

10 MR. KNIGHT: Mr. Chair.

11 VICE CHAIR HAMMOND: Board Member Knight.

12 MR. KNIGHT: I do have one -- one question, Greg.
13 So where is the funding coming from for these new projects?

14 MR. BYRES: Where the funding is coming from, I'm
15 going to actually have Kristine or -- or --

16 UNIDENTIFIED SPEAKER: (Inaudible.)

17 UNIDENTIFIED SPEAKER: (Inaudible.)

18 MR. BYRES: Yeah. It's coming through our --
19 through the contingencies?

20 (Speaking simultaneously.)

21 MS. WARD: Excuse me. So what comes before you
22 every month is when you look in the five-year program, you will
23 see subprograms, and there is a -- a set of money associated
24 with each of those subprograms. As those projects are
25 identified, associated with that particular subprogram, the

1 project comes before you, and that's where the money comes from.
2 It's already been established in a budget, in an overall,
3 controlled, fiscally-constrained program.

4 Does that -- does that make sense?

5 MR. ELTERS: Thank you.

6 MR. THOMPSON: Chairman, I would move for
7 approval.

8 MR. KNIGHT: Second.

9 VICE CHAIR HAMMOND: Board Member Thompson moves
10 for approval. Board Member Knight seconds. More discussion?

11 All in favor?

12 BOARD MEMBERS: Aye.

13 VICE CHAIR HAMMOND: Opposed?

14 Items G and H, 6G and H.

15 MR. BYRES: Yes. G and H are airport projects,
16 and with that, we bring this forward with a recommendation for
17 approval.

18 MR. THOMPSON: Again, I would move for approval.

19 VICE CHAIR HAMMOND: Board Member Thompson moves
20 for approval.

21 MR. STRATTON: Second.

22 VICE CHAIR HAMMOND: Board Member Stratton
23 seconds. No discussion?

24 All in favor?

25 BOARD MEMBERS: Aye.

1 VICE CHAIR HAMMOND: All right. Moving to agenda
2 Item 7, state engineer's report, information and discussion
3 only.

4 MR. HAMMIT: Good morning, Mr. Chair, members.
5 Currently, ADOT, we have 95 projects under construction totaling
6 about \$1.8 billion. In February we closed four projects
7 totaling 11.3 million, and year to date we have finalized 73
8 projects.

9 A quick note. In the state engineer's report and
10 then following up to Member Knight's questions, a couple -- in
11 -- we have a couple of subprograms, one for minor preservation.
12 That's the majority of that -- the last question. Each year
13 in -- you'll find it in the program. It's about \$16 million,
14 and these are for more immediate needs. They pop up. We don't
15 plan them way out ahead, because we know things are going to
16 happen where we have to have the ability to react very quickly.
17 So that's where those come from.

18 And in the future time, Mr. Byres brought it up,
19 but I think it's important to know in the last two years of the
20 program, our preservation, there's 170-plus million in one year
21 and \$200 million in the fifth year -- fourth and fifth year of
22 the program that have not been programmed. So it's not a little
23 bit of money. It's quite a bit of money that's still out there
24 to be programmed.

25 What happens if we program too far out on our

1 pavements, we hit a winter and things -- priorities change. So
2 we try to maintain three years, and then the fourth and fifth
3 gives us some flexibilities to react.

4 So -- any questions from the state engineer's
5 report?

6 VICE CHAIR HAMMOND: Thank you.

7 Okay. Moving on to Item 8, construction
8 contracts.

9 MR. HAMMIT: Mr. Chair, members, thank you for
10 approving the three projects in the consent agenda. We do have
11 five projects that require justification. And one thing you'll
12 see, and I'm sure most of you missed it, that we were well over
13 -- I'm joking -- the estimate on these, and as we go through
14 them, you'll see that there's some unique projects here that we
15 -- we are working on, especially three of the bridges that we
16 missed some of the estimate. But we are 20 -- almost 26 percent
17 over the engineer's estimate in this, and part of that is the
18 uniqueness of those projects. Part of it is the market. It's
19 just really tough, especially on the labor pool. But we'll go
20 into those more if it pleases the Chair.

21 Item 8A, this is a project on I-40 near Belmont
22 and -- Belmont is where you enter Camp Navajo. So this is a
23 bridge reconstruction, and it's very critical that once we start
24 that, we get done very quickly. We can't have that bridge
25 closed for an extended period of time. We are using a precast

1 deck elements on this. This is the first time we've done this
2 type. Maybe not the first, but we don't do it very often. I
3 bet we haven't done it more than three times. And it will be
4 put in in nine precast segments.

5 Our plan is to have the bridge closed less than
6 two weeks. To have that speed, it takes some special equipment.
7 We have some slabs that are 60 feet long. So there's a crane
8 that costs quite a bit of money. So as we looked at the
9 price -- let me go through the bid amount. The low bid was
10 5,850,000. The State's estimate was \$5,026,209. It was over
11 the State's estimate by 823,791, or 16.4 percent. Where we saw
12 it was just -- had higher than expected prices in that precast
13 deck, and a lot of it is the tight time frame that they have to
14 work in. We underestimated that.

15 There were three bidders, and one thing that I
16 went and looked at after I reviewed it, since it was so much
17 more than our estimate, how far apart were bid number one and
18 two, and they were 1.3 percent apart. So we did get a good bid.
19 We were just underestimating. So the department has reviewed
20 the bid and believes it is a responsive and responsible bid and
21 would recommend award to Fisher Sand & Gravel, doing business as
22 Southwest Asphalt Paving.

23 MR. THOMPSON: Chairman, I would move for
24 approval.

25 MR. KNIGHT: Second.

1 VICE CHAIR HAMMOND: We have a motion for
2 approval from Board Member Thompson, and a second from Board
3 Member Knight to approve Item 8A, Fisher Sand & Gravel Company,
4 d/b/a Southwest Asphalt Paving. Any more discussions?

5 All in favor?

6 BOARD MEMBERS: Aye.

7 VICE CHAIR HAMMOND: Opposed?

8 Item 8B.

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

10 On this project is another bridge replacement on
11 I-40 near Meteor City. The low bid was \$5,588,004. The State's
12 estimate was \$3,738,716. It was over the State's estimate by
13 \$1,849,288, or 49.5 percent. As we dug into this, we saw higher
14 than expected pricing in a number of areas. The geosynthetic
15 soil reinforcement or abutment and aggregates.

16 So I dug in further, and I went and talked to the
17 low bidder. Their labor prices on this project are really what
18 set that apart. And as we -- when the contractor builds their
19 program, they have to bid it in items, but then they have to
20 build it with materials, labor and equipment.

21 The workforce is not there in this location, and
22 so it has to come in. And what they're finding is in the cities
23 such as Flagstaff, there's enough work that workers don't have
24 to leave to go travel down I-40 and work remotely. They have
25 trouble finding workers. So their labor costs were higher than

1 expected. Again, there were five bidders on this project. 2.6
2 percent difference between one and two. The department has
3 reviewed the bids and believes it is a responsive and
4 responsible bid and would recommend award to FNF Construction,
5 Inc.

6 VICE CHAIR HAMMOND: Any questions?

7 MR. KNIGHT: Mr. Chair, so moved.

8 VICE CHAIR HAMMOND: Motioned by Board Member
9 Knight. Do I hear a second?

10 MR. ELTERS: Second.

11 VICE CHAIR HAMMOND: Seconded by Board Member
12 Elters. So we have a motion and a second to award Board Item 8B
13 to FNF Construction, Inc., as presented. All in favor?

14 BOARD MEMBERS: Aye.

15 VICE CHAIR HAMMOND: Opposed?

16 Okay. Item 8C.

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

18 Another bridge deck replacement. Again, near
19 I-40 -- actually, it's on the spur in Winslow area. The low bid
20 was \$2,307,867. The State's estimate was \$1,493,223. It was
21 over the States's estimate by \$814,645, or 54.6 percent. We saw
22 higher than expected pricing in the concrete items, the
23 mobilization and the barrier. In this one, again, the labor was
24 part of it, but also, it is over the railroad, and some of the
25 requirements, we underestimated what it takes to work over the

1 railroad. There's special forming. We didn't take that into
2 account in our estimate. And it is a two-season job. There
3 were four bidders on the job. It was 3.5 percent between the
4 first and second bidder. We have as the department reviewed the
5 bid and believe it is a responsive and responsible bid and would
6 recommend award to Vastco, Inc.

7 VICE CHAIR HAMMOND: Dallas, to a question
8 earlier. I mean, you've answered this many times. Where do
9 these extra moneys come from?

10 MR. HAMMIT: Mr. Chair, we have a contingency
11 that as projects come in high or low, but as we're going, we
12 will have to look to see are those contingent dollars available?
13 Have there been other funds that come in? And then as a last
14 resort, we will start, to keep our program constrained, removing
15 projects. We are looking at our balances and seeing if we have
16 to do that.

17 VICE CHAIR HAMMOND: Thank you.

18 Do I hear a motion or a question?

19 MR. THOMPSON: I'd like to move for approval.

20 VICE CHAIR HAMMOND: Okay. We have a motion from
21 Board Member Thompson.

22 MR. ELTERS: Second.

23 VICE CHAIR HAMMOND: Okay. I'll give you this
24 one, Sam. Board Member Elters as a second. So we have a motion
25 and a second to approve Item 8C to Vastco, Inc. More

1 discussion?

2 All in favor?

3 BOARD MEMBERS: Aye.

4 VICE CHAIR HAMMOND: Opposed?

5 Item 8D.

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

7 This is an intersection improvement on US-60 in
8 the City of Claypool. The low bid was \$992,288. The State's
9 estimate was \$782,769. It was over the States's estimate by
10 \$209,519, or 26.8 percent. Pretty much all of it was in the
11 asphalt pricing. I did break that down a little more than just
12 the asphalt. We saw about a 25 percent higher bid for the
13 material, 50 percent more for the placement, and that would be
14 the labor that we saw, and then where we -- we missed the
15 material is going to come in from the metropolitan area, the
16 Phoenix area. We saw prices twice as expensive for the haul
17 than we had anticipated. There were only two bidders on this,
18 but we have reviewed the bid, and the department believes it is
19 a responsive and responsible bid and would recommend award to
20 Hatch Construction Paving, Inc.

21 MR. STRATTON: Move to approve.

22 VICE CHAIR HAMMOND: Board Member Stratton has
23 moved to approval -- for the approval.

24 MR. KNIGHT: Second.

25 VICE CHAIR HAMMOND: We'll give this one to you,

1 Board Member Knight.

2 So we have a motion and a second to award Item 8A
3 to Hatch Construction and Paving, Inc. All in favor?

4 BOARD MEMBERS: Aye.

5 VICE CHAIR HAMMOND: Opposed?

6 Item 8E.

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

8 This project is in the Phoenix metro area. It is
9 putting some -- some signing throughout the area and some
10 lighting. The low bid was \$2,098,798. The State's estimate was
11 \$1,499,817. It was over the State's estimate by \$598,981, or
12 39.9 percent. We saw higher than expected pricing in our
13 structures, our sign assembly, and the panels. And really, as
14 we talked to the contractors doing the work, it has to be done
15 at night. And it goes throughout the city, and we didn't
16 account for that constant modes in our pricing as well as we
17 should have, because you have a location here and there's
18 multiple locations throughout the metropolitan area. We had two
19 bidders on this project. The department has reviewed the bid
20 and believes it is a responsive and responsible bid and would
21 recommend award to Roadway Electric, LLC.

22 VICE CHAIR HAMMOND: Is it going to die for lack
23 of a motion?

24 MR. ELTERS: I so move.

25 MR. KNIGHT: Second.

1 VICE CHAIR HAMMOND: Motion from Board Member
2 Elters, second from Board Member Knight to award Item 8E to
3 Roadway Electrical, LLC. All in favor?

4 MR. ELTERS: I have a question.

5 VICE CHAIR HAMMOND: We have a question.

6 MR. ELTERS: Just quickly, Dallas. Just the
7 items we approved today add up to a little over \$4 million above
8 what the State estimate was. So going back to Board Member
9 Hammond's question earlier related to the health of that
10 contingency fund, do you have a feel for how that is doing
11 today, what the balance is and how far are we going to go before
12 we hit the cliff?

13 MR. HAMMIT: I think our financial expert will
14 take that.

15 MS. WARD: Oh, that was good.

16 So as a matter of fact, it's -- so far you're up
17 to about \$4.3 million of overages, and the fund -- and I'm
18 sitting here with the fund and looking at it. And yes,
19 understand that before we even come to the Board with these
20 changes, they have already gone through a process where we have
21 evaluated the contingency fund, and like Dallas was saying, if
22 we end up finding that it goes beyond the contingency fund, then
23 we start looking as to where we can slow down projects on other
24 sides. So like subprograms, we start taking dollars,
25 unexpendable dollars from subprograms. We're not there. We're

1 good. But yeah, you're at 4.3 million bucks right now.

2 MR. ELTERS: Thank you.

3 MS. WARD: Thank you.

4 VICE CHAIR HAMMOND: Kristine, we're working you
5 overtime today.

6 MS. WARD: You are.

7 MR. HAMMIT: Mr. Chair, may I add one more thing?
8 As we program projects, it is an estimate of where we're at.
9 The engineer's estimate could be under that program amount, and
10 even though we go over the estimate, sometimes -- and I'd have
11 to go look at today's -- we're still within the program amount,
12 because of -- we don't just set the engineer's estimate at our
13 program amount. We try to estimate it as tight as possible.

14 So just because it goes over doesn't always mean
15 we're over the program amount. And we can do some more research
16 if you would like on that, but it's not always over the program
17 amount just because it went over the estimate that the State put
18 together for the construction.

19 MR. ELTERS: Thank you.

20 MR. HAMMIT: And that's all I had, Mr. Chairman.

21 CHAIRMAN CUTHBERTSON: Okay. I think we have a
22 motion and a second, right?

23 MR. ELTERS: Yes.

24 VICE CHAIR HAMMOND: Okay. All in favor?

25 BOARD MEMBERS: Aye.

1 VICE CHAIR HAMMOND: Opposed?

2 All right. That's the final agenda item under 8.
3 Agenda 9 -- Agenda Item 9. Are there any suggestions from the
4 Board?

5 MR. KNIGHT: For a future agenda item, I would
6 like to -- and I don't know whether it would be best to do it at
7 the regular meeting or at a study session, but I would like to
8 discuss the median crash barriers and for I-10 wherever the
9 accidents have been occurring. I mean, it's...

10 VICE CHAIR HAMMOND: I mean, it's certainly fine
11 with me. Does staff have any input on that at this point?

12 MR. ROEHRICH: Mr. Chair, Mr. Knight, we'll go
13 back and look at -- with the -- Dallas' team and look and
14 prepare exactly what it is we want to discuss or prepare to
15 present on that, remembering that we have litigation that we do
16 have to be careful about on how we address some of these issues
17 while in litigation, but as far as that topic, yes, we can
18 prepare something.

19 MR. KNIGHT: Thank you.

20 VICE CHAIR HAMMOND: Other board members? Any
21 comments at this point? Okay. Good.

22 (End of requested excerpt.)
23
24
25

Adjournment

A motion to adjourn the March 15, 2018 State Transportation Board meeting was made by Board Member Elters and seconded by Board Member Thompson. In a voice vote, the motion carried.

Meeting adjourned at 11:23 a.m. MST.

Jack Sellers, Chairman
State Transportation Board

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

April 12, 2019

RES. NO. 2019-04-A-015
 PROJECT: 095 MO 247 M6975 01X / B-065-1-710
 HIGHWAY: TOPOCK - DAVIS DAM
 SECTION: Riviera - Silver Creek
 ROUTE NO.: State Route 95
 ENG. DIST.: Northwest
 COUNTY: Mohave
 PARCEL: 8-1945

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway to encompass recent improvements along State Route 95 within the above referenced project.

The existing alignment, originally a Mohave County highway, was established as the Topock - Junction State Route Corridor, and as a state route and state highway, designated State Route 95, by Arizona State Highway Commission Resolution 70-78, dated August 28, 1970. Resolution 71-19, dated February 26, 1971 rescinded the state route and state highway designation until July 01, 1971. Thereafter, Arizona State Transportation Board Resolution 85-12-A-100, dated December 20, 1985, under Project F-065-1-806; and Resolution 87-08-A-76, dated August 21, 1987, under the above referenced project, established as a state route and state highway additional rights of way for improvements along this segment; the latter resolution was amended by Resolution 87-11-A-104, dated November 20, 1987. Resolution 88-04-A-038, dated April 14, 1988 established as a state route and state highway supplemental right of way needed to accommodate design change.

Existing City of Bullhead right of way is now being established to encompass recently constructed curb, gutter, sidewalk, right turn lane and other improvements at the Laughlin Ranch Boulevard intersection to enhance convenience and safety for the traveling public.

April 12, 2019

RES. NO. 2019-04-A-015
PROJECT: 095 MO 247 M6975 01X / B-065-1-710
HIGHWAY: TOPOCK - DAVIS DAM
SECTION: Riviera - Silver Creek
ROUTE NO.: State Route 95
ENG. DIST.: Northwest
COUNTY: Mohave
PARCEL: 8-1945

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

The new right of way to be established as a state route and state highway and acquired with the recently constructed improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the TOPOCK - DAVIS DAM HIGHWAY, Riviera - Silver Creek, Project B-065-1-710".

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

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

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a state route and state highway, which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation.

This resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required.

April 12, 2019

RES. NO. 2019-04-A-015
PROJECT: 095 MO 247 M6975 01X / B-065-1-710
HIGHWAY: TOPOCK - DAVIS DAM
SECTION: Riviera - Silver Creek
ROUTE NO.: State Route 95
ENG. DIST.: Northwest
COUNTY: Mohave
PARCEL: 8-1945

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

April 12, 2019

RES. NO. 2019-04-A-015
PROJECT: 095 MO 247 M6975 01X / B-065-1-710
HIGHWAY: TOPOCK - DAVIS DAM
SECTION: Riviera - Silver Creek
ROUTE NO.: State Route 95
ENG. DIST.: Northwest
COUNTY: Mohave
PARCEL: 8-1945

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on April 12, 2019, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the establishment and acquisition of new right of way as a state route and state highway to encompass recent improvements along State Route 95, as set forth in the above referenced project.

Existing City of Bullhead right of way is now being established to encompass recently constructed curb, gutter, sidewalk, right turn lane and other improvements at the Laughlin Ranch Boulevard intersection to enhance convenience and safety for the traveling public.

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

The new right of way to be established as a state route and state highway and acquired with the recently constructed improvements is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the TOPOCK - DAVIS DAM HIGHWAY, Riviera - Silver Creek, Project B-065-1-710".

April 12, 2019

RES. NO. 2019-04-A-015
PROJECT: 095 MO 247 M6975 01X / B-065-1-710
HIGHWAY: TOPOCK - DAVIS DAM
SECTION: Riviera - Silver Creek
ROUTE NO.: State Route 95
ENG. DIST.: Northwest
COUNTY: Mohave
PARCEL: 8-1945

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

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

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

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

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

April 12, 2019

RES. NO. 2019-04-A-015
PROJECT: 095 MO 247 M6975 01X / B-065-1-710
HIGHWAY: TOPOCK - DAVIS DAM
SECTION: Riviera - Silver Creek
ROUTE NO.: State Route 95
ENG. DIST.: Northwest
COUNTY: Mohave
PARCEL: 8-1945

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

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

April 12, 2019

RES. NO. 2019-04-A-015
PROJECT: 095 MO 247 M6975 01X / B-065-1-710
HIGHWAY: TOPOCK - DAVIS DAM
SECTION: Riviera - Silver Creek
ROUTE NO.: State Route 95
ENG. DIST.: Northwest
COUNTY: Mohave
PARCEL: 8-1945

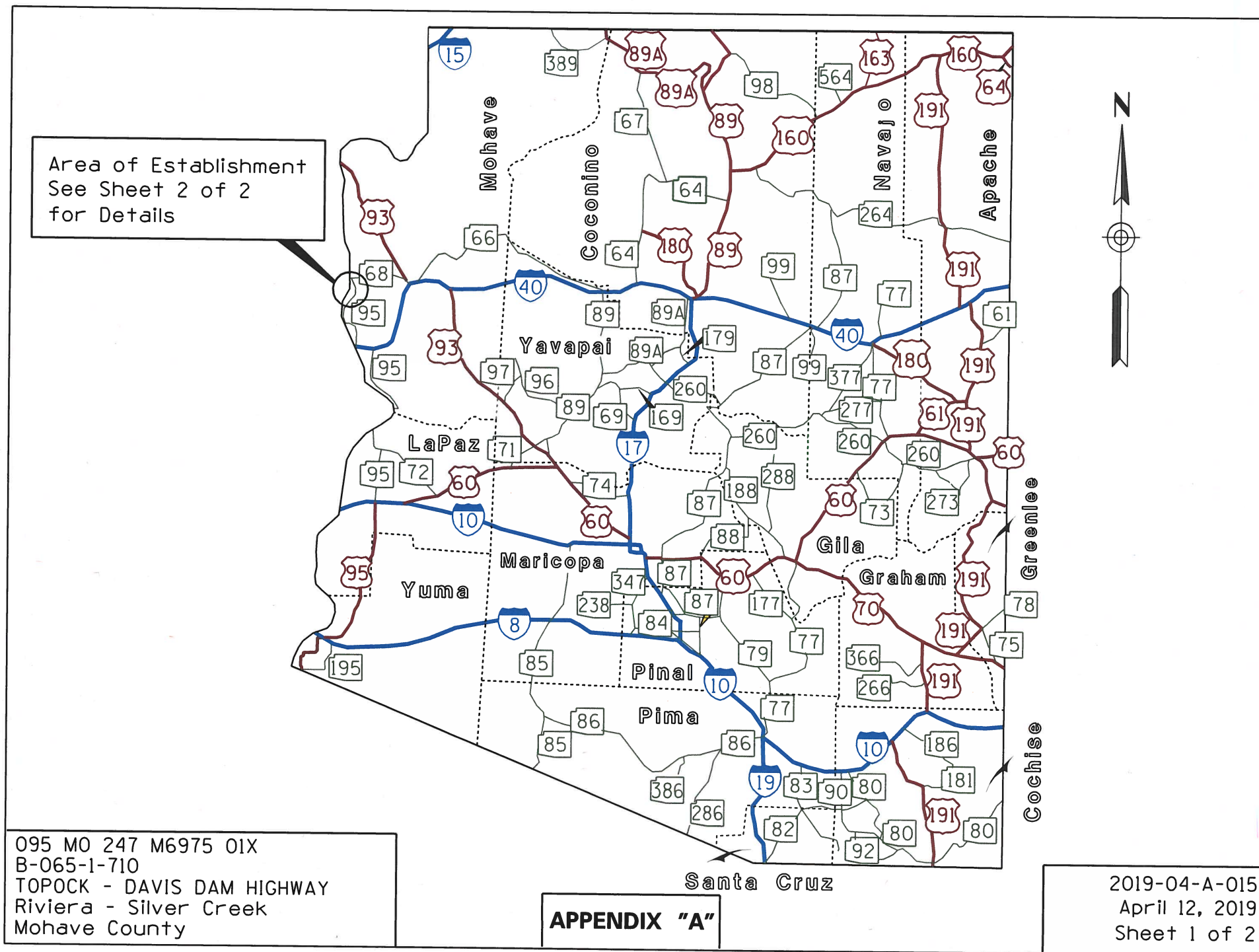
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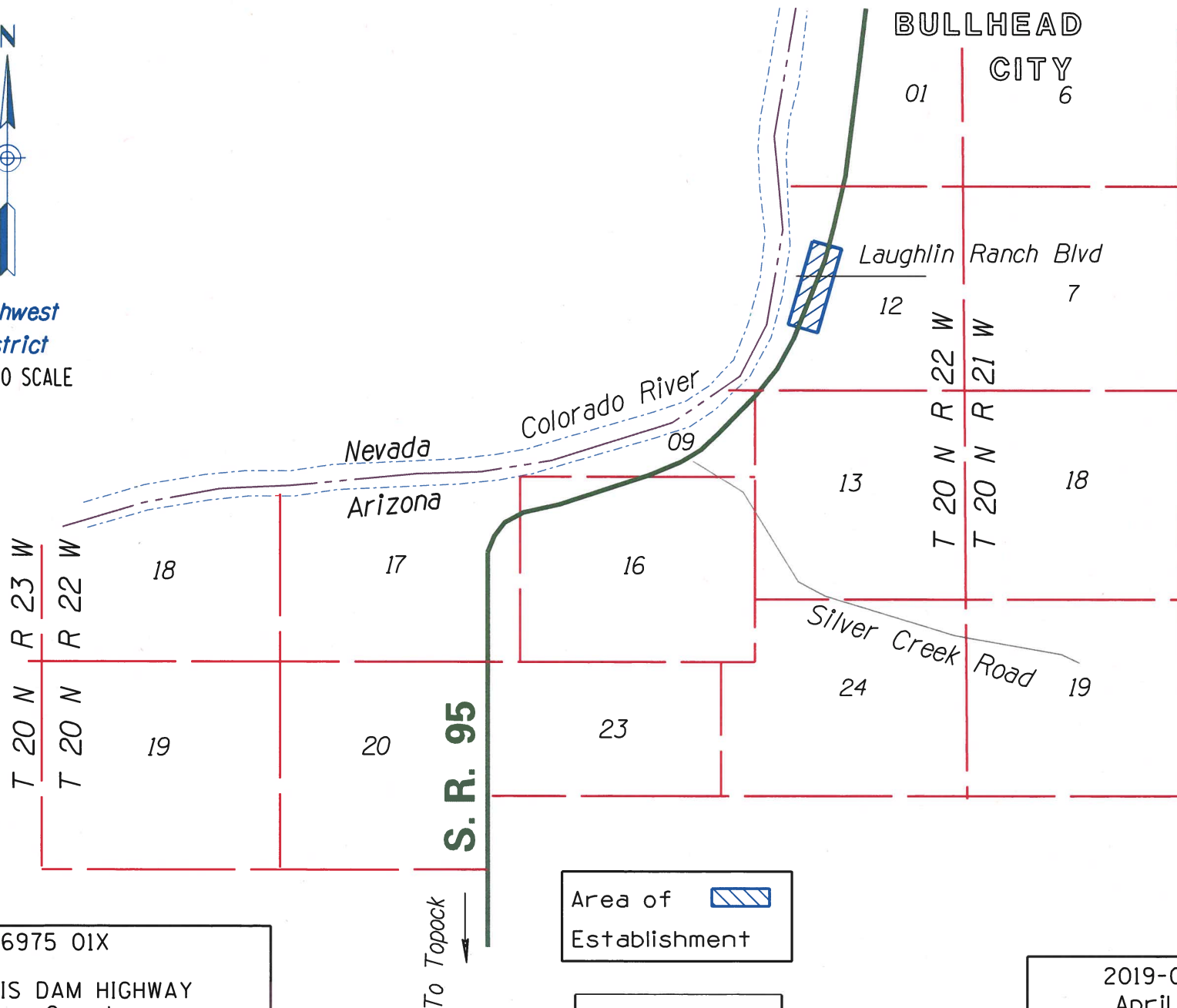
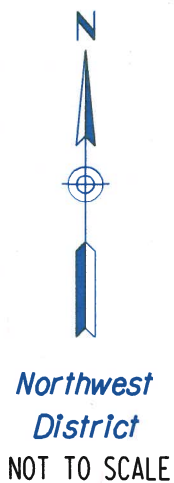
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on April 12, 2019.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on April 12, 2019.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED
Kon J. Aschenbrech
Assistant Attorney General
Attorney for Department
of Transportation
Date 3/26/19





095 M0 247 M6975 01X
B-065-1-710
TOPOCK - DAVIS DAM HIGHWAY
Riviera - Silver Creek
Mohave County

APPENDIX "A"

2019-04-A-015
April 12, 2019
Sheet 2 of 2

April 12, 2019

RES. NO. 2019-04-A-016
 PROJECT: 010 MA 112 F0119 / 010-A(232)T
 HIGHWAY: EHRENBURG - PHOENIX
 SECTION: S.R. 85 - Verrado Way
 ROUTE NO.: Interstate Route 10
 ENG. DIST.: Central
 COUNTY: Maricopa

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of Interstate Route 10 within the above referenced project.

The existing alignment was previously established as a state highway by Arizona State Highway Commission Resolution 62-55, dated December 15, 1961; and was amended by Resolution 65-24, dated April 02, 1965. In the following Resolution, No. 65-25 of the same date, the Papago West Freeway alignment was established as a state route, designated Interstate Route 10. Resolution 69-80 of September 19, 1969; Resolution 72-113 of November 17, 1972; and Resolution 72-23, dated March 10, 1972, established these segments as a controlled-access state highway, and therein Federal Projects I-10-2(15), I-10-2(27), I-10-2(30), and Project I-10-2(52) were collectively established as a controlled-access state highway, dedicated as the Ehrenberg-Phoenix Highway. Additional rights of way were established as a controlled-access state route and state highway for further improvement of these segments by Resolution 73-53, dated June 14, 1973; and State Transportation Board Resolution 74-12-A-42, dated December 06, 1974; Resolution 74-13-A-044 of December 20, 1974; Resolution 75-10-A-39, dated June 20, 1975; Resolution 2001-07-A-048, dated July 13, 2001; and by Resolution 2003-03-A-013, dated March 21, 2003. New rights of way for improvements at the State Route 85 interchange were established as a controlled-access state route and state highway by Resolution 2001-07-A-048, dated July 13, 2001; Resolution 2006-05-A-022, dated May 19, 2006; and by Resolution 2007-01-A-013, dated January 19, 2007.

April 12, 2019

RES. NO. 2019-04-A-016
PROJECT: 010 MA 112 F0119 / 010-A(232)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: S. R. 85 - Verrado Way
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa

New right of way is now needed as a state route to be utilized for improvement of the traffic interchanges at State Route 85, Miller Road and Watson Road to increase capacity, reduce congestion and enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route, and that access be controlled as necessary for this improvement project.

The new right of way is to be established as a state route and acquired for this improvement, including access control as necessary, as depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated March 2019, EHRENBURG - PHOENIX HIGHWAY, S. R. 85 - Verrado Way, Project 010 MA 112 F0119 / 010-A(232)T".

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

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

April 12, 2019

RES. NO. 2019-04-A-016
PROJECT: 010 MA 112 F0119 / 010-A(232)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: S.R. 85 - Verrado Way
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa

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

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

April 12, 2019

RES. NO. 2019-04-A-016
PROJECT: 010 MA 112 F0119 / 010-A(232)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: S.R. 85 - Verrado Way
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on April 12, 2019, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the establishment and acquisition of new right of way for the improvement of Interstate Route 10, as set forth in the above referenced project.

New right of way is now needed as a state route to be utilized for improvement of the traffic interchanges at State Route 85, Miller Road and Watson Road to increase capacity, reduce congestion and enhance convenience and safety for the traveling public. Accordingly, it is necessary to establish and acquire the new right of way as a state route, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage III Design Plans, dated March 2019, EHRENBURG - PHOENIX HIGHWAY, S.R. 85 - Verrado Way, Project 010 MA 112 F0119 / 010-A(232)T".

April 12, 2019

RES. NO. 2019-04-A-016
PROJECT: 010 MA 112 F0119 / 010-A(232)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: S. R. 85 - Verrado Way
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa

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

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

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

RESOLVED that the new right of way as depicted in Appendix "A" is hereby designated a controlled access state route, that the new right of way shall be established as a state highway prior to construction, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as indicated by the maps and plans. Where no access is shown, none will be allowed to exist; be it further

April 12, 2019

RES. NO. 2019-04-A-016
PROJECT: 010 MA 112 F0119 / 010-A(232)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: S. R. 85 - Verrado Way
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa

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

RESOLVED that the Director secure an appraisal of the property to be acquired and that necessary parties be compensated. Upon failure to acquire said lands by other lawful means, the Director is authorized to initiate condemnation proceedings.

April 12, 2019

RES. NO. 2019-04-A-016
PROJECT: 010 MA 112 F0119 / 010-A(232)T
HIGHWAY: EHRENBURG - PHOENIX
SECTION: S. R. 85 - Verrado Way
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa

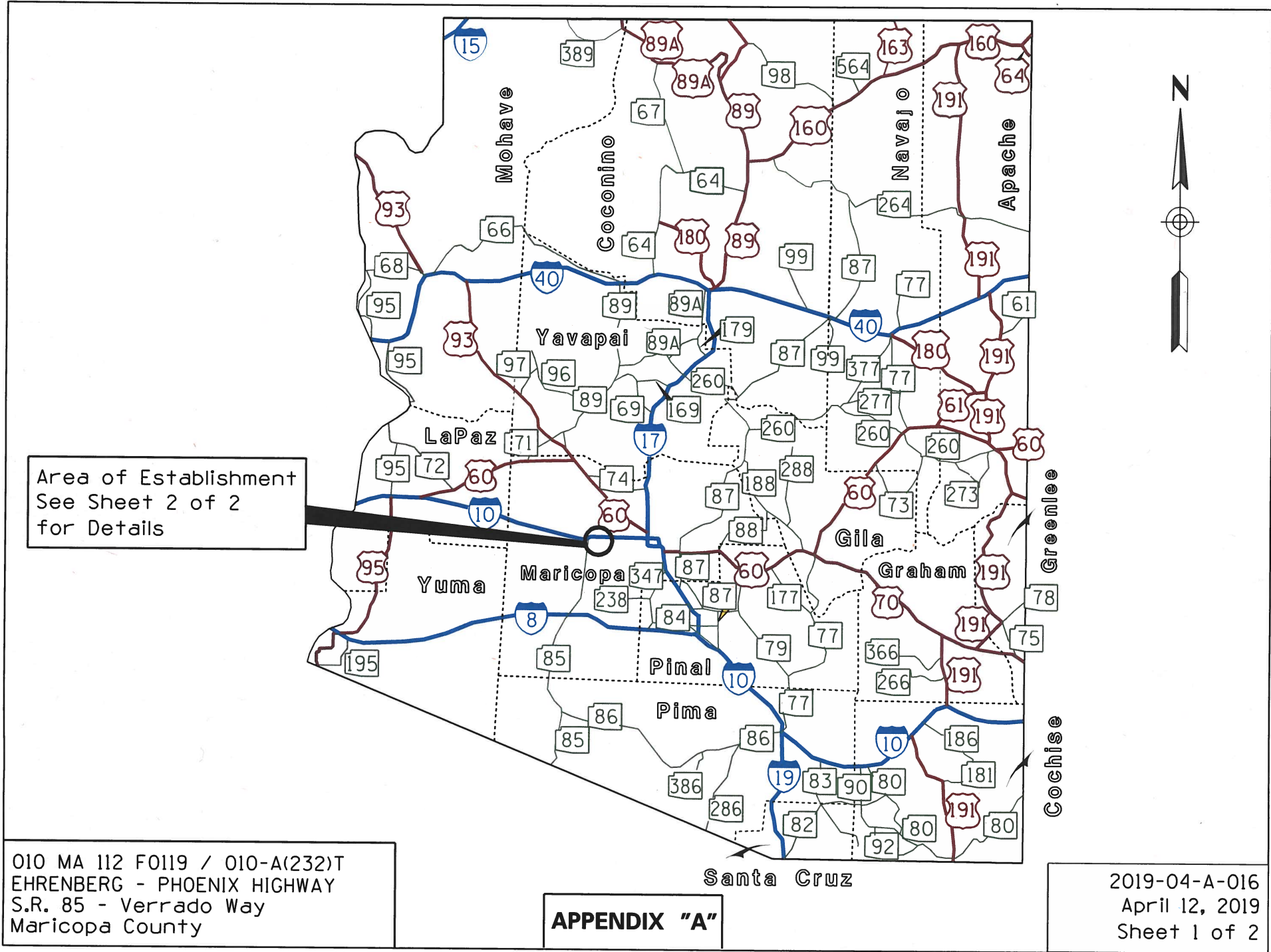
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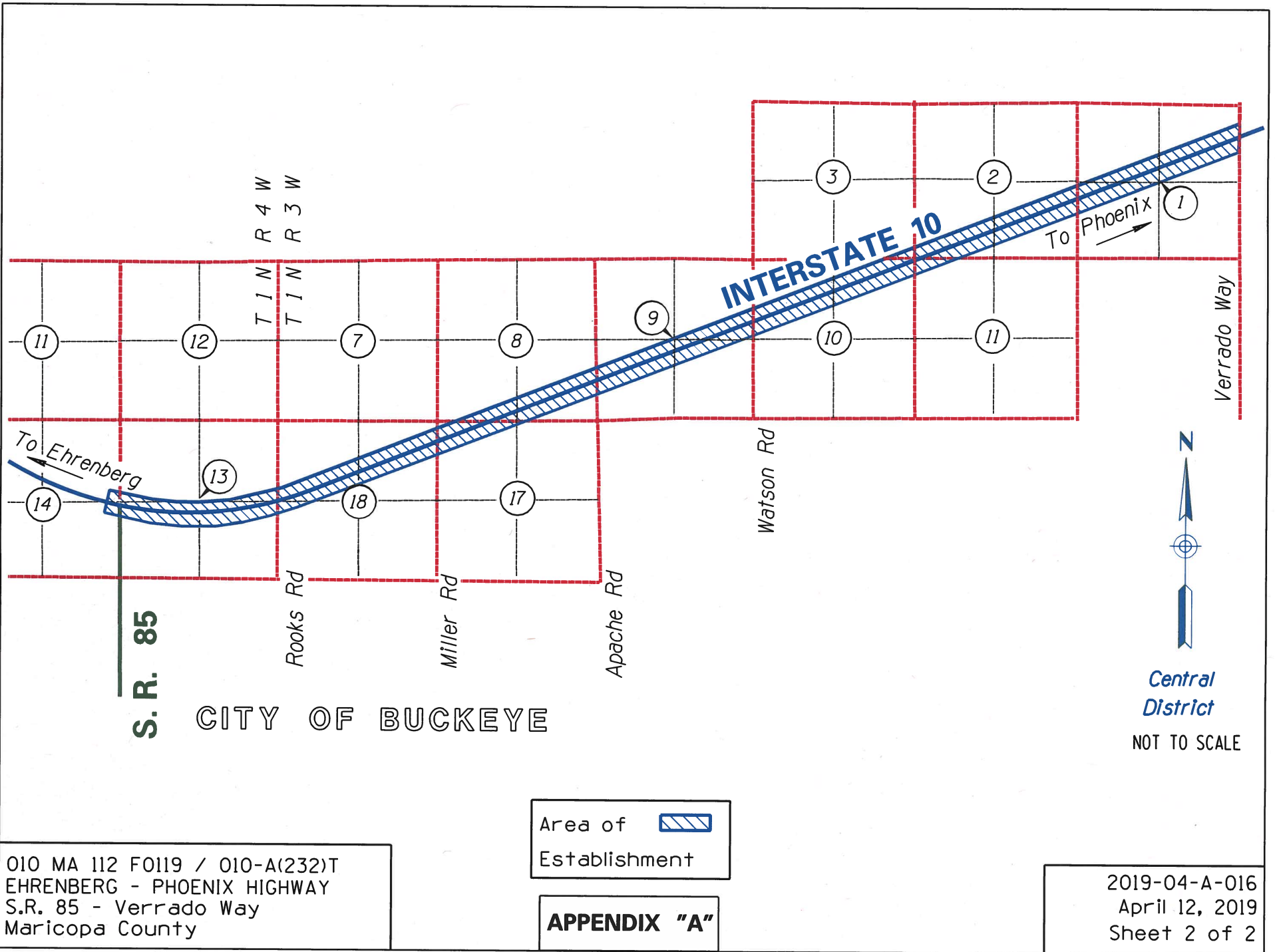
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on April 12, 2019.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on April 12, 2019.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

APPROVED
Ron J. Ashenbush
Assistant Attorney General
Attorney for Department
of Transportation
Date 3/26/19





April 12, 2019

RES. NO. 2019-04-A-017
 PROJECT: 010 MA 149 M6972 01X / I-10-3(85)
 HIGHWAY: PHOENIX - CASA GRANDE
 SECTION: Mohave St. - Sherman St. (Sky Harbor Boulevard)
 ROUTE NO.: Interstate Route 10
 ENG. DIST.: Central
 COUNTY: Maricopa
 DISPOSAL: D - C - 075

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Infrastructure Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain right of way acquired for Interstate Route 10 within the above referenced project to the City of Phoenix Aviation Department.

The right of way to be abandoned was previously established as a controlled-access state highway under Project I-510-1(2)0 by Arizona State Highway Commission Resolution 62-152, dated December 14, 1962. Thereafter, Arizona State Transportation Board Resolution 83-09-A-32, dated June 01, 1983, established additional right of way as a controlled-access state route and state highway to accommodate design change under the above referenced Project I-10-3(85); and Resolution 83-12-A-46, dated August 19, 1983, was approved in order to establish as a controlled-access state route and state highway supplementary right of way needed due to further design enhancements.

The right of way to be abandoned is no longer needed for state transportation purposes, and can be more efficiently managed by the local public agency. The City of Phoenix Aviation Department has agreed to accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with Intergovernmental Agreement No. 17-0006716, dated October 16, 2018, and any Amendments thereto, issued pursuant to the provisions of Arizona Revised Statutes § 28-7209. Accordingly, I recommend that the State's interest in the right of way be abandoned, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

April 12, 2019

RES. NO. 2019-04-A-017
PROJECT: 010 MA 149 M6972 01X / I-10-3(85)
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: Mohave St. - Sherman St. (Sky Harbor Boulevard)
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 075

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the PHOENIX - CASA GRANDE HIGHWAY, Mohave St. - Sherman St., Project I-10-3(85)", and lies between the engineering stations shown in Appendix "A" attached hereto.

Should the City of Phoenix Aviation Department, its successors and/or assigns, at any time contemplate abandonment or sale of any portion of the right of way being disposed herein, written approval from the Arizona Department of Transportation shall be obtained, and any provisions and requirements related to the request shall be complied with prior to any change of usage from that of a continued public transportation purpose.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Phoenix Aviation Department, in accordance with Intergovernmental Agreement No. 17-0006716, dated October 16, 2018, and any Amendments thereto, and as provided in Arizona Revised Statutes §§ 28-7207 and 28-7209, and Code of Federal Regulations 23CFR § 620 Subpart B and 23CFR § 710 Subpart D; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, drainage, signage, utilities, landscaping, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

April 12, 2019

RES. NO. 2019-04-A-017
PROJECT: 010 MA 149 M6972 01X / I-10-3(85)
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: Mohave St. - Sherman St. (Sky Harbor Boulevard)
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 075

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes § 28-7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

The abandonment becomes effective upon recordation in the Office of the County Recorder, in accordance with Arizona Revised Statutes § 28-7213.

This resolution is considered the conveying document for the right of way to be abandoned. No further conveyance is legally required.

Pursuant to Arizona Revised Statutes § 28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

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

April 12, 2019

RES. NO. 2019-04-A-017
PROJECT: 010 MA 149 M6972 01X / I-10-3(85)
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: Mohave St. - Sherman St. (Sky Harbor Boulevard)
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 075

RESOLUTION OF ABANDONMENT

JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, on April 12, 2019, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the abandonment of certain right of way within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes, and can be more efficiently managed by the local public agency. The City of Phoenix Aviation Department has agreed to accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with Intergovernmental Agreement No. 17-0006716, dated October 16, 2018, and any Amendments thereto, issued pursuant to the provisions of Arizona Revised Statutes § 28-7209. Accordingly, it is recommended that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plan of the PHOENIX - CASA GRANDE HIGHWAY, Mohave St. - Sherman St., Project I-10-3(85)", and lies between the engineering stations shown in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

April 12, 2019

RES. NO. 2019-04-A-017
PROJECT: 010 MA 149 M6972 01X / I-10-3(85)
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: Mohave St. - Sherman St. (Sky Harbor Boulevard)
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 075

WHEREAS the City of Phoenix Aviation Department has agreed to accept jurisdiction, ownership and maintenance responsibilities of the right of way in accordance with Intergovernmental Agreement No. 17-0006716, dated October 16, 2018, and any Amendments thereto, issued pursuant to the provisions of Arizona Revised Statutes § 28-7209; and

WHEREAS for the convenience and safety of the traveling public, it is necessary that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, shall retain existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and shall reserve a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, drainage, signage, utilities, landscaping, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on said maps and plans; and

WHEREAS if the City of Phoenix Aviation Department, its successors and/or assigns, at any time contemplate abandonment or sale of any portion of the right of way being disposed herein, written approval from the Arizona Department of Transportation shall be obtained, and any provisions and requirements related to the request shall be complied with prior to any change of usage from that of a continued public transportation purpose; and

WHEREAS this resolution is considered the conveying document for such right of way; and no further conveyance is legally required; and

April 12, 2019

RES. NO. 2019-04-A-017
PROJECT: 010 MA 149 M6972 01X / I-10-3(85)
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: Mohave St. - Sherman St. (Sky Harbor Boulevard)
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 075

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Director's report; therefore, be it

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

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Phoenix Aviation Department for a continued public transportation use, in accordance with Intergovernmental Agreement No. 17-0006716, dated October 16, 2018, and any Amendments thereto, and as provided in Arizona Revised Statutes §§ 28-7207, 28-7209 and 28-7210, and Code of Federal Regulations 23CFR § 620 Subpart B and 23CFR § 710 Subpart D; be it further

RESOLVED that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, hereby retains existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and reserves a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, drainage, signage, utilities, landscaping, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project; be it further

April 12, 2019

RES. NO. 2019-04-A-017
PROJECT: 010 MA 149 M6972 01X / I-10-3(85)
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: Mohave St. - Sherman St. (Sky Harbor Boulevard)
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 075

RESOLVED that if the City of Phoenix Aviation Department, its successors and/or assigns, at any time contemplate abandonment or sale of any portion of the right of way being disposed herein, written approval from the Arizona Department of Transportation shall be obtained, and any provisions and requirements related to the request shall be complied with prior to any change of usage from that of a continued public transportation purpose; be it further

RESOLVED that this abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes §28-7213; and that this resolution is the conveying document for the right of way abandoned herein; and no further conveyance is legally required; be it further

RESOLVED that the Director provide written notice to the City of Phoenix Aviation Department evidencing the abandonment of the State's interest.

April 12, 2019


RES. NO. 2019-04-A-017
PROJECT: 010 MA 149 M6972 01X / I-10-3(85)
HIGHWAY: PHOENIX - CASA GRANDE
SECTION: Mohave St. - Sherman St. (Sky Harbor Boulevard)
ROUTE NO.: Interstate Route 10
ENG. DIST.: Central
COUNTY: Maricopa
DISPOSAL: D - C - 075

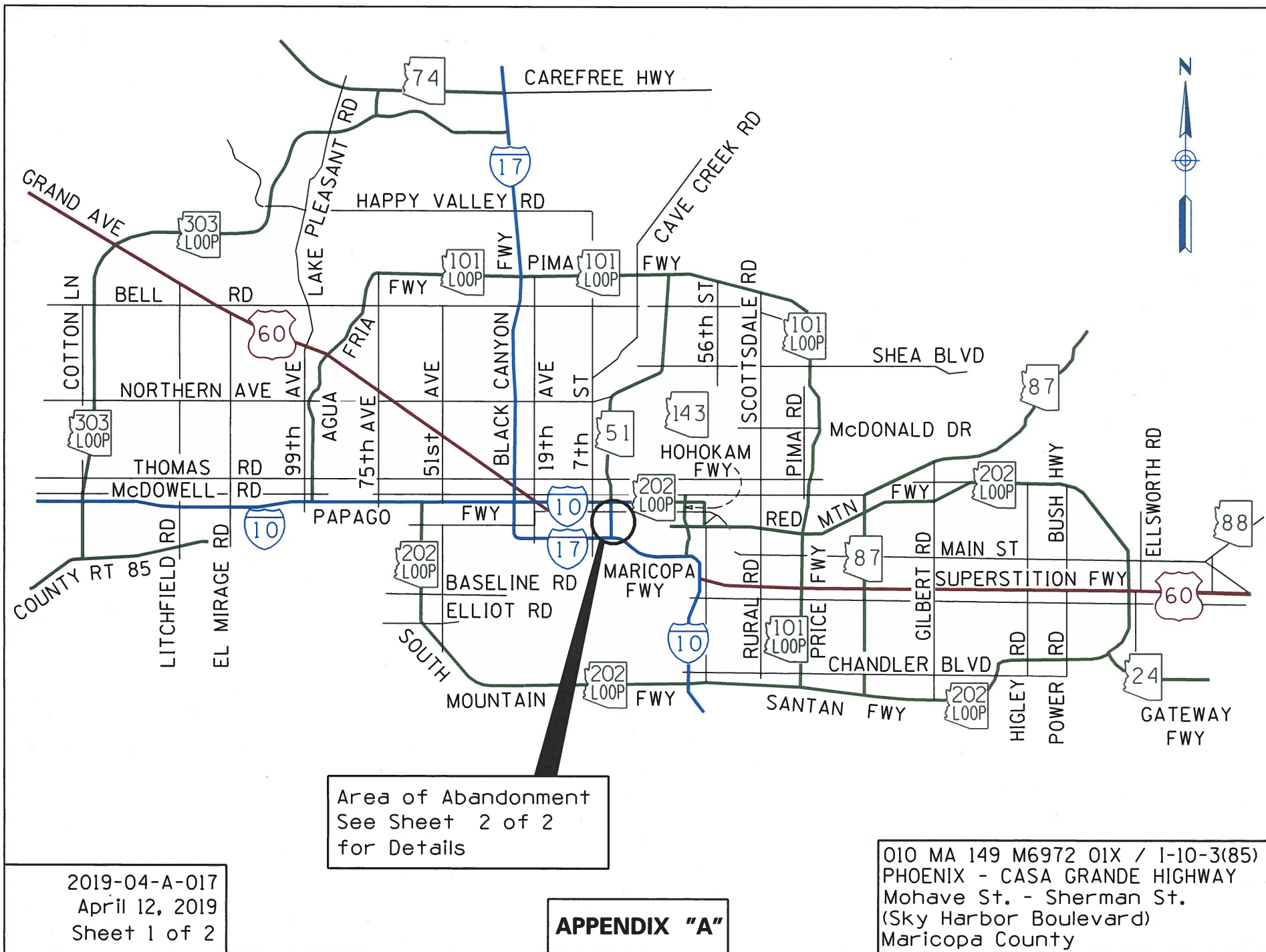
CERTIFICATION

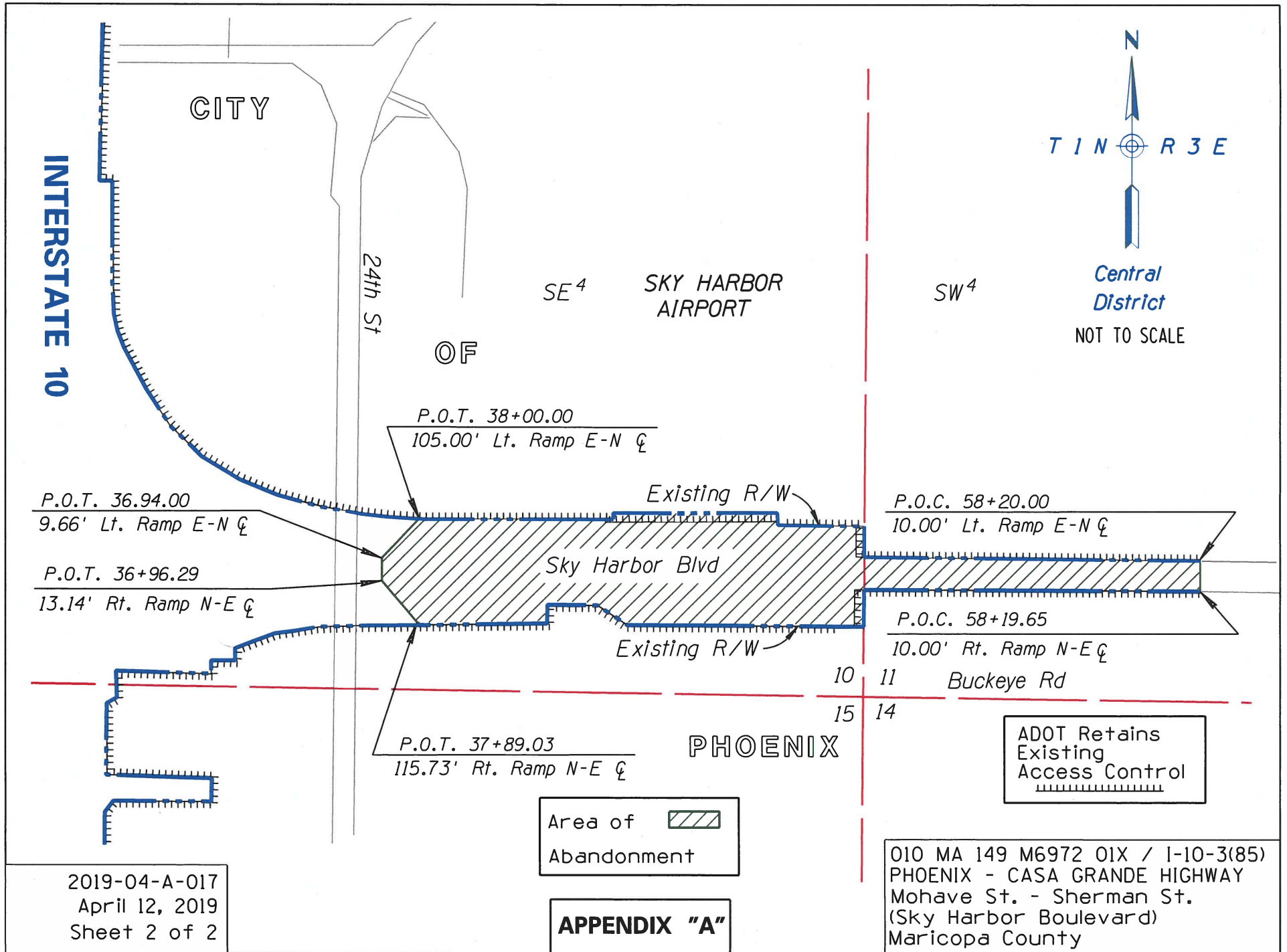
I, JOHN S. HALIKOWSKI, Director of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on April 12, 2019.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on April 12, 2019.

JOHN S. HALIKOWSKI, Director
Arizona Department of Transportation

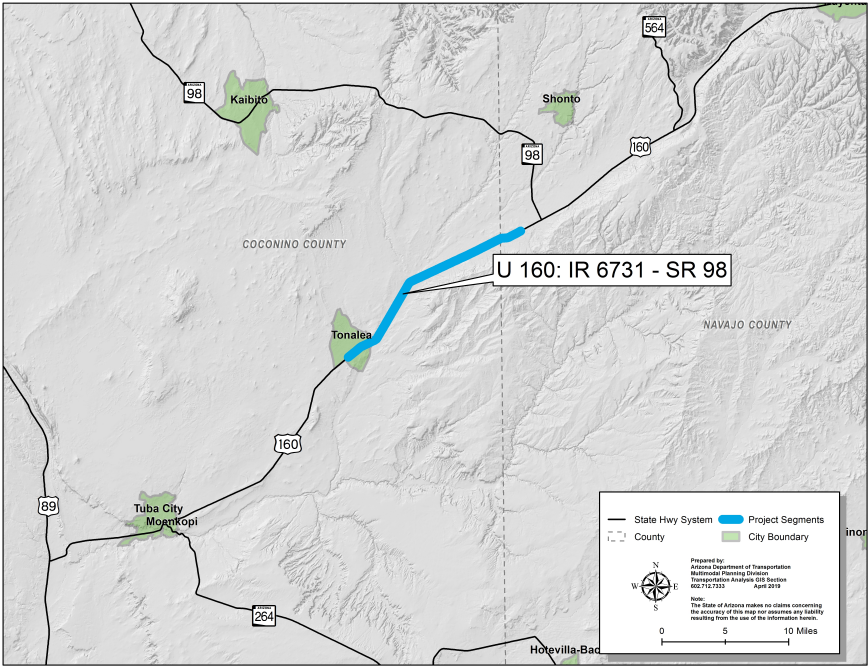
APPROVED

Assistant Attorney General
Attorney for Department
of Transportation
Date 3/26/19





PPAC - PROJECT MODIFICATION - DISCUSSION AND POSSIBLE ACTION

*ITEM 6a:	Route & MP:	US 160 @ MP 342.0
	Project Name:	IR 6731 - SR 98
	Type of Work:	CONSTRUCT BUS PULLOUTS
	County:	Coconino
	District:	Northcentral
	Schedule:	FY 2019
	Project:	F005901C TIP#: 8395
	Project Manager:	Pei-jung Li
	Program Amount:	\$500,000
	New Program Amount:	\$650,000
	Requested Action:	Increase construction budget. See Line 19a and Line 26.



10

1. PRB Meeting Date: 3/12/2019

2. Teleconference: No

3. Form Date / 5. Form By:

3/13/2019

Pei-jung Li

4. Project Manager / Presenter:

Pei-jung Li @ (602) 712-8708

205 S 17th Ave, , 605E - 4983 PROJECT MANAGEMENT

6. Project Name:

IR 6731 - SR 98

7. Type of Work:

CONSTRUCT BUS PULLOUTS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
AX10	Northcentral	160	Coconino	342.0	F005901C ?	17.8	NHPP160-A(207)T

16. Program Budget: \$500

17. Program Item #: 8395

18. Current Approved Program Budget:

\$500

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

\$150

18b Total Program Budget After Request:

\$650

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

Item #	Amount	Description	Comments
8395	\$500	IR 6731 - SR 98	DESIGN & CONSTRUCT MINOR PROJECTS

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 19

22. CURRENT BID READY: 3/22/2019

23. CURRENT ADV DATE: 4/26/2019

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

Item #	Amount	Description	Comments
73319	\$150	STATEWIDE MINOR PROJECTS	

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED: NO

ADV: NO

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

24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: YES

24h. C&S CLEARANCE: YES

24i. R/W CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

increase construction budget.

26. JUSTIFICATION OF REQUEST

This is a minor program project to construct 4 bus pullout locations. The budget increase is due to underestimated AB and AC quantities in the project application. In addition, traffic control was underestimated. Construction engineering increased since the district elected to have a consultant administer the project.

ICAP is included in this request.

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

CHANGE IN BUDGET

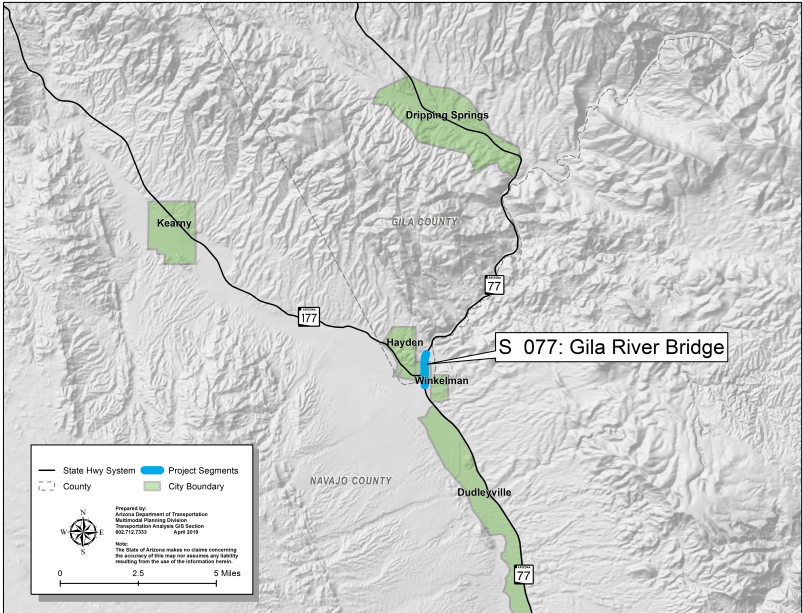
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 3/26/2019



PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6b:	Route & MP:	SR 77 @ MP 134.5
	Project Name:	GILA RIVER BRIDGE
	Type of Work:	CONSTRUCT BRIDGE REPLACEMENT
	County:	Pinal
	District:	Southeast
	Schedule:	
	Project:	H841601C TIP#: 16316
	Project Manager:	Derek Boland
	Program Amount:	New
	New Program Amount:	\$16,810,000
	Requested Action:	Establish construction project. See Line 19a and Line 26.



11

1. PRB Meeting Date: 3/5/2019

2. Teleconference: No

3. Form Date / 5. Form By:

3/8/2019

Derek Boland

4. Project Manager / Presenter:

Derek Boland @ (602) 712-6660

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

6. Project Name:

GILA RIVER BRIDGE

7. Type of Work:

CONSTRUCT BRIDGE REPLACEMENT

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
NR1L	Southeast	77	Pinal	134.5	H841601C ?	1.0	STBG077-A(210)T

16. Program Budget: \$0

17. Program Item #: 16316

18. Current Approved Program Budget:

\$0

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

\$16,810

18b Total Program Budget After Request:

\$16,810

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

Item #	Amount	Description	Comments
76219	\$16,810	BRIDGE REPLACEMENT & REHABILITATION	

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 2019

22A. REQUEST BID READY: 4/19/2019

23A. REQUEST ADV DATE: 5/3/2019

20. JPA #'s:

SIGNED: NO

ADV: NO



PROJECT FUNDING VERIFIED BY PM

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

24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: YES

24i. R/W CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Establish construction project

26. JUSTIFICATION OF REQUEST

This project will replace the existing Gila River Bridge in Winkelman.

This is an FY 20 project. There is capacity to advance it into FY19.

ICAP is included in this request.

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

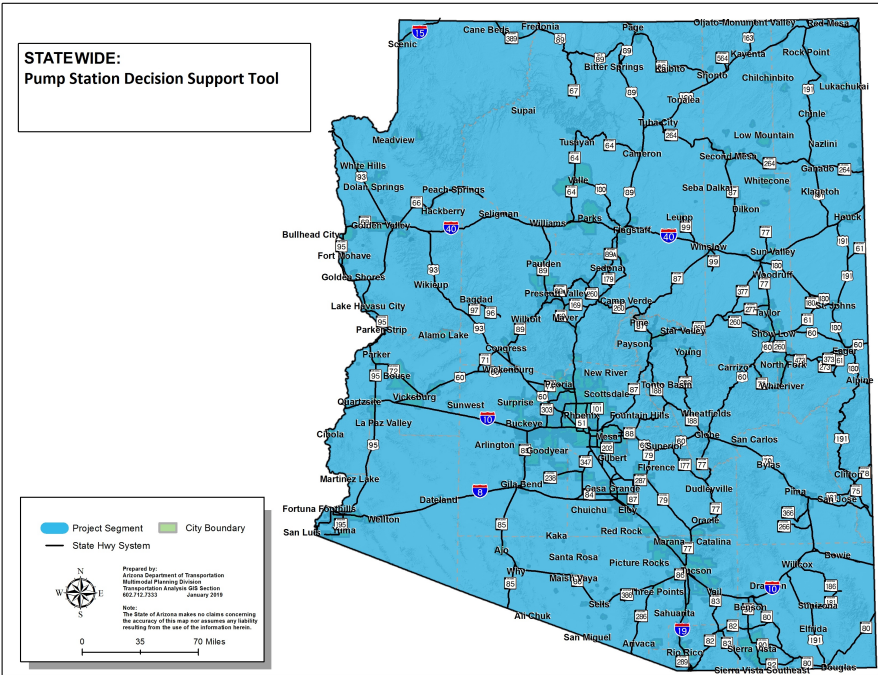
ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:
 REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 3/26/2019



PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6c:	Route & MP:	
	Project Name:	Pump Station Decision Support Tool
	Type of Work:	Lifecycle Planning
	County:	Statewide
	District:	
	Schedule:	
	Project:	M712301X TIP#: 101027
	Project Manager:	Illya Riske
	Program Amount:	New
	New Program Amount:	\$160,000
	Requested Action:	Establish new project. See Line 19a and Line 26.



01

1. PRB Meeting Date: 3/12/2019

2. Teleconference: No

3. Form Date / 5. Form By:

3/18/2019

Illya Riske

4. Project Manager / Presenter:

Illya Riske @ (602) 712-4689

1801 W Jefferson St, 120, 102M - 6000 DIVISION DIRECTOR

6. Project Name:

Pump Station Decision Support Tool

7. Type of Work:

Lifecycle Planning

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
 - Statewide M712301X ?

16. Program Budget: \$0

17. Program Item #: 101027

18. Current Approved Program Budget:

\$0

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

\$160

18b Total Program Budget After Request:

\$160

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

Item #	Amount	Description	Comments
78819	\$160	TSM&O	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO

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

24e. ENVIRONMENTAL CLEARANCE: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24g. U&RR CLEARANCE: NOT APPLICABLE

24h. C&S CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish new project.

26. JUSTIFICATION OF REQUEST

Request to establish a research project in partnership with ASU to develop a dynamic reliability analysis decision-support tool which will provide real-time information to operators considering hardware and environmental conditions to prioritize maintenance and rehabilitation. This tool will be used for pump stations state-wide once developed and implemented.

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

ESTABLISH A NEW PROJECT

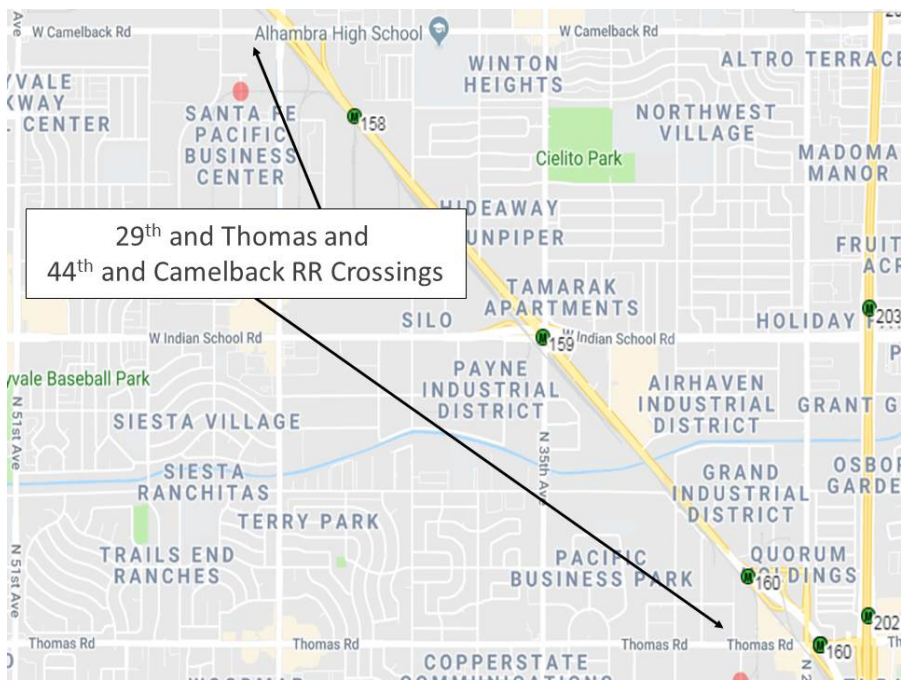
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 3/26/2019

PRB APPROVED

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6d:	Route & MP:	Local Roads
	Project Name:	29th Ave S of Thomas & 44th Ave S of Camelback RR crossings
	Type of Work:	Surface upgrade
	County:	Maricopa
	District:	Central
	Schedule:	
	Project:	T015501D TIP#: 101030
	Project Manager:	Jane Gauger
	Program Amount:	New
	New Program Amount:	\$25,000
	Requested Action:	Establish a new project. Contingent upon MAG Regional Council approval or MAG Regional Council Executive Committee approval. See Line 19a and Line 26.



01

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 3/19/2019

2. Teleconference: No

3. Form Date / 5. Form By:

3/21/2019

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @ 205 S 17th Ave, 357, 618

(602) 712-4052 - 4981 UTILITIES AND RAILROADS

6. Project Name:

29th Ave S of Thomas & 44th Ave S of Camelback RR crossings

7. Type of Work:

Surface upgrade

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

UL10

Central

0000

Maricopa

PHX

T015501D ?

0.1

PHX-0(351)T

16. Program Budget: \$0

17. Program Item #: 101030

18. Current Approved Program Budget:

\$0

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

\$25

18b Total Program Budget After Request:

\$25

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

Item #	Amount	Description	Comments
72619	\$23	RAILWAY HIGHWAY CROSSING	Section 130 FHWA 90 Percent participation
OTHR19	\$2	.	BNSF 10 percent contribution

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: 18-0007167

SIGNED: NO

ADV: NO

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

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Establish a new project.

26. JUSTIFICATION OF REQUEST

Upgrade two existing railroad crossings (DOT #025-518E and #025-628P) from timber to concrete. Design is estimated at \$25k. Under Section 130 the FHWA participation is 90 percent (or \$22k) and BNSF agreed to contribute the other 10 percent (or \$2.5k).

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

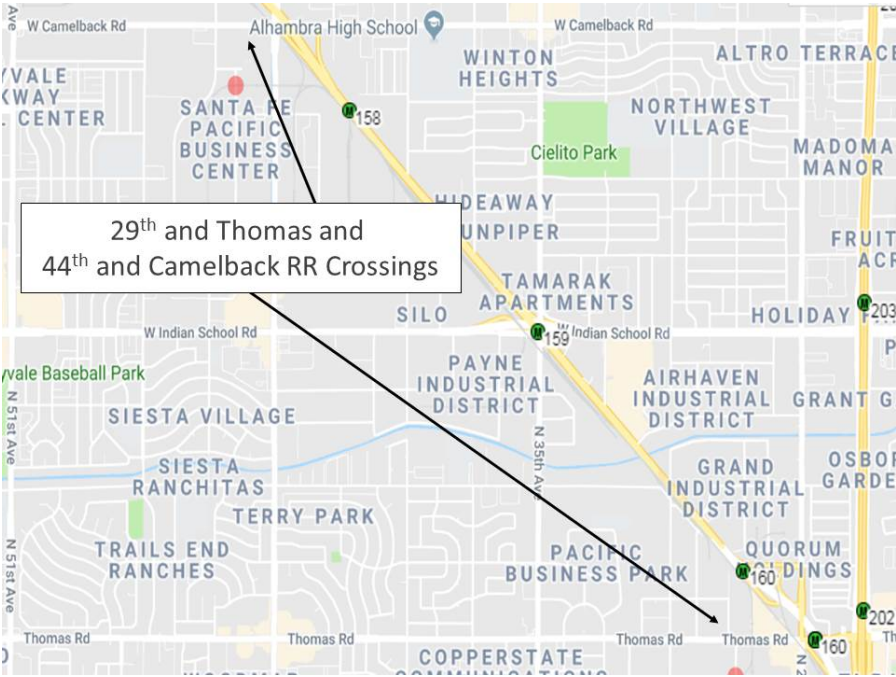
ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:
 REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 3/26/2019



PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6e:	Route & MP:	Local Roads
	Project Name:	29th Ave S of Thomas & 44th Ave S of Camelback RR crossings
	Type of Work:	Surface upgrade
	County:	Maricopa
	District:	Central
	Schedule:	
	Project:	T015501X TIP#: 101030
	Project Manager:	Jane Gauger
	Program Amount:	New
	New Program Amount:	\$150,000
	Requested Action:	Establish a new construction project. Contingent upon MAG Regional Council approval or MAG Regional Council Executive Committee approval. See Line 19a and Line 26.



02**Project Review Board (PRB) Request Form - Version 4.0**

1. PRB Meeting Date: 3/19/2019

2. Teleconference: No

3. Form Date / 5. Form By:

3/21/2019

Jane Gauger

4. Project Manager / Presenter:

Jane Gauger @ 205 S 17th Ave, 357, 618

(602) 712-4052 - 4981 UTILITIES AND RAILROADS

6. Project Name:

29th Ave S of Thomas & 44th Ave S of Camelback RR crossings

7. Type of Work:

Surface upgrade

8. CPSID: **9. District:** **10. Route:** **11. County:** **12. Beg MP:** **13. TRACS #:** **14. Len (Mi.):** **15. Fed Id #:**

UL10

Central

0000

Maricopa

PHX

T015501X ?

0.1

PHX-0(351)T

16. Program Budget: \$0**17. Program Item #:** 101030**18. Current Approved Program Budget:**

\$0

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

\$150

18b Total Program Budget After Request:

\$150

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

Item #	Amount	Description	Comments
72619	\$135	RAILWAY HIGHWAY CROSSING	FHWA 90 percent participation
OTHR19	\$15	.	BNSF 10 percent contribution

CURRENT SCHEDULE:**21. CURRENT FISCAL YEAR:****22. CURRENT BID READY:****23. CURRENT ADV DATE:****CHANGE REQUEST NEW SCHEDULE:****21A. REQUEST FISCAL YEAR:** 19**22A. REQUEST BID READY:****23A. REQUEST ADV DATE:****20. JPA #'s:** 18-0007167**SIGNED:** NO**ADV:** NO**CHANGE IN:** **24a. PROJECT NAME:** NO **24b. TYPE OF WORK:** NO **24c. SCOPE:** NO **24d. CURRENT STAGE:** NOT APPLICABLE**24e. ENVIRONMENTAL CLEARANCE:** NO**24f. MATERIALS MEMO COMP:** NO**24g. U&RR CLEARANCE:** NO**24h. C&S CLEARANCE:** NO**24i. R/W CLEARANCE:** NO**24j. CUSTOMIZED SCHEDULE:** NO**24k. SCOPING DOCUMENT:** NOT APPLICABLE**25. DESCRIPTION OF REQUEST**

Establish a new construction project.

26. JUSTIFICATION OF REQUEST

Upgrade two existing railroad crossings (DOT # 025-518E and # 025-628P) from timber to concrete to provide a safer crossing. Total construction cost is estimated at \$150k. Under Section 130 the FHWA participation is 90 percent (or \$135k) and BNSF agreed to contribute the other 10 percent (or \$15K).

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

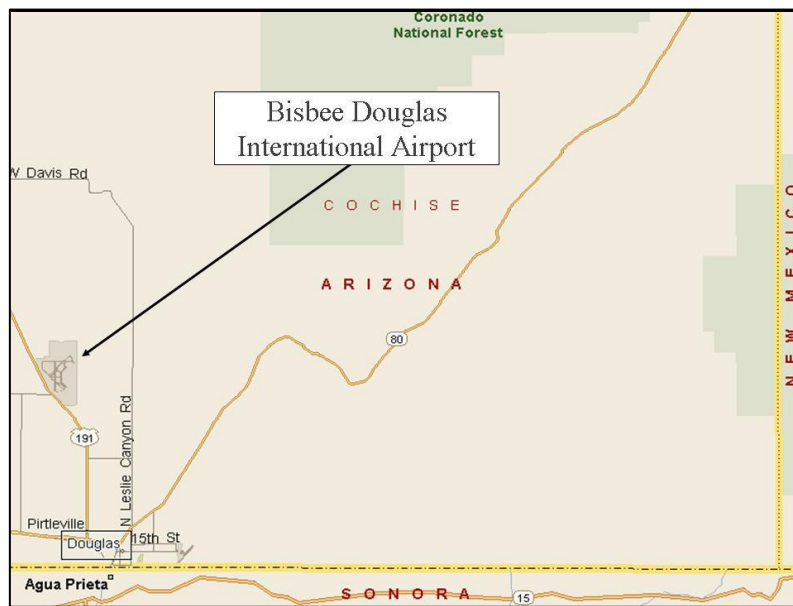
ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 3/26/2019



*ITEM 6f:	AIRPORT NAME:	Bisbee Douglas International	
	SPONSOR:	Cochise County	
	AIRPORT CATEGORY:	Public GA	
	SCHEDULE:	FY 2019-2023	
	PROJECT #:	E9M2B	
	PROGRAM AMOUNT:	\$0	
	PROJECT MANAGER:	Margie Cerda	
	PROJECT DESCRIPTION:	Reconstruct Rwy 17-35 Edge Lights and Upgrade Electrical Vault	
	REQUESTED ACTION:	Aeronautics State funding to match FAA AIP 012	
	FUNDING SOURCES:	FAA	\$55,500.00
		Sponsor	\$ 2,725.00
		State	\$ 2,724.00
		Total Program	\$ 60,949.00



ARIZONA DEPARTMENT OF TRANSPORTATION

MPD - Aeronautics Group

Project Committee Recommendations

DocuSigned by:

Elise Maza

E8B494CC7A354AD

Elise Maza

3/11/2019

AIRPORT: BISBEE DOUGLAS INTL
SPONSOR: COCHISE COUNTY
CATEGORY: Public GA
PROJECT NUMBER: E9M2B
AIP NUMBER: 3-04-0013-012-2018
DATE: March 6, 2019

☒ **New Project**
☐ **Changed Project**

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Reconstruct Runway 17-35 Edge Lights and Upgrade Electrical Vault	2019	\$2,724.00	\$2,725.00	\$55,500.00	\$60,949.00	220
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	Priority Number
Justification For Recommendation: To match FAA AIP 012						

Source of Funds:		2019 - Federal Programs (State Match)	
Original Set-Aside	Amount committed to date	Present Balance	Balance if Approved
\$5,000,000	\$3,808,115	\$1,191,885	\$1,189,161

Aeronautics Project Development Committee Recommends to PPAC:

☒ Approval ☐ Disapproval

DocuSigned by:

Margie Cerda

503540D473FF424

Margie Cerda

3/6/2019

DocuSigned by:

Don Kriz

989A05EBCD984E2

Don Kriz

3/6/2019

STATE ENGINEER'S REPORT

March 2019

The Status of Projects Under Construction report for March 2019 shows 100 projects under construction valued at \$1,892,373,372.99. The transportation board awarded 10 projects during March valued at approximately \$24.5 million.

During March, the Department finalized 6 projects valued at \$6,617,513.97. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Fiscal Year to date we have finalized 79 projects. The total cost of these 79 projects has exceeded the contractors bid amount by 3.2%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to -0.6%.

MONTHLY CONSTRUCTION REPORT

March 2019

PROJECTS UNDER CONSTRUCTION	100
MONETARY VALUE OF CONTRACTS	\$1,892,373,372.99
PAYMENTS MADE TO DATE	\$1,207,406,629.69
STATE PROJECTS	72
LOCAL GOVERNMENT	28
OTHER	0
CONTRACTS EXECUTED IN MARCH 2019	7
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$33,379,106.93

FIELD REPORTS SECTION

EXT. 7301

Completed Contracts (Fiscal Year 2019)

March, 2019

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 6	6	\$6,733,521.49	\$6,384,153.17	\$6,617,513.97
		<u>Monetary</u>		<u>Monetary</u>
		(\$349,368.32)		\$233,360.80

Accumulation to Date (Fiscal Year 2019 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
79	\$214,470,742.28	\$215,580,199.31	\$222,433,299.48	\$6,853,100.17	3.2%

Prepared By:



Field Reports Unit, X7301

Checked By:



Charlene Neish, Manager
Field Reports Unit, X7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2019
March, 2019

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
STP-089-A(209)T H813601C	JCT US 93 TO JCT SR 71 NorthWest District						
Working Days: 197 = 125 + 68 + 4 Days Used: 186							
			FNF CONSTRUCTION, INC.	Low Bid = (\$374,214.39) or 12.37% under State Estimate			
		3,025,720.00		\$2,651,505.61	\$2,936,105.10	\$284,599.49	10.7 %
090-A-NFA H888901C	SIERRA VISTA TO SR 80 SouthCent District						
Working Days: 80 = 55 + 13 + 12 Days Used: 80							
			CACTUS TRANSPORT, INC.	Low Bid = (\$144,624.51) or 14.01% under State Estimate			
		1,032,324.64		\$887,700.13	\$1,062,846.82	\$175,146.69	19.7 %
999-A-(384)T H853101C	VARIOUS LOCATIONS Central District						
Working Days: 200 Days Used: 197							
			ROADWAY ELECTRIC, LLC	Low Bid = \$133,039.39 or 12.02% over State Estimate			
		1,106,826.10		\$1,239,865.49	\$1,176,891.05	(\$62,974.44)	-5.1 %
AVN-0-(223)T T000901C	VARIOUS LOCATIONS Central District						
Working Days: 125 = 110 + 15 Days Used: 125							
			STORMWATER PLANS, LLC dba SWP CONTRACTING & PAVING	Low Bid = (\$84,890.10) or 29.83% under State Estimate			
		284,615.70		\$199,725.60	\$173,004.96	(\$26,720.64)	-13.4 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2019
 March, 2019

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
YYU-0-(217)T SZ17801C	N. FRONTAGE RD; FORTUNA - FOOT SouthWest District						
Working Days: 90 = 80	+ 10						
Days Used: 89							
		1,047,818.20	CEMEX CONSTRUCTION MATERIALS SOUTH, LLC.	Low Bid = \$96,538.14 or 9.21% over State Estimate \$1,144,356.34	\$1,020,218.17	(\$124,138.17)	-10.8 %
GLN-0-(255)T T006901C	CAMELBACK RD - 79TH TO 83RD AV Central District						
Working Days: 90							
Days Used: 67							
		236,216.85	VISUS ENGINEERING CONSTRUCTION, INC.	Low Bid = \$24,783.15 or 10.49% over State Estimate \$261,000.00	\$248,447.87	(\$12,552.13)	-4.8 %

FINAL COST VS BID ADJUSTED
FISCAL YEAR 2019

MONTH	LESS ADJUSTMENTS FOR				CUMULATIVE ADJ	CUMULATIVE BID AMOUNT	ADJUSTED FINAL COST	ADJ CUM
	CUMULATIVE FINAL COST	REVISIONS/ OMISSIONS #4 & #5	INCENTIVE/ BONUS #7	ADD'L WORK PD OTHERS #3				
Jul-18	\$ 23,387,878	\$ 1,034,277	\$ 36,797	\$ 52,430	\$ 1,123,504	\$ 22,507,395	\$ 22,264,374	-1.1%
Aug-18	\$ 43,026,175	\$ 492,627	\$ 18,317	\$ -	\$ 1,634,447	\$ 42,222,294	\$ 41,391,728	-2.0%
Sep-18	\$ 63,459,916	\$ 157,437	\$ 426,656	\$ 37,189	\$ 2,255,728	\$ 63,171,291	\$ 61,204,187	-3.1%
Oct-18	\$ 84,696,840	\$ 1,017,566	\$ 368,152	\$ -	\$ 3,641,446	\$ 83,114,694	\$ 81,055,394	-2.5%
Nov-18	\$ 107,304,897	\$ 226,727	\$ 859,346	\$ -	\$ 4,727,519	\$ 104,929,597	\$ 102,577,378	-2.2%
Dec-18	\$ 157,859,035	\$ 1,336,532	\$ 94,946	\$ 45,450	\$ 6,204,448	\$ 154,611,704	\$ 151,654,587	-1.9%
Jan-19	\$ 204,471,689	\$ 961,926	\$ 521,886	\$ 23,337	\$ 7,711,598	\$ 197,849,150	\$ 196,760,092	-0.6%
Feb-19	\$ 215,815,786	\$ 37,621	\$ 89,372	\$ -	\$ 7,838,590	\$ 209,196,046	\$ 207,977,195	-0.6%
Mar-19	\$ 222,433,299	\$ 120,830	\$ 123,046	\$ 28,230	\$ 8,110,696	\$ 215,580,199	\$ 214,322,603	-0.6%
Apr-19					\$ 8,110,696		\$ (8,110,696)	
May-19					\$ 8,110,696		\$ (8,110,696)	
Jun-19					\$ 8,110,696		\$ (8,110,696)	
		\$ 5,385,543	\$ 2,538,517	\$ 186,636	\$ 8,110,696			
e-mail to Barb Domke at year end								

***ITEM 8a:** BOARD DISTRICT NO.: 3

BIDS OPENED: March 8, 2019

HIGHWAY: CITY OF NOGALES

SECTION: VALLE VERDE / PASEO VERDE DRIVE

COUNTY: SANTA CRUZ

ROUTE NO.: LOCAL

PROJECT : TRACS: CMAQ-NOG-0(208)T: 0000 SC NOG T014201C

FUNDING: 94.30% FEDS 5.70% LOCAL

LOW BIDDER: GRANITE CONSTRUCTION COMPANY

LOW BID AMOUNT: \$ 442,345.00

STATE ESTIMATE: \$ 464,592.50

\$ UNDER ESTIMATE: \$ 22,247.50

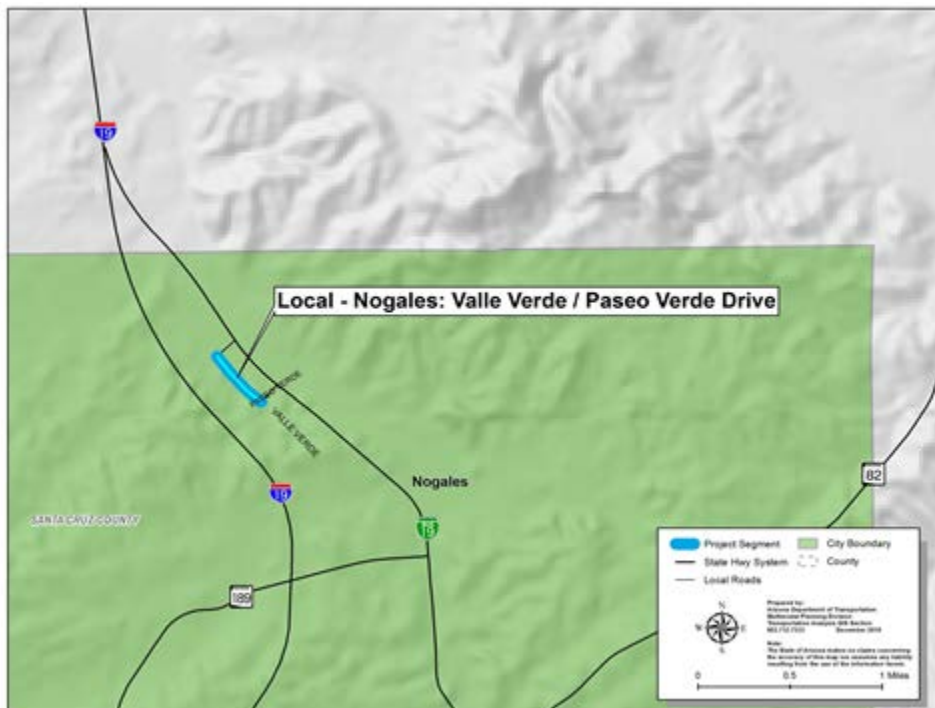
% UNDER ESTIMATE: 4.8%

PROJECT DBE GOAL: 8.45%

BIDDER DBE PLEDGE: 8.26%

NO. BIDDERS: 2

RECOMMENDATION: REJECT ALL BIDS



***ITEM 8b:** BOARD DISTRICT NO.: 6

Page 246

BIDS OPENED: March 22, 2019

HIGHWAY: TOPOCK – KINGMAN HWY (I-40)

SECTION: TOPOCK PORT OF ENTRY

COUNTY: MOHAVE

ROUTE NO.: I 40

PROJECT : TRACS: NHPP-STP-040-A(230)T: 040 MO 003 F018401C

FUNDING: 94.34% FEDS 5.66% STATE

LOW BIDDER: INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.

LOW BID AMOUNT: \$ 1,288,534.50

STATE ESTIMATE: \$ 886,225.20

\$ OVER ESTIMATE: \$ 402,309.30

% OVER ESTIMATE: 45.4%

PROJECT DBE GOAL: 4.38%

BIDDER DBE PLEDGE: 5.41%

NO. BIDDERS: 2

RECOMMENDATION: AWARD



***ITEM 8c:** BOARD DISTRICT NO.: STATEWIDE

Page 249

BIDS OPENED: March 22, 2019

HIGHWAY: STATEWIDE

SECTION: METEOR CRATER AND PAINTED CLIFFS REST AREAS

COUNTY: STATEWIDE

ROUTE NO.: STATE

PROJECT : TRACS: NHPP-040-E(224)T: 040 SW 000 H821401C

FUNDING: 94.34% FEDS 5.66% STATE

LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 5,896,610.30

STATE ESTIMATE: \$ 4,464,303.00

\$ OVER ESTIMATE: \$ 1,432,307.30

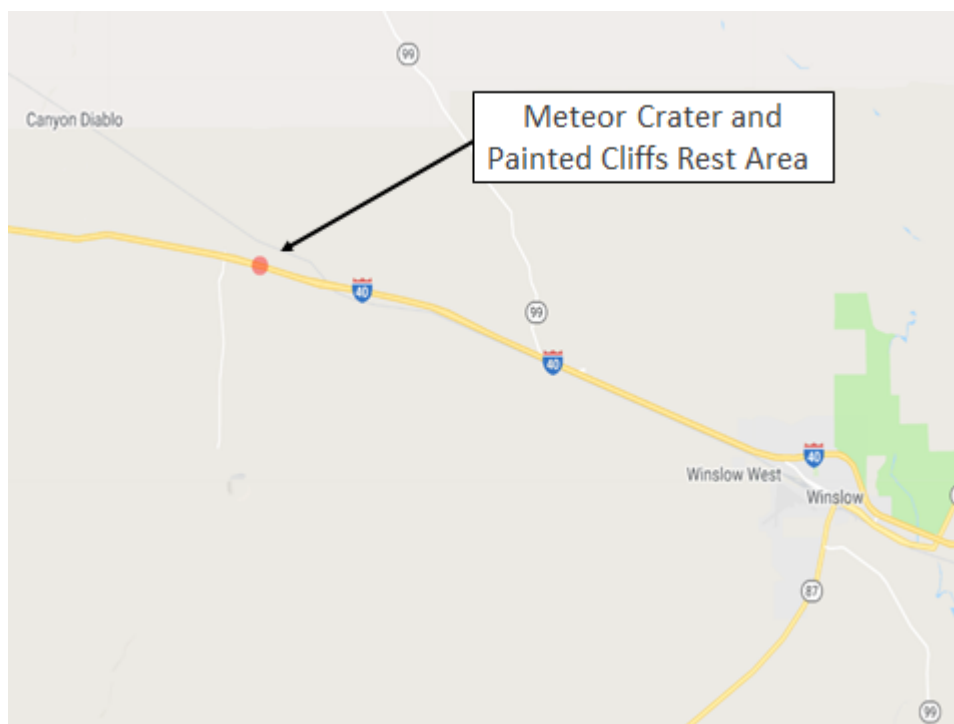
% OVER ESTIMATE: 32.1%

PROJECT DBE GOAL: 5.17%

BIDDER DBE PLEDGE: 5.18%

NO. BIDDERS: 2

RECOMMENDATION: AWARD



***ITEM 8d:** BOARD DISTRICT NO.: 1

Page 252

BIDS OPENED: March 8, 2019

HIGHWAY: BOB STUMP MEMORIAL PARKWAY (SR 303L)

SECTION: SR 303L; NORTHERN AVENUE TO US 60

COUNTY: MARICOPA

ROUTE NO.: SR 303L

PROJECT : TRACS: CMAQ-303-A(226)T: 303 MA 110 F000601C

FUNDING: 94.3% FEDS 5.7% STATE

LOW BIDDER: C S CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 4,360,420.00

STATE ESTIMATE: \$ 3,952,537.85

\$ OVER ESTIMATE: \$ 407,882.15

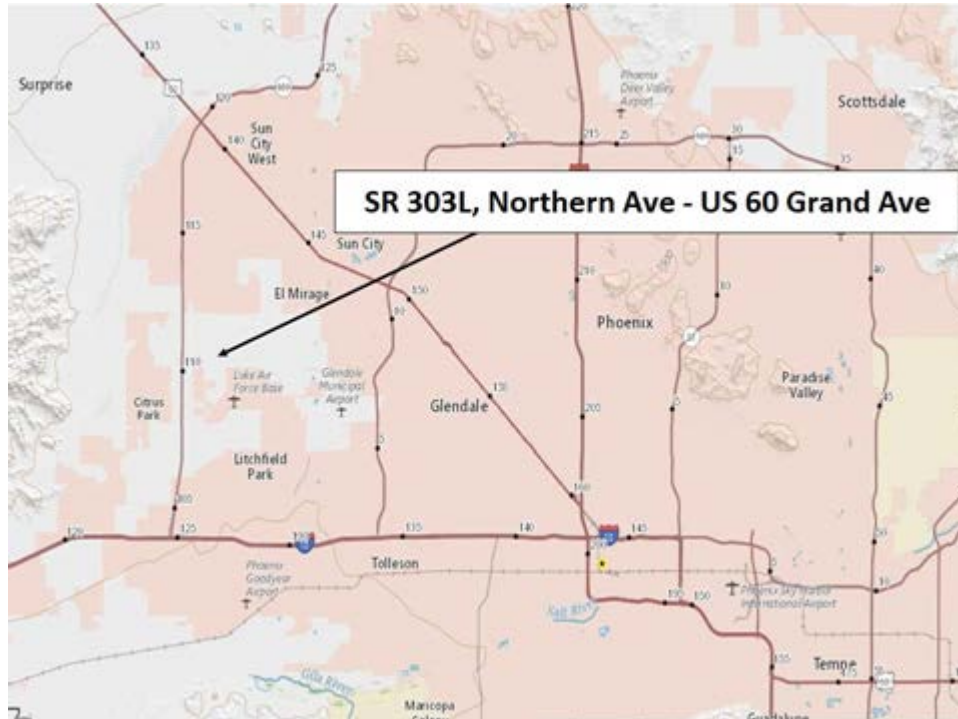
% OVER ESTIMATE: 10.3%

PROJECT DBE GOAL: 5.23%

BIDDER DBE PLEDGE: 5.23%

NO. BIDDERS: 3

RECOMMENDATION: AWARD



***ITEM 8e:** BOARD DISTRICT NO.: STATEWIDE

BIDS OPENED: March 8, 2019

HIGHWAY: MARICOPA, PINAL AND MOHAVE COUNTIES

SECTION: VARIOUS LOCATIONS

COUNTY: STATEWIDE

ROUTE NO.: STATE

PROJECT : TRACS: HSIP-999-A(539)T: 999 SW 0 F019401C

FUNDING: 100% FEDS

LOW BIDDER: STORMWATER PLANS, LLC DBA SWP CONTRACTING & PAVING

LOW BID AMOUNT: \$ 337,733.00

STATE ESTIMATE: \$ 287,761.00

\$ OVER ESTIMATE: \$ 49,972.00

% OVER ESTIMATE: 17.4%

PROJECT DBE GOAL: 3.15%

BIDDER DBE PLEDGE: 87.56%

NO. BIDDERS: 2

RECOMMENDATION: AWARD

I-40 and I-10 Rural Safety Corridors



ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

410 Calendar Days

The proposed Design-Build project work is in Maricopa County on SR 101L, from Baseline Road to SR 202L (Santan). The work includes design and construction for general purpose lanes on SR 101L in both travel directions. The work includes constructing pavement, structures, retaining walls, barriers, drainage facilities, signing, pavement markings, street lighting, traffic signal modifications, ITS, utilities relocation, landscape restoration, and rubberized friction course.

Bid Opening Date : 3/22/2019, Prequalification Required, Engineer Specialist : Young Jedidiah

Project No.	Highway Termini	Location	Item
101 MA 055 H687301C 101-B-NFA	PRICE FREEWAY (SR-101)	PRICE FREEWAY Central District	7795

Rank	Adjusted Score (AS)	Bid Amount "A+B"	"A" Amount	Technical Proposal Score (TPS)	Contractor Name & Address
1	75864	68,657,777.00	\$59,482,777.00	905	PULICE CONSTRUCTION, INC. 2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021
2	80489	68,247,000.00	\$57,997,000.00	847.9	FNF CONSTRUCTION, INC. 115 S. 48TH STREET TEMPE, AZ 85281
3	101625	87,865,000.00	\$78,865,000.00	864.6	COFFMAN SPECIALTIES, INC. 9685 VIA EXCELENCIA, SUITE 200 SAN DIEGO, CA 92126
		68,501,507.34	\$58,251,507.34		DEPARTMENT

Apparent Low Bidder is 2.1% Over Department Estimate (Difference = \$1,231,269.66)
(Percentage Based on "A" Amount)

ARIZONA DEPARTMENT OF TRANSPORTATION

CONTRACTS AND SPECIFICATIONS SECTION

**PUBLIC NOTICE
REQUEST FOR STATEMENT OF QUALIFICATIONS**

FOR

**101L MA 055 H6873 01C
NH-101-B(209)T
PRICE FREEWAY (SR-101)
BASELINE RD – SR 202L (SANTAN)**

DESIGN AND CONSTRUCT GENERAL PURPOSE LANES

The ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT or Department) is soliciting Statements of Qualifications (SOQ) from Design-Build Proposer, under A.R.S. Title 28, Chapter 20, Article 13 relating to Design-Build Contracts, to utilize the Design-Build contracting procedure for the design and construction of general purpose lanes within Maricopa County and the Cities of Chandler, Tempe and Mesa.

Department programmed amount for design and construction of this project is **\$51,400,000**. The location and description of the proposed work are as follows:

The proposed Design-Build project work is in Maricopa County on SR 101L, from Baseline Road to SR 202L (Santan). The work includes design and construction for general purpose lanes on SR 101L in both travel directions. The work includes constructing pavement, structures, retaining walls, barriers, drainage facilities, signing, pavement markings, street lighting, traffic signal modifications, ITS, utilities relocation, landscape restoration, and rubberized friction course.

A Categorical Exclusion (CE) has been prepared for this project in accordance with NEPA requirements. The CE is currently being revised to capture the entire scope and to update various outdated technical reports. The updated CE and Environmental Clearance is anticipated in Fall 2018. The selected Design-Builder shall be responsible to incorporate all mitigation measures that are stipulated in the CE in to the design and construction of the project.

All format requirements, submittal guidelines, instructions and documentation submission contained in this RFQ Package are for the ADOT Project and Project Number referenced above. Submittals failing to follow the format, submittal guidelines or

any other instructions outlined in this RFQ Package will be rejected. ADOT reserves the right to reject any and all submittals, cancel the advertisement, negotiations or contract at any time in the best interest of the State.

The method for determining the lowest Price Proposal for this project is known as "A+B", and will take into account the price offering of the Design-Build Proposer, the Technical Proposal Score, and the time within which the Design-Builder will achieve Substantial Completion of the entire project. Detailed Selection Procedures will be set forth in the RFQ Package.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work will be as specified in the RFP.

All Proposers can obtain the full content of this RFQ, RFQ Forms, Attachments, Appendices, and all Addenda at ADOT's website:

<http://www.azdot.gov/business/ContractsandSpecifications/AdvertisedAlternativeDeliveryProjects>

Documents should be available within one week following the advertisement.

Effective the date of Public Advertisement of this project, no further contact is allowed with ADOT Staff, Cities of Chandler, Tempe and Mesa, and the General Consultant. This restriction is in effect until Price Proposals are opened. The questions of an administrative or contractual nature must be submitted in writing as specified in the RFQ Package to Jedidiah Young (MLB_H687301C_L101_BASELINE@azdot.gov).

Statement of Qualifications (SOQ) from firms interested in the project will be received electronically until **2:00 P.M. Arizona Time on Tuesday, July 10, 2018**. See the Request for Qualifications package for further details regarding submission of SOQs. No Statements will be accepted after the time and date specified.

Proposers are solely responsible for all costs and expenses of any nature associated with responding to this RFQ including providing supplemental information. ADOT will not reimburse such costs in whole or in part in any circumstance.

In order to submit a Statement of Qualifications, interested Design-Builders must (1) have prequalification with the Department as necessary for the project, and (2) be included on the project Planholders List as a Prime. If the Design-Build Proposer is a

consortium, all members shall be pre-qualified with the Department, as either a contractor or a designer. A member's share of a consortium may not exceed its pre-qualification limit. Design-Build Proposers that are not pre-qualified shall submit the prequalification application a minimum of **ten calendar days** prior to the submittal of SOQ. Firms proposing as a joint venture shall submit their joint venture application a minimum of **ten calendar days** prior to the SOQ due date to Contracts and Specifications Section.

Contractor Pre-qualification information may be obtained through Contracts and Specifications Section. Designer Pre-qualification information may be obtained through Engineering Consultants Section's website:

<http://www.azdot.gov/Highways/ecs/index.asp>.

To submit a Statement of Qualifications for this project, please email the following to E2@azdot.gov: Name (must be the individual who will be uploading documents); Email address of this individual; Firm Name, Address and Telephone Number; and ADOT Project Number. The Subject Line of the email should state "ShareFile Access Request – Project H6873". After approval, an email will be sent with instructions to access the ECS ShareFile site where the Statement of Qualifications shall be submitted. Firms who intend to submit an SOQ for this proposed project shall register with ECS ShareFile no later than **July 3, 2018 at 2:00 P.M. Arizona Time**. Any requests to register with ECS ShareFile after **July 3, 2018 at 2:00 P.M. Arizona Time** are not guaranteed to be reviewed by the SOQ Due Date.

The Department will select at least three, but no more than five, Design-Build Proposers for further consideration from among those submitting SOQs.

The opening of sealed Price Proposal is tentatively scheduled for **February 2019** as specified in Section B Schedule of the RFQ Package. The exact date and time for the opening of sealed Price Proposal will be set forth in the RFP.

Firms submitting SOQs shall have the appropriate licenses in compliance with Arizona Revised Statutes, Title 32, Chapter 1 - Architects, Assayers, Engineers, Geologists, Landscape Architects, and Land Surveyors; and Arizona Revised Statutes, Title 32, Chapter 10 - Contractors. It is the Design-Build Proposer's responsibility to verify that all firms in the SOQ submittal have the proper Arizona Licenses and/or Registrations, and DBE Certification if applicable, for the services to be performed under this contract.

Licensing information is available from:

Registrar of Contractors
3838 N. Central Ave, Suite 400
Phoenix, AZ 85012-1906
Phone: (602) 542-1525
Fax: (602) 542-1599

Board of Technical Registration
1110 W. Washington Street, Suite 240
Phoenix, AZ 85007
Phone: (602) 364-4930
Fax: (602) 364-4931

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

60 Working Days

The proposed project is located in Coconino County, along eastbound (EB) and westbound (WB) of I-40, between milepost 190.92 to milepost 195.01, near the City of Flagstaff. The project consists of providing spot repair for I-40 mainline pavement and attaining proposed elevation on Flagstaff Ranch Bridge Deck. The works include milling and replacing with Asphalt Concrete and Asphalt Concrete Friction Course, re-establish pavement markings, installing new loop detectors and other related work.

Bid Opening Date : 3/8/2019, Prequalification Required, Engineer Specialist : Fauzia Koly

Project No.	Highway Termini	Location	Item
040 CN 190 F004301C 040-C-(222)T	ASH FORK-FLAGSTAFF HIGHWAY (I-40)	A-1 MOUNTAIN ROAD TO I-17 NorthCent District	100961

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$909,817.20	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372
	\$939,973.85	DEPARTMENT	
2	\$1,009,363.40	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
3	\$1,111,111.11	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. Drivers Way Tempe, AZ 85284
4	\$1,256,012.75	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Apparent Low Bidder is 3.2% Under Department Estimate (Difference = (\$30,156.65))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 8, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO 040 CN 190 F0043 01C
PROJ NO NHPP-040-C(222) T
TERMINI ASH FORK-FLAGSTAFF HIGHWAY (I-40)
LOCATION A-1 MOUNTAIN ROAD TO I-17

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	190.92 to 195.01	NORTHCENTRAL	100961

The amount programmed for this contract is \$ 1,250,000. The location and description of the proposed work are as follows:

The proposed project is located in Coconino County, along eastbound (EB) and westbound (WB) of I-40, between milepost 190.92 to milepost 195.01, near the City of Flagstaff. The project consists of providing spot repair for I-40 mainline pavement and attaining proposed elevation on Flagstaff Ranch Bridge Deck. The works include milling and replacing with Asphalt Concrete and Asphalt Concrete Friction Course, re-establish pavement markings, installing new loop detectors and other related work.

The time allowed for the completion of the work included in this project will be 60 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.67.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist: Fauzia Karim Koly
Construction Supervisor: T.C. Fish

FKoly@azdot.gov
TFish.Consultant@azdot.gov



Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 01/25/2019

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

60 Working Days

The proposed project is located in Santa Cruz County, on Valle Verde Drive and Paseo Verde Drive within the City of Nogales, beginning at Mesa Verde Drive and extending 1,163 feet to Grand Avenue. The proposed work consists of reconstructing roadway. The work includes constructing concrete valley gutter, signing and other related work.

Bid Opening Date : 3/8/2019, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
0000 SC NOG T014201C NOG-0-(208)T	CITY OF NOGALES	VALLE VERDE/PASEO VERDE DRIVE SouthCent District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$442,345.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714
	\$464,592.50	DEPARTMENT	
2	\$486,896.00	K E & G CONSTRUCTION, INC.	1601 Paseo San Luis Suite 202 Sierra Vista, AZ 85635

Apparent Low Bidder is 4.8% Under Department Estimate (Difference = (\$22,247.50))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 08, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO 0000 SC NOG T0142 01C
PROJ NO CMAQ-NOG-0(208)T
TERMINI CITY OF NOGALES
LOCATION VALLE VERDE / PASEO VERDE DRIVE

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHCENTRAL	LOCAL

The amount programmed for this contract is \$570,000.00. The location and description of the proposed work are as follows:

The proposed project is located in Santa Cruz County, on Valle Verde Drive and Paseo Verde Drive within the City of Nogales, beginning at Mesa Verde Drive and extending 1,163 feet to Grand Avenue. The proposed work consists of reconstructing roadway. The work includes constructing concrete valley gutter, signing and other related work.

The time allowed for the completion of the work included in this project will be 60 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 8.45.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:
<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Vian Rashid	(VRashid@azdot.gov)
Construction Supervisor:	Jorge Montoya Navarro	(JMontoyaNavarro.Consultant@azdot.gov)



Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 01/30/2019

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

170 Working Days

The proposed project is located in Mohave County on Interstate 40, at approximate milepost 3.5 near the Town of Topock. The work consists of constructing a new static scale and other related items.

Bid Opening Date : 3/22/2019, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
040 MO 003 F018401C 040-A-(230)T	TOPOCK-KINGMAN HIGHWAY	I-40 Topock Port of Entry NorthWest District	100247

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$886,225.20	DEPARTMENT	
1	\$1,288,534.50	INTERMOUNTAIN WEST CIVIL CONSTRUCTORS, INC.	1564 N. ALMA SCHOOL RD, SUITE #200 MESA, AZ 85201
2	\$1,377,177.74	PULICE CONSTRUCTION, INC.	2033 W. MOUNTAIN VIEW RD. PHOENIX, AZ 85021

Apparent Low Bidder is 45.4% Over Department Estimate (Difference = \$402,309.30)

**ARIZONA DEPARTMENT OF TRANSPORTATION
SECOND BID CALL**

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 22, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO	040 MO 003 F0184 01C
PROJ NO	NHPP-STP-040-A(230)T
TERMINI	TOPOCK – KINGMAN HWY (I-40)
LOCATION	TOPOCK PORT OF ENTRY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-40	3.3 to 4.2	Northwest	100247

This project is being re-advertised. Firms that already obtained contract documents are instructed to destroy them as the contract documents have been revised. All bidders and subcontractors may download the revised project documents from the Contracts and Specifications Website. Contractors that previously registered for the project are advised to register for the re-advertised project.

The amount programmed for this contract is \$1,170,000. The location and description of the proposed work are as follows:

The proposed project is located in Mohave County on Interstate 40, at approximate milepost 3.5 near the Town of Topock. The work consists of constructing a new static scale and other related items.

The time allowed for the completion of the work included in this project will be 170 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.38%.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Brandon Campbell	BCampbell2@azdot.gov
Construction Supervisor:	Joshua Wentzlof	JWentzlof@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 2/15/2019

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Fixed Completion Date:

04/30/2020

The proposed project is located at two rest areas along I-40. Meteor Crater Rest Area is located in Coconino County along I-40 at milepost 235. Painted Cliffs Rest Area is located in Apache County along I-40 at milepost 359. Work will include rehabilitation of existing site features including restroom building renovations, vending building renovations, ramada renovations, parking lot improvements, pavement marking and signage, site concrete, ADA compliance upgrades, and rehabilitation of the existing water and wastewater systems.

Bid Opening Date : 3/22/2019, Prequalification Required, Engineer Specialist : Brandon Campbell

Project No.	Highway Termini	Location	Item
SW 235 H821401C 040-E(224)T	STATEWIDE	METEOR CRATER AND PAINTED CLIF NorthEast District	11116

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,464,303.00	DEPARTMENT	
1	\$5,896,610.30	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
2	\$6,740,276.20	FNF CONSTRUCTION, INC.	115 S. 48TH ST TEMPE, AZ 85281

Apparent Low Bidder is 32.1% Over Department Estimate (Difference = \$1,432,307.30)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, MARCH 22, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO	040 SW 000 H8214 01C
PROJ NO	NHPP-040-E(224)T
TERMINI	STATEWIDE
LOCATION	METEOR CRATER AND PAINTED CLIFFS REST AREAS

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
040	N/A	NORTHEAST	11116

The amount programmed for this contract is \$6,000,000. The location and description of the proposed work are as follows:

The proposed project is located at two rest areas along I-40. Meteor Crater Rest Area is located in Coconino County along I-40 at milepost 235. Painted Cliffs Rest Area is located in Apache County along I-40 at milepost 359. Work will include rehabilitation of existing site features including restroom building renovations, vending building renovations, ramada renovations, parking lot improvements, pavement marking and signage, site concrete, ADA compliance upgrades, and rehabilitation of the existing water and wastewater systems.

A site visit will be held on Tuesday, March 5, 2019. The site visit will begin from 10:00 am at Painted Cliffs, and 2:00 pm at the westbound side of Meteor Crater. The initial meeting location will be at the welcome center building. An ADOT representative will be on site to unlock buildings for contractors. All questions shall be sent to Brandon Campbell at BCampbell2@azdot.gov.

The work included in this project shall be completed by April 30, 2020.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.17 %.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Brandon Campbell	Bcampbell2@azdot.gov
Construction Supervisor:	Carl Ericksen	CEricksen@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 1/31/2019

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

340 Working Days

The proposed project is located on SR 303L from Northern Avenue to US-60 within Maricopa County, in the cities of Glendale and Surprise. The proposed work consists of the installation of closed circuit television cameras, thermal cameras, fiber optic cable, dynamic message signs, butterfly sign structures, mainline detector stations, node building and the associated equipment, and other related work.

Bid Opening Date : 3/8/2019, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
303 MA 110 F000601C 303-A-(226)T	BOB STUMP MEMORIAL PARKWAY (SR 303L)	SR303- Northern Ave to US 60 Central District	43219

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$3,952,537.85	DEPARTMENT	
1	\$4,360,420.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027
2	\$4,572,840.70	ROADWAY ELECTRIC, LLC	2035 W. MOUNTAIN VIEW ROAD PHOENIX, AZ 85021
3	\$4,685,500.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202

Apparent Low Bidder is 10.3% Over Department Estimate (Difference = \$407,882.15)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: Friday, January 18, 2019, at 11:00 A.M. (M.S.T.)

TRACS No: 303 MA 110 F0006 01C
Project No: CMAQ-303-A(226)T
Termini: Bob Stump Memorial Parkway (SR 303L)
Location: SR 303L; Northern Avenue to US 60

ROUTE No.	MILEPOST	DISTRICT	ITEM No.
SR 303L	110.0 to 119.5	Central	43219

The amount programmed for this contract is \$4,602,000. The location and description of the proposed work are as follows:

The proposed project is located on SR 303L from Northern Avenue to US-60 within Maricopa County, in the cities of Glendale and Surprise. The proposed work consists of the installation of closed circuit television cameras, thermal cameras, fiber optic cable, dynamic message signs, butterfly sign structures, mainline detector stations, node building and the associated equipment, and other related work.

The time allowed for the completion of the work included in this project will be 340 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 5.23 percent.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:	Thomas Mowery-Racz	tmowery-racz@azdot.gov
Construction Supervisor:	John Halvarson	jhalvarson@azdot.gov



Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: October 31, 2018

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

120 Working Days

The proposed project is located in Maricopa, Pinal and Mohave Counties in the State of Arizona. The project includes seven proposed locations on I-10 and I-40. The proposed work consists of installing 14 radar speed feedback signs, on a Type-A pole on a breakaway base and foundation at locations indicated on the plans.

Bid Opening Date : 3/8/2019, Prequalification Required, Engineer Specialist : Layth Al Obaidi

Project No.	Highway Termini	Location	Item
999 SW 0 F019401C HSIP999-A(539)T	Maricopa, Pinal and Mohave Counties	Various locations SouthCent District	100272

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$287,761.00	DEPARTMENT	
1	\$337,733.00	STORMWATER PLANS, LLC dba SWP CONTRACTING & PAVING	P.O. BOX 9285 SURPRISE, AZ 85374
2	\$482,620.08	ROADWAY ELECTRIC, LLC	P.O. BOX 12556 GLENDALE, AZ 85318

Apparent Low Bidder is 17.4% Over Department Estimate (Difference = \$49,972.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: Friday, March 8, 2019, AT 11:00 A.M. (M.S.T.)

TRACS NO 999 SW 0 F019401C
PROJ NO HSIP-999-A(539)T
TERMINI Maricopa, Pinal and Mohave Counties
LOCATION Various Locations

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-10	MP 162.00 to MP185.00.	CENTRAL SOUTHCENTRAL	100272
I-40	MP 49.00 to MP 72.00.	NORTHWEST	100272

The amount programmed for this contract is \$450,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa, Pinal and Mohave Counties in the State of Arizona. The project includes seven proposed locations on I-10 and I-40. The proposed work consists of installing 14 radar speed feedback signs, on a Type-A pole on a breakaway base and foundation at locations indicated on the plans.

This project is located on a Native American Reservation, in the Gila River Indian Community area, which may subject the contractor to the laws and regulations of the Gila River Indian Community and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Gila River Indian Community on work performed on the Reservation.

The time allowed for the completion of the work included in this project will be 120 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 3.15

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is

located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime. The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Questions and comments concerning the bid package for this project shall be directed to the individuals noted below:

Engineering Specialist:
Construction Supervisor:

Layth Al Obaidi
John Halvarson

LAlobaidi@azdot.gov
JHalvarson@azdot.gov

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: January 25, 2019

Page 2 of 2