

STATE TRANSPORTATION BOARD MEETING
9:00 a.m., Friday, July 19, 2019
City of Cottonwood
Cottonwood Recreation Center—Cottonwood Room
150 S. 6th Street
Cottonwood, AZ 86326

Call to Order

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

Roll Call by Board Secretary

A quorum of the State Transportation Board was present. **In attendance:** Chairman Sellers, Vice Chairman Hammond, Board Member Stratton, Board Member Thompson, Board Member Elters and Board Member Knight. Board Attorney, Michelle Kunzman was also present. There were approximately 60 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.

Call to the Audience:

1. Randy Garrison, Yavapai County Supervisor
2. Charles German, Mayor, Town of Camp Verde
3. Steve Ayers, Economic Development Director, Town of Camp Verde
4. Sharon Rapport, Councilwoman, Star Valley
5. Bobby Davis, Councilmember, Star Valley
6. Eric Duthie, Tusayan Town Manager
7. Craig McFarland, Mayor, City of Casa Grande
8. Christian Price, Mayor, City of Maricopa
9. Dan Cherry, Yavapai County Public Works Director
10. David Wessel, Flagstaff MPO Director
11. Darryl Ahastern, Commissioner (had handout)
12. Jemez Horgeson, Nahata Dziil Commissioner
13. Bob Williams, Cottonwood resident
14. Jonah Begay, Navajo DOT (had handout)
15. Janet Aniol, President, Beaver Creek Community Assoc.
16. Sharon Olsen, Beaver Creek Community Assoc.
17. Darrell Tso, Nagata Dziil Commission President
18. Bob Burke, Beaver Creek Community Center
19. Wayne Lynch, NDCG
20. Marcia Ellis, Chairwoman, Traffic Matters
21. Andy Goseta, Cottonwood Resident
22. Kee Allen Begay, Jr. Navajo Nation Council

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

City of Cottonwood
Cottonwood Recreation Center - Cottonwood Room
150 South 6th Street
Cottonwood, Arizona 86326

July 19, 2019
9:00 a.m.

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

Certified Copy)

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1 (Beginning of excerpt.)

2 CHAIRMAN SELLERS: We'll move on now to call to
3 the audience. This is an opportunity for members of the public
4 to discuss items of interest with the Board. Please fill out a
5 Request For Public Input Form and give it to the board secretary
6 if you wish to address the Board. In the interest of time, a
7 three-minute limit will be imposed.

8 Okay. The first request I have to speak is from
9 Randy Garrison, Yavapai County Supervisor. And you know,
10 hopefully no one will think that this is prejudicial on my part
11 to think that a county supervisor is one of the most important
12 people in the room.

13 MR. GARRISON: No. Definitely not, sir.

14 Chairman and members of the Board, thank you very
15 much for being here in our community today. It's really nice
16 that you move these meetings around the state and you give
17 everybody a chance to see what you do and you get to come up
18 here and see this area. And to that point, if you're in my
19 district currently, and if you ever want to come up and get to
20 know this area better, I would love to give you a tour, show you
21 around. So please feel free to come up at any time.

22 I wanted to start off by thanking the Board and
23 Ms. Merrick. About a year ago I stood here before you and asked
24 you to work with us to fix a concern we have in the village of
25 Oak Creek. We have an intersection at Beaver Head Flat and 179,

1 and it has some safety issues, and Ms. Merrick has reached out
2 and been very helpful with us to move forward with fixing that
3 intersection, so I want to thank you for that.

4 The other intersection I wanted to talk about
5 today is 89A and Page Springs Road. It's a very dangerous
6 intersection. We have a lot of wrecks at that intersection, and
7 they tend to be high speed wrecks. 89A going through that
8 intersection is 65 miles an hour. It's a bifurcated highway at
9 that point. The lanes are split by about 300 feet, and it's
10 kind of a maze to figure out how you're going to get across from
11 where you're going and to be able to look both directions at one
12 time is a little difficult. So we tend to have people get
13 confused, get in the middle of the high speed lanes, and we have
14 some rather severe accidents.

15 To that point, also, we have VVTPO, Verde Valley
16 Transportation Planning Organization. And we meet about every
17 other month, and ADOT is kind enough to come up and participate
18 in those meetings with us. One of the problems we have, though,
19 is ADOT has taken a new position of not talking about jobs or
20 the need for jobs or what you're doing to place some of these
21 jobs or some of these items on your list of projects moving
22 forward until you actually approve it. For us, that's very
23 difficult, because we're trying to plan ahead, and so we don't
24 know where we sit on these lines or on these charts. We were
25 told the last time there's about 1,800 projects on the list, and

1 we're high on the list, but that doesn't really give us much
2 information on how we need to come forward to you and ask for
3 support to get those projects done.

4 So I would ask that you somehow revisit that and
5 figure out a way for us to maybe be a little more communicative
6 on how we can express our needs and what you're actually doing
7 to address them for us.

8 So with that, once again, thank you very much for
9 being up here today.

10 CHAIRMAN SELLERS: Thank you.

11 Next up we have Charles German, Mayor of the Town
12 of Camp Verde. On deck we have Steve Ayers.

13 MAYOR GERMAN: Good morning, Mr. Chairman and
14 members of the Board. I'm going to speak on something you
15 seldom hear. I want to start with thank you. I've been a long-
16 time resident of Camp Verde. Was born in Flagstaff and moved
17 here in 1951 in Camp Verde, and my grandfather lived there. And
18 I want to tell you I can remember coming to Cottonwood to go to
19 the drive-in theater on the old road, old 279, and watched
20 families broken up by traffic accidents and deaths on the old
21 279 as well as the latest on the 260.

22 So I want to -- on behalf of the town council and
23 the citizens of Camp Verde, I want to thank you very much for
24 the improved safety, the class A job that was done, the
25 cooperation that we met from the town with the contractors and

1 with ADOT, and I just want to express how pleased people are
2 with the safety of this third leg of the completion of Highway
3 260. So I mean that sincerely, and we want to say thank you,
4 thank you, thank you.

5 CHAIRMAN SELLERS: Thank you.

6 Next up, Steve Ayers. On deck is Sharon
7 Rappaport.

8 MR. AYERS: Good morning, Board. Thank you very
9 much. My name is Steve Ayers. I am the economic development
10 director for the town of Camp Verde.

11 Good morning. I'm here to extend our profound
12 gratitude for the investment that you guys made, the leap of
13 faith that you took in funding the State Route 260 widening
14 project. As we were pushing to get that funded, we came to you
15 not only for the safety of it, but for the economic impact that
16 that road could extend to this region. I want you to know that
17 we did not waste your money, and we have not disappointed you in
18 that aspect.

19 As the project was finishing up, 60 acres at the
20 Wilshire roundabout was sold to a development company out of
21 Minneapolis, Minnesota. They have constructed -- as a matter of
22 fact, you drove by it this morning -- it's a 400-unit RV park.
23 That investment was being made simultaneous to our application
24 for federal opportunities on designation. That was received in
25 March of last year. That sparked the additional investment by

1 that company of an 80-acre parcel at Interstate 17 and 260,
2 along with a 175-acre residential development, both of which are
3 underway.

4 The project has also led to the additional
5 purchases along the two -- along the corridor of a 100-acre
6 extension of the Out of Africa Park, a 200-acre mixed use
7 development which we just recently rezoned. The Town recently
8 rezoned on that.

9 The Aultman Parkway has been extended to the
10 north and paved in there to open up the industrial section along
11 old Highway 279. There are currently numerous retailers and
12 service businesses that are committed to locating within
13 proposed developments along the corridor, including a new
14 vineyard and winery, and we are diligently working to attract a
15 100,000-square foot, 100-job warehousing project. So stay
16 tuned.

17 We want to keep up the discussion of what your
18 investments and the impacts that they can have to -- not only to
19 my community, but to the region as a whole. The bottom line is
20 your investment is paying off for the few -- foreseeable future.
21 Your investment in this road, we are forecasting a quarter of a
22 billion dollar investment in its wake over the next four years.
23 So I sincerely thank you for doing this. It has been a game
24 changer for the area.

25 CHAIRMAN SELLERS: Thank you.

1 Next up we have Sharon Rappaport. On deck we
2 have Bobby Davis.

3 MS. RAPPAPORT: Good morning, gentlemen. I am
4 Sharon Rappaport from Star Valley. I'm a councilwoman there,
5 and I -- before I was a councilwoman, I was Red Flags, photo
6 enforcement. And if you're familiar with Star Valley, we have
7 260 that runs right through town, and we had a problem with
8 speeding. So therefore, I was Red Flags. But now that we no
9 longer have that, we've got two lanes either way going through
10 Star Valley that narrows down to two-way traffic.

11 And the problem is, is that if there is an
12 accident up the road, there's no way to get emergency vehicles
13 there in a timely way. And when you have people that have been
14 on the side of the road with two broken legs for a long time and
15 you can't get emergency vehicles in there, particularly in the
16 summer months when everybody's trying to get out of the heat, up
17 into the cool mountains, you have things that's very confusing
18 going from two-way traffic down to four-lane. It keeps going in
19 and out, in and out, and for people, that's -- this is a major
20 highway. Southern route to the west coast. So you have people
21 that are coming through there all the time that are not familiar
22 with our state even.

23 So the big challenge for us, if there's fires or
24 anything else, we can't get emergency vehicles through that
25 narrowing spot around Lion Springs. So we'd like to be put back

1 on the five-year list to have you consider that, to widening out
2 that road. In the wintertime, it's not too bad, but boy, when
3 it gets to be summer roads and you've got campers along with big
4 freight trucks, it's horrible to even get an ambulance out
5 there, because it's just solid traffic.

6 So we would really like you to reconsider putting
7 us back on the five-year plan. I think it would really help
8 out, because you know we're limited in emergency vehicles anyway
9 with the fire season being at -- it's at full bore right now.
10 So that's all I have to say.

11 CHAIRMAN SELLERS: Thank you.

12 MS. RAPPAPORT: Uh-huh.

13 CHAIRMAN SELLERS: Next up we have Bobby Davis,
14 and on deck we have Eric Duthie.

15 MR. DAVIS: Mr. Chairman, board members and ADOT
16 staff, thank you for letting us address you this morning.

17 I'm here in regards to the Lion Springs addition
18 just outside of Star Valley. Our major request is please,
19 please, please put it back on the five-year plan. That's a
20 small section of 260. It's the only section, like 1. -- a
21 little over one mile section that is not a four-lane highway all
22 the way down to the valley. That creates major bottlenecks,
23 accidents, and the biggest issue is when there is an accident,
24 it shuts down both lanes. Most of the time. Emergency vehicles
25 cannot get in and out. We've had -- unfortunately, we've had

1 some people that have been injured. They had to lay there for
2 quite a -- 20 minutes at the max trying to get an emergency
3 vehicle to them to get them transported. It's a very dangerous
4 section of the road right there.

5 I know it's -- it doesn't fit into ADOT's
6 quotient, and I understand that. We all have to live with that,
7 but as a board, we're asking you to make those tough decisions.
8 Let's get that mile and -- little over a mile section completed,
9 out of the way. It's been on the books for many, many, many
10 years. Let's just get it done, make it safe, save some lives,
11 and open up that bottleneck that we have right there, especially
12 for the people that live on Lion Springs Road. They have a hard
13 time getting in, getting on the road, on weekends or holidays,
14 or to take a left or take a right off that road.

15 So again, please, as a board, I know you're going
16 outside of the recommendations of ADOT, and I understand I'm a
17 staff person for the town of Payson. I'm a council member for
18 the town of Star Valley. We're asking you please step up and do
19 the right thing. Let's make it -- make it happen. Thank you
20 very much.

21 CHAIRMAN SELLERS: Thank you.

22 Next up we have Eric Duthie, and on deck we have
23 Craig McFarland.

24 MR. DUTHIE: Good morning Mr. Chairman, members
25 of the Board, particularly Mr. Thompson. Good to see you again.

1 I am the town manager of the Town of Tusayan. I'm addressing
2 Item Number 4 on your agenda.

3 I bring the greetings and best wishes of the
4 Grand Canyon National Park, the Grand Canyon School District,
5 the Coconino County Sheriff and the Town of Tusayan, and the
6 more than 6 million visitors annually who travel the 70-mile,
7 two-lane road, which was designed to accommodate a few hundred
8 thousand, and has had minimal upgrades in the last 85-plus
9 years. We appreciate and respect your service and sacrifice to
10 the residents of Arizona.

11 Intuitive decision making is based on intuition
12 rather than logic. That is people will ignore facts and go with
13 the gut. Unfortunately, intuition can be the source of
14 significant errors. Prejudice and emotional allow flawed
15 experiences to overrule sound facts and evidence.

16 The opposite of intuitive decision making is
17 rational decision making, which is when individuals use
18 analytics, facts and a step-by-step process to come to a
19 decision. The importance of a rational, data-driven decision
20 making -- the importance of rational, data-driven decision
21 making lies in its consistent application. It enables new
22 business opportunities, generates more revenue, predicts future
23 trends, optimizes current operations and produces actionable
24 insights.

25 As much as we all want our personal projects to

1 be first in line, we must acknowledge the danger to the entire
2 statewide transportation system when exceptions are made to this
3 process. Doing so validates the political stereotype of the
4 back room deal. The Board does not want to put a single foot
5 into that treacherous world. No one likes waiting in line, but
6 if fairly analyzed, it is the most equitable process for
7 everyone.

8 I implore you to support your staff and your own
9 established process by maintaining the integrity of the
10 transportation plan as approved at your last meeting. Thank
11 you.

12 CHAIRMAN SELLERS: Thank you.

13 Next up we have Craig McFarland, and on deck we
14 have Christian Price.

15 MAYOR MCFARLAND: Good morning, Mr. Chairman,
16 board members, Director Halikowski and staff. My name is Craig
17 McFarland. I'm the mayor of the City of Casa Grande and also
18 the chairman of the Sun Corridor MPO. And I'd like to address
19 the Board this morning and also thank you for your commitment to
20 the State of Arizona and the time that you spend and serve.

21 Also, a special thank you to Director Halikowski
22 and staff. I really want to thank you all for the installation
23 of our Casa Grande signs on I-10. So thank you very much.

24 I'm here today, though, to speak on the I-10
25 widening and this project from Casa Grande to Phoenix and the

1 funding that's currently programmed in the newly-approved
2 five-year transportation program. I understand it's very
3 difficult and a grueling task to balance the needs of the State,
4 especially with the current funding limitations. But today I
5 request that the funding be -- that is currently programmed in
6 the five-year program for the I-10 widening project not be used
7 for other projects. Currently we have -- at the help of MAG and
8 ADOT and the Legislature, we've got \$10 million in there for the
9 initial study, which begins this year. And most appreciative
10 that that's actually moving toward.

11 And then the full year, '21, we have 10 million
12 for design, and then another 4 million for MAG for design. And
13 then in '23, the \$50 million to begin instruction. Obviously
14 that's not enough to complete that section of I-10, but it's a
15 good start and will give us some ammunition when we go to the
16 federal Legislature as well to try and find funding.

17 A lot of partnerships have been developed. We
18 were working with Maricopa Association of Governments, MAG, Gila
19 Indian Community, obviously the Phoenix and the Casa Grande
20 area, and we're just in the beginning of this process, and we
21 really don't want to jeopardize that progress that has been
22 made.

23 So it's existing today. Two lanes of I-10
24 creates a bottleneck, extreme congestion, and is really one of
25 the vital pathways through the state of Arizona and very

1 important in terms of our state economy. But it also represents
2 a significant safety issue resulting in many crashes caused by
3 traffic weaving, merging, and just a lot of congestion.

4 As a reminder, the P2P data process that ADOT has
5 in place in the last five years, there have been 1,790 crashes
6 on that section of I-10 resulting in 22 deaths. So from a pure
7 safety standpoint, it's extremely important that we continue to
8 move on this project.

9 I want to thank you for that and ask for your
10 help and consideration. Thank you very much.

11 CHAIRMAN SELLERS: Thank you.

12 Next up we have Christian Price. On deck we have
13 Dan Cherry.

14 MR. PRICE: Thank you, board members. Christian
15 Price.

16 I wanted to just say thank you. Despite what
17 Chris Bridges over here thinks, I happen to be your number one
18 groupie, as I have followed this board around for the last seven
19 and a half years, coming to just about every meeting. And I
20 love it. I've learned a ton about transportation. But I'm here
21 to say thank you. As you know, the 347 overpass opened this
22 past Monday. Board Member Stratton was able to attend, and so I
23 just wanted to say thanks. It already has made a world of
24 difference.

25 I just wanted to say to the general public it

1 takes a long time to get in line and wait your turn and to even
2 go through that process, but it takes patience and a lot of hard
3 work and effort. But most importantly, it takes board members
4 who understand the value of safety and economic development and
5 transportation in general. So I want to stay thanks again.

6 With the remainder of my time, I wanted to pass
7 out a few mementos for you that I wanted to say thanks with, and
8 there's actually a little stress reliever in there so that when
9 the meeting gets tense and Halikowski starts, you know, ribbing
10 you for things, you've got something to squeeze. So I'll pass
11 it out for you right now. Here.

12 (Unintelligible conversation.)

13 CHAIRMAN SELLERS: Okay. Next up we have Dan
14 Cherry, and on deck we have David Wessel.

15 MR. CHERRY: Good morning, board members. I'm
16 sorry I don't have any swag for you, but I can see that
17 Mr. Bridges better step it up, so...

18 I'm Dan Cherry. I'm the public works director
19 and county engineer with Yavapai County, which includes much of
20 the Verde Valley here, right where you are. We appreciate you
21 coming up here and holding your meeting here today.

22 I want to take a moment to speak to behalf of the
23 citizens of Yavapai County and our Board of Supervisors and talk
24 in specific to the Interstate 17 interchange at McGuireville.
25 That's about Milepost 293 and a half. This project or this

1 overpass has had some rampant structural deficiencies identified
2 on it for quite some time. There was some funding programmed
3 for it in the early 2000s, around 13 million that was swept,
4 deemed for better projects, higher priority projects, and yet we
5 still have the same problems out there at that interchange, some
6 of which are safety, and some of which are just functionality.

7 So what I ask for is you work with your
8 Northcentral District Engineer's office. We've talked with
9 Audra on this. It's been placed on the P2P list for this, and
10 what I'd like to see is some efforts being made to improve the
11 standing of this project on the -- on that list, and then moving
12 it to the five-year plan for construction, design and
13 construction. I can tell you the citizens of Yavapai County and
14 Verde Valley here especially would be eternally grateful for
15 that, to see that project finally come to fruition.

16 So thank you again, and greatly appreciate you
17 all being here today.

18 CHAIRMAN SELLERS: Thank you.

19 Next up we have David Wessel. On deck we have
20 Darryl Ahastern.

21 MR. WESSEL: Good morning, Mr. Chair, members of
22 the Board, members of ADOT staff. David Wessel, Manager for the
23 Flagstaff MPO.

24 I'm here today just to say thank you for the many
25 efforts ongoing in the Flagstaff region, for the repairs to

1 I-40, the improvements to Switzer and Turquoise, one of our
2 safety projects, and thanks to the ADOT staff for support for a
3 recent grant application.

4 We're also involved in the Milton and US-180
5 corridor master plans. Those are going along well, and look
6 forward to coming forward with some partnership opportunities
7 out of those studies.

8 So thank you for your service, and thank you for
9 your time this morning.

10 CHAIRMAN SELLERS: Thank you.

11 Okay. Next up we have Darryl Ahastern.
12 Ahastern.

13 MR. AHASTERN: Ahastern.

14 CHAIRMAN SELLERS: Probably pronouncing it really
15 bad.

16 UNIDENTIFIED SPEAKER: (Inaudible.)

17 CHAIRMAN SELLERS: Okay. Thank you.

18 And on deck we'll have Jemez Horgeson.

19 MR. AHASTERN: (Speaking Navajo.) My name's
20 Darryl Ahastern. I'm from the Nahata Dziil Commission
21 government out of Sanders, Arizona. On the relevant -- Pinta
22 exit on the POE, I'd like to explain something to you.

23 Last month on some of the safety issues of the
24 current POE. Coming into the POE from the east side, coming
25 into the port of entry, there are signs up and they're legible

1 saying that there is no lane changes approaching the POE, and
2 the truck -- if the prepass tells the truck that you have to
3 pull into the POE, there's a really short amount of distance.
4 If you get five to seven commercial vehicles backed up in there,
5 eight, nine and ten are out on the interstate. And then the on
6 ramp back from the POE, back up to the next exit is only
7 three-tenths of a mile. So that we have commercial vehicles
8 getting back on, residential, local traffic fighting over the
9 number one lane to get off on the 339. So that kind of creates
10 a hazard at times.

11 The on ramp to get back on I-40 is really short,
12 and it kind of creates a really dangerous situation. If school
13 is in session at Sanders Unified School District, the school
14 buses are trying to fight for that lane to get off at 339 to get
15 back into the school district area. So that really creates a
16 hazard for the community, for the school, for the truckers that
17 are using the port of entry. So we're kind of in a bind and of
18 moving -- we're trying to move the POE 20 miles to the west to
19 Exit 319, 320.

20 Also, there -- the distance from Oklahoma to --
21 from Los Angeles, we're kind of right in the middle. So the
22 truckers are getting fatigued. They're getting tunnel vision.
23 I know for a fact over on the New Mexico side, right around
24 (inaudible), where there's road construction, within one month
25 they had two major accidents involving 18 wheelers, where 18

1 wheelers caught fire, and traffic had to be rerouted from
2 (inaudible), which is about Milepost 38, back into Gallup, up to
3 26. We had traffic all the way backed up in that area, too. So
4 it is kind of in the middle, and there needs to be more of a
5 rest area provided for 18.

6 I forgot to time myself, so hopefully...

7 Other entities that we're trying to get involved
8 in, which I gave you a list last month. Navajo Nation DOT,
9 Arizona DOT, the commercial enforcement, the Arizona Highway
10 Patrol, the Sanders School Unified District, our council
11 delegate Raymond Smith, the council delegate that's assigned to
12 the Arizona state task force, which who is here, Kee Allen
13 Begay, the Navajo Nation Council itself, and we're trying to
14 reach out to Navajo -- National Park Service at Petrified Forest
15 and Apache County.

16 CHAIRMAN SELLERS: (Inaudible.)

17 MR. AHASTERN: Thank you.

18 CHAIRMAN SELLERS: Okay. Next up we have Jemez
19 Horgeson, and on deck we have Bob Williams.

20 MR. HORGESON: Good morning, Board and Arizona
21 Department of Transportation. My name is Jemez Horgeson.
22 (Inaudible) and a commissioner from Nahata Dziil out of Sanders,
23 Arizona.

24 I'd like to address the same issue as Darryl
25 Ahastern was talking about, is trying to get a new port of entry

1 at Nahata Dziil, in the region, and it be the eastbound entrance
2 from Arizona on I-40. The last building that was built was in
3 the 1950s. That's about 70 years ago. In another 30 years, it
4 will be 100 years old, and it will be the -- one of the oldest
5 facilities that we have, but we also need to update it and move
6 along with technology and also offer a better facility to -- for
7 the workers that work there, for the people that travel through
8 there, for the truckers that go from east to west coast, and we
9 need to have these facilities updated.

10 Where we're at right now, that -- it creates a
11 bottleneck. It kind of reminds me of an old Coke bottle, and
12 you're very limited in room. There's really nowhere else to
13 move it to. If we were to rebuild it right where it's at,
14 there's nowhere to build it right there. We would like to
15 propose and offer land so that when we can work with ADOT and
16 continue to work on this so that we can build it in a larger,
17 bigger piece of property, and also to where it creates a safer
18 on and off ramp, exit for the truckers, and we'd also like to
19 build a bigger parking lot for the truckers so those that get
20 tired have a place to rest. Right now there's nowhere to rest.
21 It's very limited to where the parking that's around I-40,
22 around Sanders, around the whole east side of the I-40 on
23 Arizona. So it creates bad safety issues, and those are the
24 things that we need to address.

25 We know that the funding is limited with ADOT,

1 and we'd like to continue to work with them and come up with
2 opportunities and what we can do to find funding and make things
3 happen so that we can update this facility.

4 We'd like to continue to keep going and be on
5 your plans and continue to move forward with these ideas so that
6 we can create a safer work environment for everybody in the
7 community that's growing. Thank you.

8 CHAIRMAN SELLERS: Thank you.

9 You know, I was in an event earlier this week
10 where the emcee had to put money in a jar every time he
11 mispronounced a name. We are not going to do that here
12 (inaudible).

13 Okay. We have Bob Williams, and on deck we have
14 Jonah Begay.

15 MR. WILLIAMS: Well, my name is a lot easier to
16 pronounce.

17 CHAIRMAN SELLERS: Thank you for that.

18 MR. WILLIAMS: Thank you, Chairman, board
19 members. My name is Bob Williams. I'm not here in my official
20 capacity, but I am the chairman of the Cottonwood Planning and
21 Zoning Commission.

22 And I would like to bring your attention to a
23 small project in the overall scheme of things that we're hearing
24 today, but one very important to the citizens of Cottonwood.
25 You've built these beautiful divided four-lane highways from

1 Sedona to Cottonwood, and now 260 from I-17 to Cottonwood. But
2 what happened? They all drain into this big bottleneck in the
3 middle of Cottonwood at 260 and 89A.

4 We recently approved some new projects for that
5 intersection. There was a lot of consternation over traffic
6 congestion. Particularly since you've opened up 260 and people
7 are discovering that's probably a better way to go to Sedona,
8 which it was originally designed to do.

9 When we inquired about ADOT, what they had in
10 plans for this, apparently in the original planning, when you
11 planned this overall project back in the '90s, this last little
12 segment of this bottleneck got lost somewhere, and we would like
13 to encourage very strongly that the Commission and ADOT start
14 giving this some serious consideration.

15 The intersection itself is broken. It cannot be
16 fixed. It's all completely 100 percent developed now on all
17 four corners. We need a little -- we need a bypass of some
18 type. Hopefully there's some -- looks like a couple areas where
19 you wouldn't even have to build a bridge to get across the Verde
20 River, but you could bypass that intersection. And we are in
21 the process -- Verde Valley is finally coming out of the
22 doldrums of the recession, and we are experiencing a lot of new
23 development, Camp Verde as well, and we're going to have a lot
24 of growth. We need some relief there.

25 Thank you very much. We appreciate you coming to

1 Cottonwood.

2 CHAIRMAN SELLERS: Thank you.

3 Okay. We have Jonah Begay, and on deck we have
4 Janet Aniol.

5 MS. ANIOL: That was perfect. Thank you.

6 MR. JONAH BEGAY: Good morning, everybody, the
7 Board. My name is Jonah Begay with the Navajo Nation, Navajo
8 Division of Transportation, and greetings from Navajo Nation to
9 everyone.

10 We have several projects on the STIP right now,
11 and Navajo Nation respectfully requests of the Board to please
12 keep these projects on the list for the upcoming STIP. We have
13 about six projects. One of the main ones is US-191 in Chinle,
14 between Chinle and Many Farms. This road has no shoulder. The
15 proposed project in 2021 is shoulder widening. This road is
16 also a bus route for local schools. As I mentioned, this road
17 has no shoulder right now. There's no recovery. In some areas
18 the shoulders are a little steep, so when somebody gets off that
19 pavement, the pavement is about just right over the white line.
20 So if somebody goes over the white line, there is no recovery in
21 a lot of spots between Chinle and Many Farms. So the Nation
22 requests to keep this on the STIP for the next five years.

23 We also have another project that's on the US-160
24 between Kayenta and Long House Valley. It's a 17-mile rock fall
25 mitigation and pavement rehabilitation. This is a major route

1 to one of Navajo Nation's attractions, Monument Valley Tribal
2 Park. It's a gateway to the Navajo Nation Tribal Park. So the
3 Nation also requests to keep this on the STIP.

4 Another project is Chinle Wash. This is also on
5 the 191, State-owned US-191. It's the bridge rehabilitation.
6 One of the leading causes of the bridge failure is the retrofit
7 scour. So this bridge is scheduled in 2021 on the STIP to be
8 retrofitted.

9 Another project is a street lighting in Tuba City
10 on US-160. Little to no street lighting causes a -- accidents.
11 It's a safety hazard for the pedestrians in the town of Tuba
12 City. So we'd like to request to keep this on the STIP for the
13 upcoming.

14 And then, also, another one is another bridge
15 rehabilitation on a state route, on Navajo Nation, which is
16 Teesto Wash.

17 And lastly, it's not on the STIP, but the Nation
18 likes to request to put this on the STIP is a US-163 from
19 Kayenta, Arizona, to -- going towards -- north to the Utah state
20 line, up to the Monument Valley park. Again, it has no
21 shoulder. A lot of tourist pullouts just right in the middle of
22 the -- in the -- between those two locations to take pictures
23 and stuff like that. So it has no shoulder, and again, there's
24 no recovery on that one.

25 So again, I thank you for keeping all these

1 projects on the upcoming STIP. Thank you.

2 CHAIRMAN SELLERS: Thank you.

3 Okay. Next up we have Janet Aniol, and on deck
4 we have Sharon Olsen.

5 MS. ANIOL: Thank you, Board and ADOT staff. And
6 I represent the Beaver Creek Community Association, and I'm also
7 the director of Beaver Creek Transit.

8 Beaver Creek consists of McGuireville, Rim Rock,
9 Lake Montezuma. Off of I-17, it's the exit north of Camp Verde,
10 Exit 293. If you talk to any group of us, you will hear us get
11 very impassioned about the safety issues with that interchange.
12 It's an old interchange. It needs repair. The ramps need more
13 lengthening and widening. Some work was done, but we still have
14 safety issues.

15 A main problem right now is exiting on the ramp
16 coming north from Camp Verde into McGuireville. There's a
17 double street, two stop signs. The road goes two different
18 directions. Both of those stop signs are run. That safety
19 issue could probably be corrected rather inexpensively, so I
20 urge you to do that.

21 The northbound ramp going to Flagstaff, the
22 southbound ramp going toward Camp Verde both need lengthening,
23 so we urge you to get that back into the five-year plan.

24 We come to these meetings and we hear about other
25 safety issues, too. We feel very strongly about ours, but then

1 we hear the difficulties and safety issues of others, and we
2 realize that maybe the basic problem, there's not enough
3 transportation funds to repair the safety problems. So I hope
4 when you're speaking to our governmental representatives at the
5 dinners before these meetings that you're all coming up with
6 what we need to do to get more transportation funds.

7 Please let us know. We're your people out there
8 with the residents and the public. If there's something we can
9 do to help with that, please let us know. But there needs to be
10 a solution. This goes on year after year.

11 And I want to thank the Yavapai County Public
12 Works director, Dan Cherry, for speaking so very eloquently
13 about our situation. So thank you.

14 CHAIRMAN SELLERS: Thank you.

15 Next up we have Sharon Olsen, and on deck we have
16 Darrell Tso.

17 MS. OLSEN: (Inaudible.) This map shows where
18 our problems are in the McGuireville interchange.

19 MS. PRIANO: Could you go to the microphone?

20 UNIDENTIFIED SPEAKER: Could you go to the
21 microphone (inaudible).

22 MS. OLSEN: Okay.

23 UNIDENTIFIED SPEAKER: I'll hold this up for you,
24 and then you can speak.

25 UNIDENTIFIED SPEAKER: (Inaudible.)

1 MS. OLSEN: A lot of effort went into that.

2 Basically, we have a very serious situation in
3 the far right corner of the map where Cornville comes to
4 McGuireville. You have an off ramp that goes north on I-17. We
5 have a lot of RVs that come on Cornville Road. They congregate
6 there attempting to go north on I-17, and they can't get there
7 because of traffic coming from Camp Verde on I-17 that is
8 stopped and can't go any further. I have seen occasions when
9 there have been six or eight cars on the off ramp trying to get
10 to McGuireville, and they are stopped by RVs that are attempting
11 to go north on I-17 and can't get across. So there has to be a
12 solution. I hope there will never ever be a death, but I have a
13 suspicion that's the only way we're going to get anything done
14 at that intersection. It's sad to say.

15 Thank you all.

16 CHAIRMAN SELLERS: Thank you.

17 Next up we have Darrell Tso, and on deck we have
18 Bob Burke.

19 MR. BURKE: Burke.

20 CHAIRMAN SELLERS: Burke. Okay.

21 MR. TSO: (Speaking Navajo.) Good morning, Chair
22 and board members.

23 First of all, I want to thank you guys for
24 accommodating us, and it's been a pleasure and honor to have
25 come before you several times. Again, my name is Darrell Tso.

1 I'm the Commission president of Nahata Dziil, which is the
2 southern part of the Navajo Nation near Sanders, Arizona.

3 First of all, I'd like to extend an invitation to
4 the board members that we can put you on the schedule or you can
5 add us on your schedule to come host a meeting in the community
6 of Nahata Dziil. We'd like to share with you some of our Navajo
7 tacos, Navajo fried bread, and share some of the history with
8 you. But more importantly, we'd like to share our proposal and
9 our project with you and how we can become team members and
10 assist you in the great job and responsibility you have to take
11 care of our infrastructure here in Arizona.

12 My number is (505) 313-6633. So I'll be waiting
13 up late at night waiting for your call if you would like to come
14 up. Then also I would draft a letter to the speaker of the
15 Navajo Nation Council. Perhaps we can host the meeting in the
16 capital of Navajo Nation, Window Rock. That way the speaker can
17 pay for dinner.

18 Again, thank you. We're here for -- to discuss
19 the project and the port of entry at Sanders, to improve the
20 service and facilities, and become a team and find funding and
21 to support you guys with your (inaudible). Thank you, and have
22 a beautiful day here.

23 CHAIRMAN SELLERS: Thank you.

24 Okay. We have next up Bob Burke. And Wayne, I
25 can't read your last name.

1 MR. LYNCH: Lynch.

2 MR. BURKE: Yes. I'm Bob Burke, Treasurer of the
3 Beaver Creek Community Association, and I do want to thank you
4 all for coming out here today and listening to some of our
5 concerns.

6 You saw the chart before for Exit 293 coming off
7 of I-17 north. The stop sign at Cornville Road, if you're going
8 west on Cornville Road, that would be a left turn off of the
9 interchange, off of the road leading from the interchange.
10 There's a stop sign there, but it's somewhat confusing to
11 eastbound traffic coming on the Cornville Road. They seem to
12 think that perhaps the oncoming traffic will stop. There is a
13 sharp turn, so people do slow down approaching that stop sign,
14 because there's a very sharp turn going into Beaver Creek Road,
15 leading into McGuireville and the rest of Beaver Creek.

16 One suggestion would be to -- on a recent trip to
17 Salt Lake City -- let me preface it by saying on 89, Utah has
18 outlined their warning signs with flashing lights, and I'll tell
19 you that it becomes very apparent that it's a warning sign. It
20 really grabbed my attention. One suggestion might be to outline
21 that stop sign with LEDs so it emphasizes the fact that it is a
22 stop sign.

23 The other suggestion might be to put a sign that
24 says cross traffic does not stop. And I would submit that those
25 two ideas are probably the cheapest and the least expensive

1 ideas you're going to hear all year.

2 The other exit coming from McGuireville, getting
3 on I-17 going south, it's not an acceleration lane as it should
4 be. It's basically about a five car length lane that you can
5 slow down and look to see if traffic in the right-hand lane
6 going south on I-17 is being blocked by traffic in the other
7 lane, and therefore, trucks or other cars cannot merge to get
8 out of the way of us accessing that right-hand lane. So it's
9 really incumbent upon us to -- I've had to stop many times and
10 let two or three trucks and two or three cars go by before I
11 could get back on the freeway. So that's something you might
12 want to take a look at, and I know it's not a simple,
13 inexpensive fix, but it's a necessary fix.

14 Thank you.

15 CHAIRMAN SELLERS: Thank you.

16 Okay. We have Wayne Lynch, and on deck we have
17 Marcia Ellis.

18 MR. LYNCH: Good morning, Transportation Board
19 and staff.

20 I'm here before you to plea on the Sanders -- or
21 the POE on I-40 near the town of Sanders. And we have staff up
22 there that man the facility now, the existing facility that are
23 up against nature's elements year round. They're inspecting
24 trucks on cold days, laying under them and out in the --
25 outside. And there's a lot of trucks that come through there,

1 probably about 1,000 a day, and they -- they said they only
2 inspect about 300 of them. The rest of them, they're bypassing,
3 because that facility won't accommodate these trucks to get
4 inspected, the correct inspections. And there's a lot of trucks
5 they turn around, send back to Gallup or either if they're too
6 bad condition, they have to get service out there from Gallup or
7 Holbrook, and it costs the truck industry a lot of money, too.

8 So we'd like to get with the Arizona Trucking
9 Association, the New Mexico, and maybe work with private
10 partnerships to help maybe accommodate this new facility that we
11 much desiredly need to get it out of where it's at and move it
12 west on I-40 and the gateway of Arizona. We're just right at
13 the state line, and people come -- trucks come in there by the
14 droves, and we'd like to accommodate the rest area for them and
15 we sure appreciate to get this back on the five-year plan, and
16 we'd like to see this come to fruition, the new PEO.

17 And thank you, and we can come up to -- like
18 Darrell's invitation, it would be nice to have a meeting up in
19 northern Arizona. It's a lot cooler up there than it is down
20 here. So I think you'll enjoy it before the winter. Now, you
21 don't -- in the wintertime might be a little bit too cold for
22 you. But thank you.

23 CHAIRMAN SELLERS: Thank you.

24 Marcia Ellis, and on deck we have Andy Goseta.

25 MS. ELLIS: Hi. My name is Marcy Ellis. I'm

1 chair of Traffic Matters, representing the 450 property owners
2 in Oak Creek Canyon. We also chair the Oak Creek Canyon Traffic
3 Management committee, which has -- meets about four times a year
4 and represents all the stakeholders in the area, seven agencies
5 and four to five supporting partners.

6 Since we started our work, several -- three years
7 ago, we've had some wonderful improvements with all of your
8 help. And we really want to thank you, every one of you, with
9 special thanks to Jesse Thompson, who's come to our meetings,
10 Director Halikowski, Executive Officer Floyd Roehrich, obviously
11 Audra Merrick coming, and Gregory Byres, who's helped a lot.

12 We -- the improvements, Sedona has Sedona in
13 Motion going on right now to help develop two lanes going out of
14 the canyon. Forest Service and ADOT have put together a parking
15 memo and are looking at reducing parking areas in the canyon.
16 And the new director of the state parks has done some fabulous
17 work. Instead of going forward to put as many people in Slide
18 Rock as they can, they're now looking at some capacity issues,
19 which is very exciting.

20 We still, with all of that help, had five mile
21 backups over the Fourth of July in the area. The possibility of
22 forest fires in an area that is actually a chimney is still
23 huge, and it's very, very important that we continue that work.
24 We've seen what happened in California. Between Sedona and
25 Flagstaff is Oak Creek Canyon, and it's very important to our

1 tourist economy. It's more than just Sedona. More than
2 anything else. People go there on the way to the Grand Canyon.
3 It's a huge importance to Arizona.

4 Transit is critical. There was an article just
5 in -- two days ago in the Red Rock News about how 20 years ago,
6 they were proposing shuttle to limit traffic, and the groundwork
7 was laid, and then we had -- some people on the council did not
8 have a lot of foresight and it was canceled. We are here to
9 hope that that absolutely doesn't happen again. There's a
10 transit study currently being made that includes transit from
11 the Red Rock ranger station to Sedona, from Cottonwood to
12 Sedona, and from the Switchbacks to Sedona.

13 So we want to encourage you to keep that high on
14 your list of priorities. We do have 2 million more people
15 coming to Phoenix alone over the next 20 years. I keep
16 reminding people, and that's going to really impact the canyon.
17 It takes all of us working together. It's critical to saving
18 the golden goose, and we appreciate your help. If I had a magic
19 wand, I'd give you all the money you need to do everything. But
20 you have really worked on this and we thank you. It's been a
21 group effort, and that's the only way anything gets done. Thank
22 you very much.

23 CHAIRMAN SELLERS: Thank you.

24 Okay. Andy, I'm going to let you tell us the
25 last name. I can't really read this.

1 MR. GOSETA: You got it right.

2 CHAIRMAN SELLERS: Did I?

3 MR. GOSETA: My name is Andy Goseta, and welcome
4 to Cottonwood and the Verde Valley. I've spoken to the Board
5 many times over the years, and I'm a third generation rancher
6 and agri-businessman here in the Verde Valley, and I'm here just
7 to tip my hat to you and say thank you for finally getting
8 Highway 260 completed. I've personally been around that project
9 for about the last 20 years, and like so many projects that are
10 on the five-year plan, they drop off the five-year plan, back
11 on, drop off, and -- but anyway, it's a beautiful highway now,
12 and on behalf of all the citizens and folks that live here the
13 Verde Valley that uses that highway, thank you for getting that
14 project done. You can check it off the list, and we say thank
15 you.

16 Along the same lines, I just want to say that you
17 heard the mayor of Camp Verde, Charlie German, and the economic
18 development director, Steve Ayers, talk about the economic boom
19 to the rural areas, to Camp Verde and the Cottonwood areas along
20 260 since it's completed. I just want to thank the Board on
21 behalf of all of who live in rural Arizona for the dollars that
22 you invest in rural Arizona. You can see the multiplier effect
23 that it does for the economic growth in rural Arizona, and so on
24 behalf of all of us, we say thanks.

25 I just want to touch on two of the projects that

1 -- one that you're working on and one that's not on your radar
2 list yet or screen yet. One is Interstate 17 from Phoenix to
3 Flag. I want to thank you for at least getting the project
4 underway and started from Black -- or from Anthem to Black
5 Canyon City, adding the third lane going both ways, and then
6 also the lane going up the hill there. I would suggest that you
7 seriously consider adding the third lane all the way. I know it
8 costs money. It's going to cost a little bit more money if you
9 just add a third lane going north and a third lane going down
10 off the hill and continue to phase that in all the way to
11 Flagstaff. That's the major artery from northern Arizona to
12 Phoenix.

13 When there's a hiccup on that I-17, folks either
14 have to go through Prescott, (inaudible) Valley, Wickenburg and
15 make the circle, or go through Pine, Strawberry and Payson to
16 get either from here down there or from down there up in this
17 part of the country. So I would hope that you continue to keep
18 that real high on your radar screen.

19 The third thing I want to talk to you about is
20 the settlement over here from the city of Cottonwood from the
21 planning and zoning commission. We talked about Highway 260 and
22 89A intersection. That is the major intersection in Cottonwood,
23 and we hope that you would consider a bypass -- I know I've seen
24 plans in the past of a bypass of that intersection -- and give
25 that some relief.

1 So with that, if you will put that on your wish
2 list, things to do. Thank you. Thanks for coming to Cottonwood
3 and Verde Valley. We appreciate your reaching out to all of us
4 in rural Arizona.

5 CHAIRMAN SELLERS: Thank you.

6 My final card is Kee A. Begay, Junior.

7 MR. KEE ALLEN BEGAY, JUNIOR: Again, Good
8 afternoon. Well, good morning, ADOT board members.

9 Basically, I just want to reiterate all the
10 northern -- the northeastern part of Arizona state right-of-ways
11 that some of the presenters have made presentation today or this
12 morning.

13 As a state tribal official representing the
14 central part of the Navajo Nation, serving on the Navajo Nation
15 Transportation Board, I just wanted to continue to ask the
16 Arizona State Transportation director, staff and the district
17 engineer to continue help and cooperate and coordinate improving
18 of the state right-of-way on the northeastern part of the state
19 of Arizona, mainly on the Navajo Nation.

20 the state -- the Navajo Nation had submitted
21 priorities to the state Legislature. There's several listing
22 that was brought up by Mr. Begay earlier. In helping in
23 improving some of the roads on the Navajo Nation, it is
24 critical. Of course, the only way that we can continue with
25 everyone else here is have -- providing the concerns about other

1 area of the state right-of-way roads. I know it's just a matter
2 of prioritizing and helping with one another. From the Navajo
3 Nation side, we're just not really just looking at the state to
4 fund the road projects. It's more of how do we incorporate and
5 how could we be able to help out in addressing some of the
6 shortage of fundings that we can continue to coordinate.

7 So with that reason, again, I've been -- I guess
8 it's -- I don't know if it's more appropriate for me to request
9 through the state administrators to have me continue to work
10 with the Northeastern District director, Mr. Moul, to help
11 coordinate and push a lot of these projects that will be brought
12 up, and specifically working with the representative on the
13 board on the northeastern part of the state of Arizona.

14 So I'm here to continue, ask for your support,
15 for your cooperation, for your coordination so that way we don't
16 have, like, ten people or ten communities asking for the same
17 projects from the same area. So this deals with the state and
18 even counties, because the Navajo Nation lies within three
19 counties: Navajo, Apache and Coconino. So with that, I
20 appreciate your help.

21 CHAIRMAN SELLERS: Thank you.

22 We will now move on to Item Number 1, the
23 director's report. Mr. Halikowski. This is for information and
24 discussion only.

25 UNIDENTIFIED SPEAKER: Please use the mic.

1 MR. HALIKOWSKI: So Mr. Chairman, I don't have
2 anything to report.

3 CHAIRMAN SELLERS: Thank you.

4 Okay. We'll now move on to the consent agenda.
5 We did have some amendments, mostly to the consent agenda. Does
6 any member want an item removed from consent? Then I would
7 entertain a motion to approve the consent agenda at presented.

8 MR. THOMPSON: So moved for the consent agenda.

9 CHAIRMAN SELLERS: Moved by Board Member
10 Thompson.

11 MR. KNIGHT: Second.

12 CHAIRMAN SELLERS: Second by Board Member Knight.
13 Any discussion?

14 All in favor say aye.

15 BOARD MEMBERS: Aye.

16 CHAIRMAN SELLERS: Any opposed? The motion
17 carries.

18 We will now move on to the financial report with
19 Kristine Ward. This, again, is for information and discussion
20 only. (Inaudible.)

21 MS. WARD: Thank you, Lynn.

22 Good morning. I am happy to report it's going to
23 be a brief report. We ended our year -- we'll start off with
24 HURF. We ended our year right on forecast with a little over
25 1.5 billion in revenues. The only thing that's a little

1 disappointing here is where we -- is the growth rates we're
2 seeing in our fuel taxes. We are struggling to keep up with,
3 you know, population. While you might see diesel had a strong
4 year end, that's only because we were coming off of a year of
5 negative growth. So overall, what you'll see we experienced in
6 '19 on gas tax revenues is .7 percent. Not -- well, let's just
7 say lackluster. And diesel was -- when you combine over the
8 last couple years, also weak.

9 Moving on to -- VLT came right in to forecast.

10 Moving on to the Regional Area Road Fund, again,
11 we came right within -- we are right within target range, and I
12 have nothing to report on that.

13 And at this point we're not seeing a lot of
14 federal action, so in terms of dealing with the pending Highway
15 Trust Fund issue at the end of the FAST Act in 2020, you'll
16 recall that we were anticipating as soon as the FAST Act ends,
17 we are looking at the federal level at shortfalls of about
18 \$20 billion a year in the fund that supports the federal Highway
19 Trust Fund.

20 So on that very cheery, cheery note, I conclude
21 my presentation. Any questions?

22 CHAIRMAN SELLERS: Questions for Kristine?

23 Thank you.

24 MS. WARD: Thank you. You have a great day.

25 CHAIRMAN SELLERS: We will now move on to Agenda

1 Item Number 4, for discussion and possible action.

2 MR. HALIKOWSKI: So Mr. Chairman, if I could ask
3 you if I could lead off with this item. Thank you.

4 CHAIRMAN SELLERS: Yes, please.

5 MR. HALIKOWSKI: So I passed out -- or Floyd sent
6 out to you by email yesterday a document, and as usual, there's
7 some changes that I've made. I'd like to go ahead and look
8 through the document so the Board has an understanding, as does
9 the audience, of how we arrived on the Lion Springs issue with
10 our recommendations here today.

11 So at the June State Transportation Board
12 meeting, this Board approved a motion that directed the
13 Department to study alternatives for funding Lion Springs and
14 present those to the Board no later than July 30th. So as
15 you've heard here today from many citizens, there are many
16 important projects to areas across the state. Many of them are
17 safety-related projects that folks are coming in front of the
18 Board and asking for. So I know it's not an easy task when
19 we're developing alternatives to present to you, so I want to
20 reiterate a couple of guiding principles.

21 The law requires ADOT and the Board to address
22 statewide system priorities using performance-based planning and
23 programming principles established in Arizona Revised Statutes
24 503, 6951, 6954 and others.

25 And in addition, with the emphasis the Department

1 expansion project, and the alternatives presented specifically
2 impact that category of projects outside of the MAG and PAG
3 region, both of which generate significant additional revenue,
4 as you know, through voter-approved taxes. Adding the SR-260
5 Lion Springs project to the program is going to have a direct
6 effect of delaying and deferring \$50 million.

7 So here's my recommended alternatives to fund the
8 SR-260 Lion Springs project.

9 Alternative 1 is basically keep the Five-Year
10 Transportation Facilities Program as it is as adopted by the
11 Board, and let the SR-260 Lion Springs project continue to be
12 evaluated annually until the priority is reached that allows
13 funding.

14 Alternative 2 would be to add the design of the
15 SR-260 Lion Springs project into FY 2020. I want to correct a
16 typo there on your sheet. That may show FY 2021. That should
17 be 2020. So we would add the design in 2020 and move the design
18 of Interstate 10, Loop 202 Santan Freeway to State Route 347 to
19 FY 2022, while pushing construction of the I-10 project back to
20 FY 2024. This would allow for the construction of the SR-260
21 Lion Springs in FY 2023. This alternative will require removing
22 US-93, US-93/I-40 West Kingman TI from the current program in FY
23 2024 to a future undetermined programming year. There will also
24 be minor projecting adjustments required to ensure each fiscal
25 year is constrained.

1 So Alternative 3, and if I were to recommend an
2 alternative to you, I think this is the one that stands out. In
3 Alternative 3, in FY 2020 we would use \$1 million to prepare a
4 feasibility study that updates the SR-260 Lion Springs project
5 scope and cost estimate, which is now nearly 15 years old. Our
6 recent history that this Board has seen of having to adjust
7 project estimates and bid cost reflect the current environment
8 arising materials and labor costs. Consequently, with the cost
9 estimate for this project over 15 years old, we have concerns
10 regarding the true impact to the total program.

11 When we look at the statute specifically at
12 28-6954(A)(1), the five-year program shall set forth estimated
13 expenditures by projects for engineering, right-of-way and
14 construction. This leads to this issue of fiscal constraint,
15 because as we know, the five-year program has to be fiscally
16 constrained. At this point, I can't tell you the true cost of
17 Lion Springs since the study's 15 years old, and as we have seen
18 rising labor, rising materials cost, inflation, and just a
19 general sluggishness and unwillingness by the Legislature and
20 others to increase funds affecting us.

21 So with the project estimates at 15 years old,
22 updated project cost information, and using the Transportation
23 Board's previous statement urging local governments to partner
24 with ADOT in delivering construction projects through funding
25 assistance and applying for funding grants, SR-260 Lion Springs

1 project would be programmed at a future date when accurate
2 design and construction funding is identified.

3 So I want to thank the Board for their diligence
4 and their patience in working through this with us. I have to
5 say this is the first time in my history that we've come across
6 having to follow these statutory requirements, and so I want to
7 thank the Board and the ADOT staff for working on this issue.

8 Some have implied that the Department lacks
9 (inaudible) fund U.S. 260 Lion Springs, and I want to assure you
10 that's not true. This project, like many others, as we've seen
11 from folks around the state here today, is an important project
12 for that area and the local folks, and it's an important project
13 to ADOT, also. Unfortunately, the funding and the data just
14 don't support the project. It actually takes a lot of fortitude
15 to come before you and others around the state to explain to
16 them why their project isn't included in the five-year plan.

17 So we understand the issues that are facing the
18 area, but I have to look out at the (inaudible) staff for the
19 entire state, and it's based on an ever-shrinking resource in
20 funding.

21 So in conclusion, I'd like to say that we're not
22 (inaudible) as much of a preservation project as we should be.
23 I believe in 2020 (inaudible) about 1 percent of our
24 (inaudible).

25 UNIDENTIFIED SPEAKER: I guess that was the

1 culprit.

2 MR. HALIKOWSKI: I think that's my signal.

3 So board chair and members of the State Board,
4 these are the alternatives the Department has prepared based on
5 our professional judgment and that professional judgment
6 (inaudible).

7 Thank you, Mr. Chair.

8 CHAIRMAN SELLERS: Thank you, Director.

9 Any comments from the Board? Board Member
10 Stratton.

11 MR. STRATTON: Thank you, Mr. Chairman. Thank
12 you, Director.

13 I have a couple of clarifications I want to make.
14 One to the audience in particular, those of you who were not in
15 the Pinetop meeting. When I asked for the options to the staff,
16 director and staff, I did say I did not want to impact any other
17 expansion project in Arizona, and I still hold that. I know
18 many of you are here supporting that. So I want to make that
19 clear to you.

20 Secondly, I have to ask Director -- does that
21 mean that in the future that if we ask for something, if you
22 don't agree with it, you're not going to give us the
23 information? Because I asked for possibility or options out of
24 pavement preservation. Even though you don't agree with it, I
25 felt -- I feel like you should have come back with something to

1 us, because that was a request of the Board.

2 MR. HALIKOWSKI: Mr. Chairman, Mr. Stratton, I
3 will refer you back to the motion. We were to bring you
4 alternatives. The motion says nothing about whether it impacts
5 pavement preservation or the existing construction program. So
6 I don't feel we were being disingenuous as I presented you with
7 funding alternatives.

8 In addition, as I recall the discussion, there
9 was a lot of discussion about where is the list of pavement
10 preservation projects that we could look at to determine
11 (inaudible) changes. I believe that list is in front of you
12 today (inaudible).

13 MR. STRATTON: Yes. It got to us late yesterday.
14 And as you report, I had emailed on Monday asking for the report
15 as soon as possible to give the Board ample time to review
16 everything, but obviously we didn't get it until about 24 hours
17 ago.

18 I did have some other questions. Going back to
19 the previous meeting when Kristine told us about the \$50 million
20 that we got from the federal government, and the rural portion
21 of that was \$15 million, and I believe at that meeting you had
22 told us it was put on bridge rehabilitation on the GRIC. When I
23 met with you to make this amendment proposal -- am I doing
24 something wrong to that make that noise?

25 MR. ROEHRICH: You're not.

1 MS. PRIANO: I don't know. Maybe turn it off.

2 (Inaudible.)

3 (Inaudible conversation.)

4 MR. STRATTON: Try again.

5 MR. HALIKOWSKI: There you go.

6 MR. STRATTON: Then when I met with you to form
7 this amendment, I was told, well, it wasn't on that bridge. It
8 was put into pavement pres. or somewhere. Parked somewhere, I
9 believe was the term you used. Can you tell me which project
10 specifically that \$15 million was on?

11 MR. HALIKOWSKI: So Mr. Chairman, Mr. Stratton, I
12 can't, but I can bring up Dallas or Kristine. Oh, there's
13 Mr. Byres (inaudible).

14 MR. BYRES: Mr. Chairman, Mr. Stratton.

15 MR. ROEHRICH: Greg, you might have to turn that
16 microphone on. We were turning them off to stop the feedback.

17 MR. BYRES: Is that better? Can you hear me?

18 MS. PRIANO: Yeah.

19 MR. BYRES: Mr. Chairman, Mr. Stratton, as of
20 right now, that 15 million went into our subprogram for pavement
21 preservation. So it hasn't been programmed through yet into
22 particular projects.

23 MR. STRATTON: And that is an additional
24 \$15 million above and beyond the original pavement preservation
25 that you had programmed, because that did come in rather late in

1 the year; is that correct?

2 MR. BYRES: That is correct. But it was put into
3 the program as part of the final program. So it wasn't shown in
4 the tentative. It is shown in the program that you did approve.

5 MR. STRATTON: Very good. Thank you.

6 Another question. I was -- the million dollars
7 for the feasibility study, where would that come from?

8 MR. HALIKOWSKI: Mr. Chairman -- Mr. Chairman,
9 Mr. Stratton, that would come out of the category of federal
10 funding, funding now to state planning and research funds. You
11 get so much from the feds each year for state planning and
12 research, and we do various things with those moneys such as
13 transportation research project studies and other things like
14 that. So that million dollars would come out of that category
15 of funding, and the reason that I favor that is that it does not
16 impact pavement preservation or anything in the tentative
17 program.

18 MR. STRATTON: Can that money be used for design?

19 UNIDENTIFIED SPEAKER: No.

20 MR. HALIKOWSKI: Mr. Chairman, no.

21 MR. HAMMIT: Mr. Chairman, Mr. Stratton, it
22 cannot be used for final design. We can get our scoping up to
23 date, and we can take a design to, say, 15 to 30 percent, but we
24 cannot use it for final design.

25 MR. STRATTON: Can it be used for environmental?

1 MR. HAMMIT: Mr. Chairman -- well, Kristine says
2 we cannot use it. Okay.

3 MS. WARD: It can be used for the -- we can use
4 it for the feasibility study.

5 MR. HALIKOWSKI: Kristine, you need to go up to
6 the mic for the record.

7 MS. WARD: It's so much fun approaching these
8 mics.

9 It can be used for the feasibility study to
10 update those cost estimates, but environmental, no. So it's
11 very limited. It's got -- we can't approach -- and Dallas,
12 you'll have to help me -- we cannot approach 30 percent design
13 with those funds. It's strictly for the initial planning.
14 (Inaudible.)

15 MR. STRATTON: So as part of -- and this would be
16 for Dallas, I guess. As part of a design, you have the initial
17 planning. You have different segments in the design. Part of
18 it would be the initial assessment, the initial design, which
19 would bring you to probably 25 percent (inaudible) or less.

20 MR. HAMMIT: Would be less. Our stage
21 deliverables are 15 and 30 (inaudible) stage. So it would get
22 us up to at least that 15 percent deliverable.

23 MR. STRATTON: So in that sense, these funds
24 would be applicable to the design if they were using that money?

25 MR. HAMMIT: Mr. Chairman, Mr. Stratton, that is

1 my understanding. Yes.

2 MR. STRATTON: Thank you.

3 I'd like to clarify something. You mentioned
4 here about the Board's priority and pavement preservation. That
5 was a long range plan passed by the Board a year or two ago, I
6 believe. We passed it during a work session, I think, it seems
7 like. During -- when we passed that, several people of the
8 public commented to me. I think Member (inaudible) commented to
9 me before we passed that concerned about no room for expansion
10 in that plan. I know the Board made comments at that meeting
11 about no room for expansion or that there was no expansion, just
12 pavement preservation. And I believe, if I'm correct -- and
13 please correct me if I'm not, either board members or staff -- I
14 believe we were told that that could be changed and could be
15 altered and could put expansion in that long range plan.

16 MR. HALIKOWSKI: Mr. Chairman, Mr. Stratton, I
17 think your adoption in the long range plan is just more policy
18 guidance, but as we went through all of the facts about pavement
19 preservation and the problems we're facing with the (inaudible)
20 system, and I think if you look at the project list that details
21 the pavement preservation and bridge rehabilitation projects,
22 there's certainly nothing unworthy on there, and you would have
23 to pull out a number of those projects in order to reach the 50
24 million we're talking about. So --

25 MR. STRATTON: Absolutely.

1 MR. HALIKOWSKI: It's really -- yeah. I mean,
2 it's up to the Board how they want to set priorities. I only
3 point out that at one point the Board gave pretty specific
4 direction for its policies in the Department to focus
5 (inaudible).

6 MR. STRATTON: I was just trying to clarify one
7 of your points you made in here about the Board and (inaudible)
8 pavement preservation that we did have concerns about expansion,
9 also. So that was just a clarification more for the public.

10 I know that -- I know that a lot of things are
11 focused in the corridor in and around Maricopa and Pima County,
12 and the PAG and MAG do participate, and I'm happy to see that.
13 It's nice that they can supplement with their moneys. Rural
14 Arizona doesn't have that luxury, if you will. I wish -- wish
15 we did. It would make things a lot easier for all of us.

16 I realize, as I've been told, there's 80 percent
17 of the vote between Pima and Maricopa, but I'm here to represent
18 the whole state, as you stated, and I think I've done that over
19 the years. Before I was on the Board, I supported the 347
20 project. I supported the 260 project here in Cottonwood.
21 Actually deferred Lion Springs at one time for those projects to
22 help them, with the understanding it would come back around
23 (inaudible) the plan. But, you know, every place I've been,
24 every place I've worked, I've always promoted and projected an
25 air of participatory and not autocratic system.

1 So I'm going to rethink what I proposed in
2 Pinetop, and at this point I would like to consider something
3 else. That would be that we put the design only in 2020 of the
4 Lion Springs program. Take \$1 million of the feasibility study,
5 which would leave \$4 million left. I'd propose that \$4 million
6 come from the grant money that we received from the federal
7 government that I'm being told is in pavement pres. for the
8 design.

9 And in the meantime, while that is being
10 designed, that ADOT, along with The Forest Service, which has
11 made a commitment in writing to do so, and with others to look
12 for grants and other possible ways to fund this project, and
13 that we work in concert and partnership with the Board and the
14 staff to get this funded and in the next '21 to '25 year --
15 five-year range, rather than to butt heads as we're doing and
16 possibly hurt another project that's for greater Arizona.

17 I state that as a motion, Mr. Chair.

18 CHAIRMAN SELLERS: Okay. We have a motion.

19 MR. HALIKOWSKI: Yeah.

20 MR. ROEHRICH: Kristine, if you've got an issue,
21 you need to come up and express --

22 MR. HALIKOWSKI: (Inaudible.)

23 MS. WARD: Well, okay. May I point something
24 out, Mr. Chair?

25 CHAIRMAN SELLERS: Please.

1 MS. WARD: The way the funding was going to work
2 for that \$1 million would not -- can you hear me now?

3 MS. PRIANO: I don't think it's on.

4 (Inaudible conversation.)

5 MS. WARD: Okay. The little light says it's on.

6 MS. PRIANO: Okay.

7 MS. WARD: I will project.

8 The \$1 million funds a feasibility study. That
9 means that the federal government's ten-year ticker -- as soon
10 as we go into a 30 percent design, that means that we are
11 committing to do that project or we are going to pay the federal
12 government back for the dollars we expend on the design. So I
13 just want to point out that if we go to the \$5 million figure
14 and we commit to the design, we are committing to either pay
15 those dollars back if the project does not get built, or we are
16 going to go forward with that project at some point in the
17 future. That's my only point, Mr. Chair.

18 CHAIRMAN SELLERS: So did I understand that
19 there's -- that that would then trigger a ten-year restriction?

20 MS. WARD: That is correct.

21 CHAIRMAN SELLERS: Thank you.

22 Board Member Elters.

23 MR. HALIKOWSKI: Chairman, if I could (inaudible)
24 Mr. Elters. I just want to clarify something to Board Member
25 Stratton. I never meant in my remarks to imply that you don't

1 have a statewide perspective, and if I came across that way, I
2 apologize. I was merely trying to point out to the folks that
3 were supporting Lion Springs that it's not that we don't think
4 it's a worthy project (inaudible) at this point based on the
5 data, and the fact is that, as we have heard from many people
6 here today, there are numerous projects that they all think are
7 extremely important to their areas and safety. So Board Member
8 Stratton, I don't want you to think that I was (inaudible).

9 MR. STRATTON: Mr. Chairman, I appreciate that
10 clarification. Thank you, and I'm happy to hear that.

11 You talk about people that -- what the projects
12 you hear. Lion Springs, over the years -- and as some of you
13 know, I've been following this board for almost 20 years now,
14 and I think I could say that I've heard Lion Springs mentioned
15 more than any other project all put together in those 20 years,
16 and it's been on the table. It had -- even as you've seen,
17 Director, for 15 years it goes back. So it has been a
18 significant project to the public and mentioned by the public
19 more often than any other project I can think of.

20 CHAIRMAN SELLERS: Board Member Elters.

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

22 Much has been said in prior meetings and today
23 about system preservation. That's both pavement and bridge, and
24 I understand that \$50 million went into system preservation. I
25 don't know what year that is, if it's this year or last year or

1 next year.

2 At the last meeting, given the importance of
3 system preservation and the impact of what decision the Board
4 may have on that program, on the system preservation, I asked
5 for a breakdown, especially in light of what we had heard from
6 Greg about the level of funding on the system preservation in
7 recent years and the target going forward. And I asked
8 specifically what is in the system preservation for roadway, for
9 roadway rehab and preservation (inaudible) and bridge.

10 I think, and I don't have that information -- the
11 Board doesn't have that information yet -- I think it would
12 really be helpful for us to understand, because we're all on the
13 same page. We all want this huge asset that we have preserved.
14 We can't afford not to. And at the same time we're trying to
15 figure out a way to balance all these needs and projects that we
16 hear about and come across and recognize. So it would be good
17 really to know, you know, in 2019 we spent X on pavement
18 preservation, Y on bridge presentation -- preservation, and
19 miscellaneous was Z. In 2020, here's what we're planning on
20 spending, and so we can -- we can at least see this trend that
21 is going to get us to where the target that we're shooting
22 toward of ultimately the over \$300 million a year for a future
23 year.

24 It's -- again, that's a lot of money. It's the
25 bulk of our program. It's good to know how and where it's being

1 spent, and it's really not being critical of anyone or the
2 staff. But it's -- I think it be would valuable for the Board
3 to understand the benefits of spending at those levels and
4 whether there -- whether that is, you know, adequate, delivering
5 what needs to be delivered or if we're falling short.

6 So I just really think that it is of significant
7 importance. I think we would benefit from having that
8 information, understanding the level and the breakdown, not only
9 for the purpose of managing it, but to also getting our arms
10 around what that value is of how it's preserving this important
11 asset that we have. Thank you.

12 MR. HALIKOWSKI: So Mr. Chairman, there's a
13 motion on the floor that Mr. Stratton, I believe, asked for
14 5 million (inaudible) 2020 (inaudible) resolve the issue.

15 MR. STRATTON: I couldn't hear you.

16 MR. ROEHRICH: It's a good suggestion. It's an
17 excellent suggestion (inaudible).

18 CHAIRMAN SELLERS: Thank you.

19 And in effect, my understanding is that the only
20 risk would be that we would then have to complete or fund the
21 project within the next 10 years.

22 MR. HALIKOWSKI: I hate to go against my CFO.
23 I'm not going against her, but let's say (inaudible).

24 CHAIRMAN SELLERS: Okay. And that sounded like a
25 reasonable time frame to me.

1 Board Member Knight.

2 MR. KNIGHT: I will second Board Member
3 Stratton's motion.

4 MR. HALIKOWSKI: Could we have the motion
5 restated for the Board?

6 MR. STRATTON: Mr. Chairman, I'll restate my
7 motion to concur with the advice from the director on the
8 \$5 million in 2020. I couldn't hear you exactly, so I couldn't
9 -- I can't repeat it. I'm sorry.

10 MR. ROEHRICH: So Mr. Chair, Mr. Stratton,
11 without getting as specific as you were before and, like,
12 identifying funding sources, there's just a motion that says to
13 add in the \$5 million to initiate the design for the State Route
14 260 project in FY 2020. We will make the adjustments from
15 there.

16 MR. STRATTON: So moved.

17 MR. KNIGHT: Second.

18 MR. STRATTON: Thank you.

19 CHAIRMAN SELLERS: Thank you.

20 Board Member Thompson.

21 MR. THOMPSON: Yeah. I'd just like to say thank
22 you to the staff for using data-driven criteria developing the
23 State's five year facilities and construction program. I think
24 we all do agree that we are following that, and then the last
25 meeting that we had in Pinetop, those discussions were very

1 constructive as far as I'm concerned. I think that was very
2 good to get into where we are now.

3 And I think the recommendation, I do support
4 that, and it appeared to me that the burden for identifying
5 options has been placed on the Board, but the staff has far more
6 access to various funding resources than we can. So we do
7 appreciate the recommendation (inaudible), and so we are now,
8 well, I think, relieved, and the public will be in agreement
9 with the fact that we at least will be identifying the funding
10 for updating prior studies and design.

11 So again, thank you very much, Chair.

12 CHAIRMAN SELLERS: Okay. We have a motion by
13 Board Member Stratton. We have a second by Board Member Knight.
14 Any further discussion?

15 MR. HAMMOND: Mr. Chair, I think my mic is the
16 one that started the problem.

17 UNIDENTIFIED SPEAKER: Mine's off.

18 MR. HAMMOND: Every time I turn my on --

19 CHAIRMAN SELLERS: Try this.

20 MR. HALIKOWSKI: Everyone move their mic one
21 person (inaudible).

22 MR. HAMMOND: Mr. Chair, thank you.

23 I, too, would like to thank staff and Director
24 Halikowski for allowing us to come to an equitable -- what I
25 feel, an equitable compromise. I do realize that you have a

1 boss, you answer to the Governor, and --

2 MR. HALIKOWSKI: Only on Tuesday.

3 MR. HAMMOND: -- and so it's nice that we can
4 feel like we're being heard and can come to a compromise that we
5 can all agree with. Thank you. Thank you, Mr. Chair

6 CHAIRMAN SELLERS: Okay. We have a motion and a
7 second. All in favor, say aye.

8 BOARD MEMBERS: Aye.

9 CHAIRMAN SELLERS: Any opposed? The motion
10 carries.

11 MR. HAMMOND: This is a good time to end the
12 meeting now.

13 CHAIRMAN SELLERS: Okay. We'll now move on to
14 Agenda Item 5 with Greg Byres, for information and discussion
15 only. Greg.

16 MR. BYRES: Thank you, Mr. Chairman, board
17 members. I just have a few -- try this again. Okay. Hopefully
18 you can hear me. I just have a few items to go through. Just a
19 couple slides.

20 I wanted to give you an update on where we're at
21 with our current planning activities. Right now, we have an
22 open request for projects for our P2P process. That will be
23 evaluated for the FY '21 program. And one of the big things I'd
24 like to do is invite all of you to, if there has been anybody
25 approached you with projects, this is an opportunity to make

1 sure that we get them in for evaluation. This is -- we're
2 trying to get every single project we possibly can in so that we
3 can evaluate those going into our P2P process.

4 One of the other things we're doing is we are
5 still in the process of reviewing our P2P review -- or how we
6 take and prioritize our projects. We're sticking with
7 everything we've done in the past, but we are looking at some
8 slight options to be able to help improve what we're doing. The
9 process that we do is completely data driven. So it's important
10 that, one, the data that we get is accurate and is completely
11 up-to-date. So that's one of the big things that we're trying
12 to do in our P2P process right now.

13 The other thing that I have is the State Aviation
14 system plan update has been completed, and the last time it was
15 updated was in 2008. The updated plan has been completed. It
16 was actually completed about four or five months ago. We've
17 taken and made sure that all of the items that were recommended
18 in it are implementable, which we have. And so now what we need
19 to do is bring that forward to the Board for adoption. That's
20 by statute that we have to do that. And one of the big -- one
21 of the reasons for that is there are recommendations in the
22 (inaudible) for the policies by -- for the Board that need to go
23 into the update, which I believe is coming around fairly soon.
24 And that will be presented to the Board at the September 20th
25 meeting. So I'll bring that forward for adoption then. I will

1 also be getting each of you a copy of it prior to that date.

2 CHAIRMAN SELLERS: Thank you.

3 MR. BYRES: One of the other things we have is
4 the BUILD grant, the Better Utilized Investments to Leverage
5 Development. The deadline hits this week. ADOT has submitted
6 two applications. We submitted one for 191, which goes from
7 Many Farms to Chinle. It's a widening and safety project. We
8 put in a request for \$12 and a half million for that. The other
9 one we did was US-95. That goes from Avenue 9E to the Wellton
10 Mohawk Canal Bridge. That is also a widening project. Goes to
11 four lanes, and we requested the maximum of \$25 million for
12 that.

13 One of the big things with this was we were able
14 to utilize the legislative appropriation as a match, which is a
15 big thing in trying to put together a consideration for
16 approval. So we put those all out. We actually submitted those
17 last Friday. So they're in, and we got a massive amount of
18 support letters for each one of these applications. So
19 hopefully we'll get something coming out of that.

20 And that was all I had to report.

21 CHAIRMAN SELLERS: Thank you.

22 Any questions for Greg?

23 All right. Moving on to the state engineer's
24 report. Dallas.

25 MR. HAMMIT: Thank you, Mr. Chair. Speak into

1 this so you can hear.

2 Currently, ADOT has 102 projects under
3 construction totaling \$1.97 billion. Three projects were
4 finalized in June totaling 2.9 million, and year to date, so
5 that would be the end of our fiscal year, we finalized 95
6 projects.

7 Mr. Chairman, Mr. Elters asked us to get some
8 information. We will -- my team will get that out within the
9 next -- by the end of the month for sure, and we will email that
10 to you. But what I can tell you on the pavement preservation,
11 in 2018 we spent \$137 million. 2019, we spent 184 million. 120
12 in -- is programmed in 2020, 125 and 148 in -- and I will get
13 you a table that shows you that information. I'll do the same
14 for bridge as we go forward.

15 Our goal was to get over \$200 million almost
16 eight years ago, and we've never got there, and generally, we
17 program -- if you look in the program in the fifth year, we show
18 \$220 million in preservation. By the time it gets to the second
19 and third year, that dwindles because we've added other types of
20 projects that -- and it's taken out of preservation. So -- but
21 I will get that. My team will put that together and have it by
22 the end of the month for sure.

23 And that's all for the state engineer's report.

24 CHAIRMAN SELLERS: All right. Thank you.

25 Then we'll move on to Item 7, construction

1 contracts, for discussion and possible action.

2 MR. HAMMIT: Thank you, Mr. Chair, and thank you,
3 Board, for approving the three projects on the consent agenda.
4 And let me get caught up on here.

5 And then we have two projects that we need to
6 discuss. These are the projects for the end of the year, and as
7 you can see, our State's estimate total for the year with all
8 the projects was about 500 and -- just under \$50 million. The
9 estimates came in at 630 -- almost 3 million. We
10 underestimated, and a lot of that has been the market changes by
11 about \$84 million. Adjustments had to be made to get to those
12 dollars. We were able to do that. Sometimes the estimate and
13 the program were not always perfectly aligned, so we had a
14 little bit more capacity in the program. But a lot of times as
15 we move through PPAC agenda items, when we move projects out,
16 that freed up money to make this happen.

17 The first project that I need to justify is Item
18 7A. This project is on US-60, and this is a safety project to
19 put in bus pullouts along the corridor. The low bid on the
20 project was \$737,338. The State's estimate was \$449,570. It
21 was over the State's estimate by \$287,768, or 64 percent. As we
22 talked to the contractor, we found out that we underestimated
23 cost of mobilization. There's multiple sites, so they're going
24 to have to move, and the sites are five miles apart. So they're
25 not just moving a little bit down the road. They're five miles

1 apart. The cost to haul material, we underestimated. That and
2 then the labor in the remote areas. The Department has reviewed
3 the bid and believes it is a responsive and responsible bid and
4 recommends award to Fann Contracting, Inc.

5 MR. HALIKOWSKI: Mr. Chairman, I just want to
6 ask. Dallas, you mean 160, right?

7 MR. HAMMIT: Yes. Did I say 260?

8 MR. HALIKOWSKI: We heard 60.

9 MR. HAMMIT: Oh, Mr. Chairman, it is US-160.

10 Thank you.

11 CHAIRMAN SELLERS: Thank you.

12 Is there a motion to award Item 7A to Fann
13 Contracting, Inc., as presented?

14 MR. THOMPSON: Chairman, I'll so move for
15 approval.

16 CHAIRMAN SELLERS: Move from Board Member
17 Thompson.

18 MR. KNIGHT: Second.

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

21 All in favor say aye.

22 BOARD MEMBERS: Aye.

23 CHAIRMAN SELLERS: Any opposed? The motion
24 carries.

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

1 Item 7B, this is an ITS improvement project
2 within the city of Glendale on Camelback Road. The low bid was
3 \$1,694,976. The State's estimate was \$1,156,179. It was over
4 the State's estimate by \$536,797, or 46.6 percent. In our
5 discussions with the City of Glendale, they do not have the
6 additional funds to fund the project. They want to work with
7 the Department to potentially repackage the project and come
8 back with a smaller scope in the future. Therefore, the
9 Department recommends to reject the one bid that we have.

10 CHAIRMAN SELLERS: Do we have a motion to reject
11 all bids for Item 7B as presented?

12 MR. ELTERS: So moved.

13 CHAIRMAN SELLERS: Moved by Board Member Elters.

14 MR. KNIGHT: Second.

15 CHAIRMAN SELLERS: Second by Board Member Knight.
16 Any discussion?

17 All in favor.

18 BOARD MEMBERS: Aye.

19 CHAIRMAN SELLERS: Any opposed? The motion
20 carries.

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

22 CHAIRMAN SELLERS: Okay. Moving on to final
23 Agenda Item 8, are there any suggestions from the Board?

24 MR. ROEHRICH: Mr. Chair, if I could just go over
25 a couple of things to start the conversation. I want to remind

1 everybody that in August (inaudible). Thank you, Mr. Elters.

2 So remind everybody in August we do not have a
3 meeting where we are meeting at a location, but we do have a --
4 scheduled a telephonic board meeting for Friday, August 16th,
5 for the specific purpose of awarding construction contracts
6 because of the statutory time frame necessary to action
7 construction contracts. So we will work with you, Mr. Chair, to
8 set a time, but that would be a telephonic meeting only, and
9 we'd get obviously the information out like Dallas does normally
10 on all the construction contracts. But the purpose would be to
11 award construction contracts only.

12 And also in August we had scheduled a study
13 session, board study session on the 29th, but we talked to you,
14 Mr. Chair, and you concurred we are going to cancel that for now
15 and basically have the month of August off after the telephonic
16 meeting.

17 The next meeting is September 20th, which is in
18 the city of Maricopa. And there is a study session on October,
19 on Tuesday, the 8th, and at that meeting was where we are going
20 to address the request that the Board had asked previously to
21 get more discussion of how to get involved in the P2P process as
22 well as how to get the Board more involved in evaluating the
23 projects and putting together the tentative program.

24 And I also thought that, Mr. Elters, that was the
25 time to continue to take the discussion of the information

1 Dallas gives you on the preservation program, bridge and
2 pavement, and talk more in depth as well about how those
3 programs factor into the development of the program and the P2P
4 process.

5 CHAIRMAN SELLERS: Okay. Thank you.

6 Any other suggestions from the Board?

7 Do I have a motion to adjourn the meeting?

8 MR. STRATTON: So moved.

9 MR. KNIGHT: Second.

10 CHAIRMAN SELLERS: Moved by Board Member
11 Stratton.

12 MR. KNIGHT: Second.

13 CHAIRMAN SELLERS: Second by Board Member Knight.
14 Any discussion?

15 All in favor.

16 BOARD MEMBERS: Aye.

17 CHAIRMAN SELLERS: Any opposed? This meeting is
18 adjourned.

19 (Meeting adjourned at 10:46 a.m.)
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Adjournment

A motion to adjourn the July 19, 2019 State Transportation Board Meeting was made by Board Member Stratton and seconded by Board Member Knight. In a voice vote, the motion carried.

Meeting adjourned at 10:46 a.m. MST.



Jack Sellers, Chairman
State Transportation Board



John S. Halikowski, ADOT Director
Arizona Department of Transportation