

ARIZONA STATE TRANSPORTATION BOARD

Douglas A. Ducey, Governor

Steven E. Stratton Chairman
Jesse Thompson, Vice Chairman
Gary Knight, Member
Richard Searle, Member
Jenn Daniels, Member
Jackie Meck, Member
Ted Maxwell, Member

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

BOARD AUTHORITY

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

PUBLIC INPUT

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

MEETINGS

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

BOARD MEETING PROCEDURE

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

BOARD CONTACT

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

NOTICE OF PUBLIC SPECIAL BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a TELEPHONIC/WEBEX CONFERENCE board meeting open to the public on Friday, August 20, 2021, at 9:00 a.m. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board will attend either in person or by telephone conference call. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, August 20, 2021, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03 (A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

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

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

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

AGENDA

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

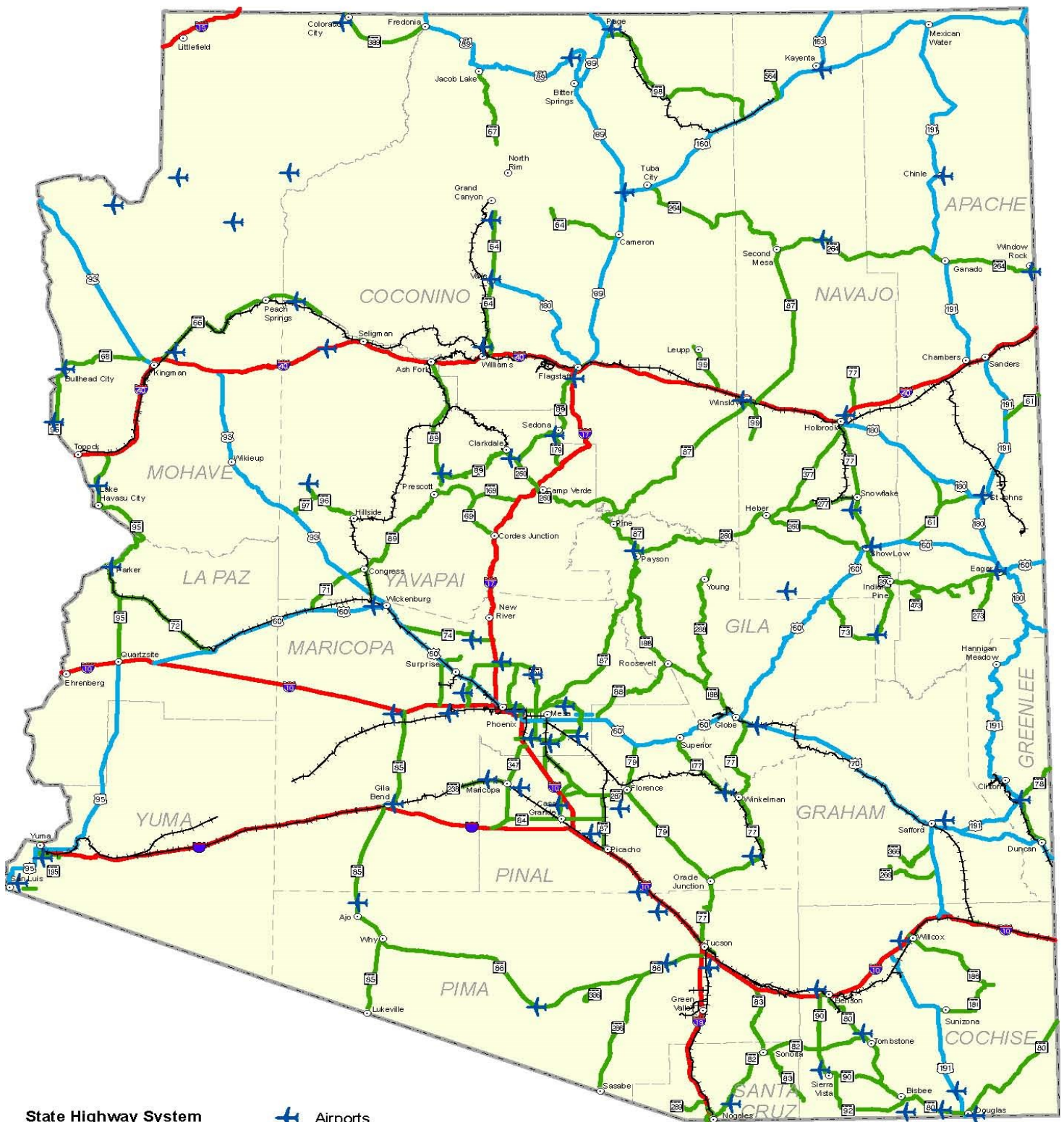
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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

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

Dated this 13th day August, 2021

Arizona Highways, Airports, and Railroads



State Highway System

- Interstate
- State Route
- US Highway

✈ Airports

+ + + Railroads (In Service)

● Cities and Towns

— — — County Boundaries



Prepared by:
Arizona Department of Transportation
Multimodal Planning Division
Data Bureau GIS Section
(602) 712-7333

July 2009

0 20 40 60 80 Miles

ARIZONA STATE TRANSPORTATION BOARD**STATE TRANSPORTATION BOARD****TELEPHONIC/WEBEX MEETING****BOARD MEETING****9:00 a.m., Friday, August 20, 2021****NO MEMBERS OF THE PUBLIC WILL BE ALLOWED TO ATTEND IN-PERSON**

Telephonic Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a TELEPHONIC/WEBEX CONFERENCE board meeting open to the public on Friday, August 20, 2021, at 9:00 a.m. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board will attend by telephonic/webex technology. The Board may modify the agenda order, if necessary.

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

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday, August 20, 2021. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

PLEDGE

The Pledge of Allegiance led by Floyd Roehrich

ROLL CALL

Roll call by Board Secretary

OPENING REMARKS

Opening remarks by Chairman Stratton

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 (information only)

An opportunity for citizens to discuss items of interest with the Board . To address the Board please fill out a Request for Public Input Form and email the form to boardinfo@azdot.gov. The form is located on the Transportation Board's website <http://aztransportationboard.gov/index.asp>. Request for Public Input Forms will be taken until 8:00 AM the morning of the Board Meeting. Since this is a telephonic/webex conference meeting everyone will be muted when they call into the meeting. When your name is called to provide your comments, you will indicate your presence by virtually raising your hand using your phone keypad or through the Webex application.

To raise your hand over the phone:

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

To raise your hand using the Webex computer application:

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

To raise your hand using the Webex internet browser application:

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

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

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

A three minute time limit will be imposed.

BOARD MEETING

ITEM 1: Director's Report

The Director will provide a report on current issues and events affecting ADOT.

(For information and discussion only — John Halikowski, Director)

A) State and Federal Legislative Report

B) Last Minute Items to Report

(For information only. The Transportation Board is not allowed to propose, discuss, deliberate or

take action on any matter under "Last Minute Items to Report," unless the specific matter is properly noticed for action.)

ITEM 2: District Engineer's Report—No report this month

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

***ITEM 3: Consent Agenda**

Page 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 Meeting
- Minutes of Special Board Meeting
- Minutes of Study Sessions
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they do not 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, including tribal transportation issues, 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 266**

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2022 - 2026 Statewide Transportation Facilities Construction Program.

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

ITEM 7: State Engineer's Report**Page 271**

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

(For information and discussion only — Steve Boschen, Infrastructure Delivery and Operations Director)

ITEM 8: Construction Contracts*Page 278**

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

(For discussion and possible action — Steve Boschen, Infrastructure Delivery and Operations Director)

ITEM 9: Suggestions

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

***Adjournment**

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting , Special Board Meeting and/or Study Session
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they do not exceed 15% or \$200,000, whichever is lesser.

MINUTES APPROVAL

*ITEM 3a:	Approval of the June 3, 2021 Study Session Meeting Minutes	Page 12
*ITEM 3b:	Approval of the June 18, 2021 Board Meeting Minutes	Page 96
*ITEM 3c:	Approval of the July 16, 2021 Board Meeting Minutes	Page 197
*ITEM 3d:	RIGHT OF WAY RESOLUTIONS (action as noted): (No Right of Way Resolutions)	

Contracts: (Action as Noted)

Page 283

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.: 3

BIDS OPENED: JULY 09, 2021

HIGHWAY: NOGALES – TOMBSTONE HWY (SR 82)

SECTION: COMORO CANYON BRIDGE # 412

COUNTY: SANTA CRUZ

ROUTE NO.: SR 82

PROJECT : TRACS: 082-A(208)T: 082 SC 009 F030101C

FUNDING: 94.30% FEDS 5.70% STATE

LOW BIDDER: K E & G CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 495,200.00

STATE ESTIMATE: \$ 487,770.80

\$ OVER ESTIMATE: \$ 7,429.20

% OVER ESTIMATE: 1.5%

PROJECT DBE GOAL: 4.66%

BIDDER DBE PLEDGE: 8.04%

NO. BIDDERS: 2

RECOMMENDATION: AWARD



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 3f: BOARD DISTRICT NO.: 4

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BIDS OPENED: JULY 09, 2021

HIGHWAY: CITY OF SAFFORD

SECTION: 20TH AVENUE PHASE II, GOLF COURSE ROAD TO RELATION STREET

COUNTY: GRAHAM

ROUTE NO.: LOCAL

PROJECT : TRACS: SAF-0(207)T: 0000 GH SAF SS98801C

FUNDING: 81% FEDS 19% LOCAL

LOW BIDDER: SHOW LOW CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 4,406,873.96

STATE ESTIMATE: \$ 4,246,850.00

\$ OVER ESTIMATE: \$ 160,023.96

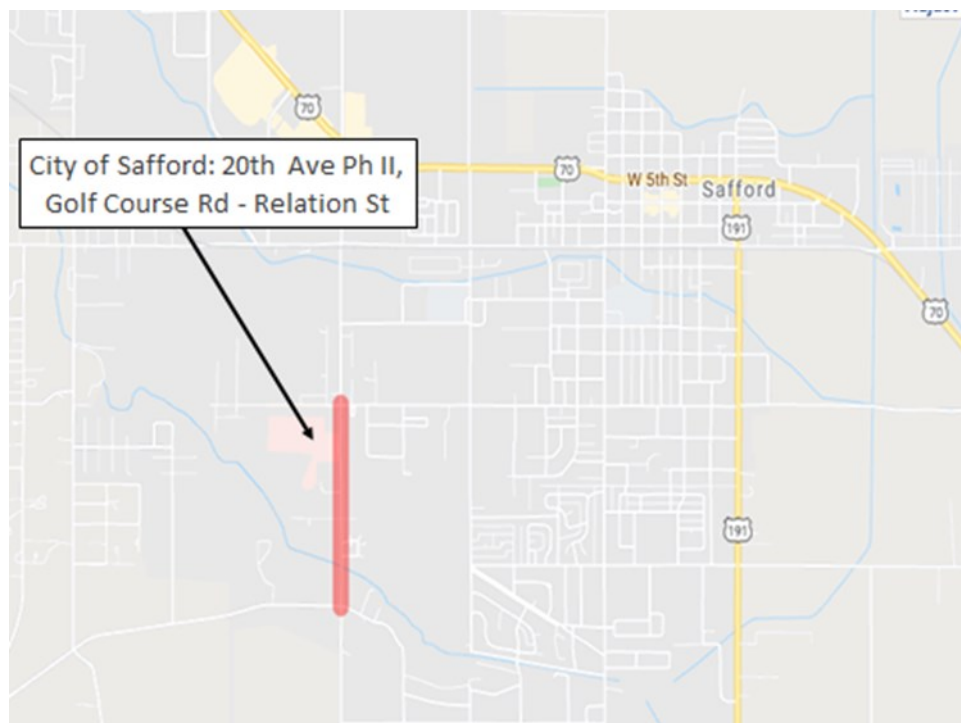
% OVER ESTIMATE: 3.8%

PROJECT DBE GOAL: 6.13%

BIDDER DBE PLEDGE: 6.15%

NO. BIDDERS: 2

RECOMMENDATION: AWARD



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 3g: BOARD DISTRICT NO.: 4

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BIDS OPENED: JULY 23, 2021

HIGHWAY: PINAL COUNTY

SECTION: SMITH ROAD : SR 84 TO KORTSEN ROAD
KORTSEN ROAD : SR 347 TO SMITH ROAD

COUNTY: PINAL

ROUTE NO.: LOCAL

PROJECT : TRACS: PPN-0(218)T: 0000 PN PPN T018401C

FUNDING: 94.3% FEDS 5.7% LOCAL

LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, LLC.

LOW BID AMOUNT: \$ 2,370,770.00

STATE ESTIMATE: \$ 2,651,992.87

\$ UNDER ESTIMATE: \$ 281,222.87

% UNDER ESTIMATE: 10.6%

PROJECT DBE GOAL: 14.00%

BIDDER DBE PLEDGE: 20.75%

NO. BIDDERS: 5

RECOMMENDATION: AWARD



**STATE TRANSPORTATION BOARD STUDY SESSION
TELEPHONIC/VIDEO MEETING
9:00 a.m., June 3, 2021
NO MEMBERS OF THE PUBLIC WILL BE ALLOWED TO ATTEND IN-PERSON**

Call to Order

Chairman Stratton called the State Transportation Board Study Session to order at 9:00 a.m.

Pledge

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

Roll Call by Board Secretary Sherry Garcia

A quorum of the State Transportation Board was present. **In attendance:** Chairman Stratton, Vice Chairman Thompson, Board Member Knight, Board Member Searle, Board Member Daniels, and Board Member Maxwell. Board Member Jackie Meck was not present. There were approximately 55 members of the public in the audience.

Opening Remarks

Chairman Stratton reminded members of the public, to keep their computer or phone muted during the meeting, unless called to speak during the Call to Audience.

Title VI of the Civil Rights Act

Floyd Roehrich, Jr., read the Title VI of the Civil Rights Act of 1964, as amended. Floyd, also reminded individuals to fill out survey cards, with link shown on the agenda.

Call to the Audience

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

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD
STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Webex Videoconference

June 3, 2021
9:00 a.m.

REPORTED BY:

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

Perfecta Reporting
(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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

6
7 PARTICIPANTS:

8 Board Members:

9
10 Steven E. Stratton, Chairman
11 Jesse Thompson, Vice Chairman
12 Gary Knight, Board Member
13 Richard Searle, Board Member
14 Jenn Daniels, Board Member
15 Ted Maxwell, Board Member
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CALL TO THE AUDIENCE

SPEAKER: PAGE:

Kenneth Simpson (not present) XX

Isaac Blake 5

AGENDA ITEMS

Item 1 - 2022 to 2026 Tentative Five-Year Transportation
Facilities Construction Program
Kristine Ward, Chief Financial Officer..... 9
Greg Byres, Multimodal Planning Division,
Director..... 10

Item 2 - Overview of Ongoing International Border
Activities, Mark Sanders..... 51

1 (Beginning of excerpt.)

2 CHAIRMAN STRATTON: We'll move on to call to the
3 audience. Since this is a telephonic Webex conference meeting,
4 everyone will be muted when they call in to the meeting. When
5 your name is called to provide your comments, you will indicate
6 your presence by virtually raising your hand using your phone
7 keypad or through the Webex application. The Webex host will
8 guide you through the unmuting and muting process following the
9 instruction included with the meeting agenda.

10 And I'm going to remind you that this will be
11 held to three minutes. And, Floyd, I'm asking you to stop it at
12 three minutes. I know many of you just keep carrying on. We'd
13 like to hear the comments. Let's give everybody the same fair
14 shake.

15 So with that, Floyd, would you call the first
16 speaker?

17 MR. ROEHRICH: Yes, sir, Mr. Chairman. The first
18 speaker we received a request from was Mr. Kenneth Simpson.

19 Mr. Simpson, please raise your hand and the host
20 will unmute you.

21 WEBEX HOST: Floyd, I'm not seeing a hand raised
22 at this time.

23 MR. ROEHRICH: Okay. We'll go on to the second
24 request we received, and maybe Mr. Simpson will come on in a few
25 minutes.

1 DIRECTOR HALIKOWSKI: Hey, Floyd, before you do
2 that, maybe people don't know how to raise their hand on this
3 one. Maybe the host could just explain how to raise the hand
4 (indiscernible).

5 MR. ROEHRICH: So Kristi, did you hear that? The
6 Director was asking if the public may not know how to raise
7 their hand. Could you quick review how to raise the hand with
8 -- for the public, make sure that they understand that?

9 WEBEX HOST: Yes. Absolutely.

10 So if you are a call-in-only user, you're going
11 to want to press star three on your phone. That will give us
12 that raised hand signal. If you are joining through a Webex
13 application, you should see a raise hand icon at the bottom
14 right of your participant list or underneath the participant
15 panel at the bottom of your screen. It is a little hand icon.
16 So if you just click that, it will give us that hand raised.
17 Again, if you are a call-in-only user, you need to press star
18 three on your phone and that will give us the raised hand
19 signal.

20 DIRECTOR HALIKOWSKI: Thank you.

21 MR. ROEHRICH: Thank you, Kristi.

22 Why don't we go to the second one, and then we'll
23 see if Mr. Simpson does raise his hand here.

24 Our second request came from Mr. Isaac Blake.

25 Mr. Blake, will you please raise your hand?

1 WEBEX HOST: Mr. Blake, you are unmuted.

2 MR. BLAKE: Thank you. Just to confirm, you can
3 hear me correctly?

4 MR. ROEHRICH: Yes.

5 WEBEX HOST: Yes.

6 MR. BLAKE: Okay. Getting right to it, and first
7 and foremost, thank you for this opportunity.

8 My comments today are regarding the five-year
9 plan will focus on two areas: Public safety and missed
10 opportunities. While many of the comments apply statewide, I
11 will be focusing on State Route 87 between Phoenix and Payson,
12 the designated evacuation route for the Valley and Rim Country.

13 While the proposed improvements in this section
14 of State Route 87 are needed, the question is priority, and more
15 importantly, what is missing?

16 Currently, for the 40 miles between Bush Highway
17 and State Route 87, there is no infrastructure in place for
18 communications. Whether it is a disabled vehicle or a fire,
19 there is no way for the public to reach out to 911 or others.
20 Could these fires have grown so large if infrastructure were in
21 place to contact first responders earlier? Why should citizens
22 have to drive from Payson to State Route 8- -- 188 only to find
23 the bridge is closed, and they have to turn around the 17 miles
24 and go back to Payson?

25 While the ADOT 511 app is good, it is not the

1 only answer. SRP has dark fiber to Roosevelt Dam. Sparklight
2 has now dark fiber between Show Low and Payson. APS is working
3 on extending fiber to Payson. So there's multiple opportunities
4 to be leveraged here in order to start having communications
5 along this roadway.

6 ADOT has long wanted to have overhead signs,
7 cameras and other capabilities in this area. Where is that
8 included in this plan? It's not. Going through the whole plan,
9 there's nothing that discussed this. Most towns and cities have
10 adopted a big (indiscernible) methodology so when a roadway is
11 constructed or maintained, the various service providers can
12 place their infrastructure for current and future needs. Where
13 is the public-private partnership to enable federal and state
14 rural broadband initiatives? It's not found in this plan in any
15 part.

16 Another missed opportunity was with the Loop 202
17 South Mountain Freeway. While the project was successful
18 because the communications -- excuse me -- while the project was
19 successful, it was not complete, because it didn't factor in the
20 communications infrastructure, you know, which has led to
21 cellular traffic not being available in sections of the Loop 202
22 going around South Mountain, and more importantly, the 800
23 megahertz radios used by first responders is not working in this
24 area. Whether it be police officers, fire department or others,
25 their radios stop working as they go around that bend. It

1 wasn't factored into the original Loop 202 plans. This is a
2 public safety problem even today for both citizens and first
3 responders, which MAG was notified shortly after the Loop 202
4 South Mountain Freeway was opened.

5 ADOT also needs to factor in expanding 5G and
6 broadband. So there's many opportunities for this to be
7 included in your current plan and future one.

8 Thank you. I think that's three minutes on the
9 nose.

10 CHAIRMAN STRATTON: Thank you, Mr. Blake.
11 Floyd?

12 MR. ROEHRICH: I'll go back. The only other
13 request you had received was Mr. Kenneth Simpson.

14 Mr. Simpson, if you are in the -- on the meeting,
15 will you please raise your hand?

16 Mr. Chairman, I don't see a Mr. Simpson. He may
17 either have not been able to come back or make it. So that will
18 end call to the audience, unless we want to open -- unless you
19 prefer to open it up later if he does show up, but for now, it
20 looks like that's all we have.

21 CHAIRMAN STRATTON: Okay, Floyd. We'll close it
22 for now, but if the gentleman shows up later, we may reopen.

23 Let's move on to Item 1, the 2022 to 2026
24 Tentative Five-Year Transportation Facilities Construction
25 Program overview, and this with Kristine Ward and Greg Byres.

1 MS. WARD: So good morning, board members. It's
2 nice to be with you here today. I'm just going to give you a
3 brief -- a brief report out, and then I'll turn it over to Greg.

4 So the tentative program being discussed today is
5 based on revenue projections that we completed in September of
6 2020, and you'll recall that was the -- those were the revenue
7 estimates that were completed by the RAP panel which, you know,
8 are the economists and transportation experts. So that was
9 approximately nine months ago.

10 Since that time, we've been monitoring revenues
11 closely, and in February, approximately, three months ago, just
12 over three months ago, we -- when we noted that revenues had
13 shown some -- you know, some steadiness in running above
14 forecast, we added an additional \$80 million in one-time funds
15 to the program. This board approved the use of those funds for
16 the US-93 project as well as I-17. And the US-93 was a project
17 that had previously been taken out of the program when we faced
18 revenue reductions, and then we added that back in. And then
19 I-17, we had additional costs. So that's what that 80 million
20 was applied to.

21 In August, in this coming August, we will begin
22 our reforecasting process again. But until then, we'll continue
23 to monitor revenues closely, and as fiscally prudent, we will
24 adjust the program. So the program before you today is based on
25 those original estimates plus additional dollars that we have

1 added in as we have found them -- found it fiscally prudent to
2 do so. With that, I would turn it over to Greg to run through
3 the program unless you have any questions.

4 MR. BYRES: I'm not hearing anything. I'll go
5 ahead and get going.

6 If we can go to the next slide, please.

7 So one of the biggest things that we've done with
8 the five-year program is we've come up with some different
9 initiatives in this five-year program that we haven't done in
10 the past. One of the first things we did is we -- because of
11 the changes that we've seen in cost of construction, as well as
12 materials, we've seen an escalation that has been more than what
13 we've accounted for in the past.

14 So what we have done is we have taken a look at
15 all of the projects that are in the current program in fiscal
16 year '22 and '23 and taken and looked at what the true costs of
17 those projects is going to be, knowing where they're at in the
18 program itself. So they may be into design. They may be just
19 starting design, but at least we've got an idea at -- which is
20 much better than the scoping that was done when they were put
21 into the program.

22 We can take a look at those costs at the date of
23 construction. So we did that on every single project that we
24 have in the current program for FY '22 and '23. We have taken
25 and adjusted those costs or those budget numbers in the program

1 for what you're going to see in the final program. That is
2 different than what we had in the tentative program.

3 And, again, the rationale here is making sure
4 that what's in the program is -- has true rationale, it's up-to-
5 date, it's -- we're trying to avoid coming back to the Board
6 over and over looking for increases in costs or changes. So
7 this is one means of trying to break through that process or
8 that cycle that we've been -- had in the past.

9 Next slide.

10 One of the other things that we did is we used
11 the P2P process to bring projects into the program. Once
12 projects are in the program, we're having to now look at a
13 different way of prioritizing those projects. So what we've
14 done is, again, we had another initiative where we tried to look
15 at how can we prioritize those projects. What we came up with
16 is basically a risk analysis on each of the projects for
17 delivery. Since they're already in the program now, the biggest
18 obstacle in trying to get a project delivered is the delivery
19 process itself and everything that goes with it.

20 So what we did is we actually put together a risk
21 analysis form, and we took and ran it through every single
22 project, again, that we have in FY '22 and '23. The project
23 managers for each of those projects are the ones that scored
24 each of the projects. We then took that risk analysis, which is
25 based on scope, schedule and budget, and weighted it so that we

1 have a true risk score that we can apply to each project. Now,
2 that gives us a means for prioritization as we go through any
3 changes that may be needed in the program itself.

4 Next slide.

5 So since we did the evaluation for budget costs
6 on each of the projects in '22 and '23, and we prioritized those
7 projects as well, we have to maintain fiscal restraint or
8 constraint each year of the program. So what we've done is
9 knowing what our budgets are for each year, in some cases we had
10 escalation of costs. In some cases we had reductions in cost.
11 So we had to take and adjust the program to maintain that fiscal
12 constraint.

13 So using the priorities that we -- or that we
14 came up with using that risk analysis, we took and if we needed
15 to slide a project back because it had a very high risk of being
16 developed in the year that it was originally programmed in, we
17 did so. If we could advance a project due to low risk, we did
18 so, still holding intact the fiscal constraint for each year.

19 So this is a -- not a significant change, but it
20 is a fairly big change compared to what we've done in the past
21 between the tentative program and the final program that we're
22 going to be presenting come the next board meeting for approval.

23 So I wanted everybody to understand exactly what
24 we're doing. These are new initiatives, and again, the whole
25 purpose of this is trying to, one, bring each project up to a

1 current budget, and also being able to prioritize those projects
2 so that they're -- they're in the program where they need to be
3 for delivery as well as maintaining fiscal constraint.

4 Next slide.

5 So as we went through this whole process, what we
6 found was -- and this slide looks like it got a little messed up
7 on the formatting -- we had 156 projects that we evaluated. 78
8 have no change. I believe that -- yeah, 78 have no change. 48
9 have an increase or decrease, that being about 50 percent of the
10 projects. Or I'm sorry. 78 of the projects had no change,
11 which is 50 percent. 48 have a change in either funding or --
12 increase or decrease, which is 31 percent. We had 16 new
13 projects, which accounts for about 10 percent, and we had 14
14 projects that moved years. And so as we go forward here, we're
15 going to go through into detail about what projects moved, what
16 projects changed costs and so forth. So I'm going to have Bret
17 Anderson go through each one of those as we proceed through
18 this.

19 So next slide, and Bret, if you can go ahead and
20 take over. If you can unmute, Bret, please. He has his hand
21 up.

22 WEBEX HOST: Bret, you are now a panelist. You
23 can mute and unmute yourself.

24 MR. ANDERSON: All right. Can you hear me now?
25 Are we good?

1 MR. BYRES: Yes.

2 MR. ANDERSON: Excellent. All right. Thank you,
3 Greg, and board members.

4 So what you see before you today is, again, just
5 a -- these are changes to the programs that have happened since
6 we -- since you approved this in -- in February. So what you
7 have here is a handful of projects that changed. The dollar
8 amount increased or decreased. The majority of these projects
9 had a project increase, and -- so yeah. These are the projects
10 that are changed dollar amounts. If you want me to talk about
11 any one of these, I would gladly do that, pull that information
12 up, but these are, again, as Greg said, adjusted through our new
13 process that we've talked about, with project managers updating
14 the costs and getting our information updated where needed.

15 So if it's -- so the one that decreased on this
16 slide is the Prescott Lakes/Frontier Village Parkway project.
17 That project they moved the utilities out to FY '23. Looks like
18 some things have shifted on the slide, it looks like.

19 So go ahead and go to the next slide, Rhett, if
20 you would, please.

21 Again, what you see here is these project changes
22 and costs. The Queen Creek Bridge, that was an increase and
23 moved to '23. And I apologize for this slide. It looks like
24 it's -- it's a little bit all over the place the way that it's
25 presented here. It was not that way when we submitted it, but

1 it is what it is.

2 So the decrease in the South Fork Santa Maria
3 River project, that's down to 392. I believe that's in FY '23.
4 And the statewide truck parking, we programmed some money to get
5 started with some design on that, and they needed 300,000. So
6 it decreased from 7 million down to 6.7 in '23. It was
7 7 million.

8 I'd have to go look and the figure the slides
9 out. So go to the next slide, please, Rhett.

10 CHAIRMAN STRATTON: Bret.

11 MR. ANDERSON: Sure. Go ahead.

12 CHAIRMAN STRATTON: I have a question. Did you
13 say Queen Creek was moved to 2030?

14 MR. ANDERSON: Sorry. 2023.

15 CHAIRMAN STRATTON: Okay. Thank you.

16 MR. ANDERSON: It moved -- yeah. If it -- yeah.
17 2023. It's moved to a line with another bridge project in the
18 area so that we could get a good -- good prices on bridge
19 building.

20 CHAIRMAN STRATTON: That is fine. Thank you.

21 MR. ANDERSON: Yeah. Good -- thank you for the
22 question, Mr. Chair.

23 So, again, these are project increases, the
24 original amounts, and we'll have to figure out what's going on
25 with those -- with those slides.

1 Go ahead. Next slide there, Rhett.

2 MR. ROEHRICH: So Greg -- Greg and Bret, this is
3 Floyd. Real quick I want to break in. I don't know what
4 happened formatting wise, but what I would want the board
5 members to know, we will get this corrected. We'll make sure
6 that the numbers and the years line up, and then we will resend
7 them a copy, and when we post it to the Board's website for the
8 public, we will post a corrected version. So will your team be
9 able to do that?

10 MR. ANDERSON: Yes. Yes, Floyd. We will take
11 care of that, make sure that it's correct, and we'll get it
12 updated correctly. So yeah.

13 MR. ROEHRICH: Okay. Thank you.

14 MR. ANDERSON: So on that slide, we have there is
15 -- so what we have on this one is the last two projects down at
16 the bottom of the page. Those -- the SR-1- -- hold on one
17 second. Yes. The last -- wow. Those really...

18 Go to the next slide, Rhett. Let me see what's
19 on the next slide, please.

20 Okay. So this is a list of new projects into the
21 program, and what -- so that first project there is Colorado
22 River Bridge. It's a joint venture with Caltrans on our -- and
23 ADOT's cost is \$5 million in FY '22.

24 The next project is the Scaddan Wash to Plomosa.
25 That is a project that came in through our P2P process, and

1 that's in F- -- the design starts in '22. The construction is
2 in FY '24. The I-10 truck parking availability, that is a grant
3 program with Texas, New Mexico and California, and we'll be
4 getting \$2.85 million (indiscernible) we'll be getting some
5 money -- we're getting some as a grant with Caltrans, and we'll
6 get about 1.4 million in grant --

7 MR. ROEHRICH: Greg, Bret.

8 MR. ANDERSON: Yeah.

9 MR. ROEHRICH: Greg, this is Floyd. Rhett feels
10 that there was a conversion problem. He has taken the file now.
11 He is going to run a correction and pull it back up, because
12 quite frankly, it is so difficult to follow along what you're
13 presenting.

14 MR. ANDERSON: Yeah.

15 MR. ROEHRICH: What you're saying and what the
16 screen shows are not lining up at all. So --

17 MR. ANDERSON: Understood.

18 MR. ROEHRICH: Just give us a minute and see if
19 Rhett can get the alignment fixed up, and then, Bret, when you
20 and Greg -- when you come back to present it, make sure that
21 you're being pretty descriptive so we can follow along what
22 project you're on, the year, the impact of what it is, because
23 you're going pretty fast --

24 MR. ANDERSON: Yep.

25 MR. ROEHRICH: -- and it's difficult to make that

1 connection.

2 MR. ANDERSON: Understood. So we go right back
3 to the beginning.

4 CHAIRMAN STRATTON: Thank you, Floyd.

5 MR. ROEHRICH: It was the -- actually, it was the
6 Director, Chairman Stratton. He was in here and he was giving a
7 me a hard time. He was threatening me to get it fixed or to
8 leave. I couldn't take it anymore, Mr. Chairman.

9 CHAIRMAN STRATTON: Well, thank you, John, then.

10 DIRECTOR HALIKOWSKI: Sorry about this. It won't
11 happen again.

12 MR. ANDERSON: All right. Are we -- are we good?
13 I think that's looks good on the screen? I had pulled up
14 something that I had on another screen in my office. So I am
15 able to see what you see now, and I will talk to what you see on
16 the screen.

17 So what you see here is the first of the few
18 projects that are first of the 48 projects have a funding
19 increase or decrease. If it has a decrease, board members, it
20 shows up in the highlighted point. That's the only thing
21 that -- the change. Otherwise, it was an increase in the
22 program.

23 That first project, the original programmed
24 amount was \$437,000, which is the Bowie to New Mexico state
25 line. It's a pavement pres. project. It is now \$726,000. Just

1 updated costs to reflect the market change and any updates that
2 needed to be done.

3 The -- again, go back, please. I don't want to
4 go too fast with all of these.

5 Most of these projects had cost increases due to,
6 again, materials being updated, maybe some scope -- scope change
7 and getting things dialed in and getting the estimate updated,
8 as Greg stated, to get those things ready to go to advertise.
9 The Gila River Bridge on SR-79 had an increase of about
10 \$6.8 million and various other projects there. If there's
11 anyone individually in there, I would gladly discuss if anybody
12 needs to talk about those individual projects.

13 Most of these are just --

14 MR. MAXWELL: Mr. Chair, Bret, this is Ted
15 Maxwell. I've got one quick question on one of the projects,
16 and it's -- some of it's because I'm the new guy, and I just
17 want to learn a little bit here.

18 CHAIRMAN STRATTON: Go ahead, Ted.

19 MR. MAXWELL: Thank you, Mr. Chair. Bret, so for
20 example, on the Dunlap Avenue/Deer Valley Road, I mean, you --
21 it's more than a double from the original amount in the program.
22 Can you just give me a quick explanation of why we'd have that
23 significant of an increase from year to year? I mean, I note
24 there are -- obviously the material costs are going up, too, but
25 that one jumps off the screen at me.

1 MR. ANDERSON: Yes. Mr. Chair, Mr. Maxwell,
2 absolutely. This is part -- so this -- the reason this project
3 jumped up so dramatically is that we had this program -- this
4 project in the program, and the design was going, but then we
5 were able to get some pavement life extension projects that came
6 in, and so we decided to make sure that we -- it just -- but it
7 was woefully underprogrammed from the beginning. So this
8 \$30 million pulls it in to -- to the right scope and the right
9 limits on the project. So that's why you see a significant
10 increase in that project.

11 MR. MAXWELL: Okay. Thank you.

12 MR. ANDERSON: You bet.

13 DIRECTOR HALIKOWSKI: (Indiscernible.)

14 MR. ROEHRICH: (Indiscernible.)

15 DIRECTOR HALIKOWSKI: Mr. Maxwell, the short
16 answer is we had a scope change in this project, and so I think
17 as Bret's trying to explain, we brought in additional work and
18 additional features to that. So that's the short answer.

19 MR. MAXWELL: Thank you, Floyd.

20 DIRECTOR HALIKOWSKI: Thank you.

21 MR. ROEHRICH: That was the Director. Yes, sir.

22 CHAIRMAN STRATTON: Go ahead, Bret.

23 MR. ANDERSON: All right. Thank you, Mr. Chair.

24 Moving -- we can go to the next slide, if you'd
25 like, Rhett.

1 So what you see on this slide here is, again,
2 just some project updates. You'll see a significant change
3 again on the US-60 to Queen Creek Bridge. That original program
4 amount was \$30 million. By moving it out to 2023 to align with
5 the -- I believe it's the Waterfall Canyon Bridge structure, and
6 then there were some increases in costs. We had to increase
7 that project to \$40 million, and that's out in FY '23.

8 The two projects that decreased in funding from
9 the original program is the South Fork Santa Maria River to
10 SR-71, south of Wickieup on US-93 that reduced down. They
11 changed the -- they reduced the scope and changed the amounts
12 they needed. And then again, I was talking about the statewide
13 truck parking. They needed \$300,000 in '21 to get started on
14 some things, and we reduced that project in 2022. It was \$7
15 million. It's now 6.7.

16 Moving on to the next slide if there's no
17 questions.

18 Again, all of these things that you see here are
19 project cost increase, and then due to some of the project cost
20 increase and the funding in '22, we had to move these projects
21 -- well, we'll talk about the projects that moved on a couple --
22 on the last slide on some of the (indiscernible) slides there.

23 So these are just all project cost increase. A
24 big one there --

25 MR. ROEHRICH: Bret.

1 MR. ANDERSON: Yes.

2 MR. ROEHRICH: Bret, this is Floyd.

3 Is there anything specific about a cost increase
4 that sticks out? Combining the project, changing the scope, or
5 these were just all re-evaluations of the original cost estimate
6 and then accounting for the increase in costs that we're seeing?

7 MR. ANDERSON: Mr. Chair, Floyd, yes, those are
8 the re-evaluations of everything by the project managers and
9 significant cost increases to projects that happened in the area
10 and materials change and contingency updates, things that needed
11 to be updated for the project.

12 MR. HAMMIT: Mr. Chairman, if I may. This is
13 Dallas.

14 CHAIRMAN STRATTON: Yes. Go ahead.

15 MR. HAMMIT: A couple of those -- one of the
16 things that you will see is as we originally scoped those
17 projects, these are pavement preservation projects. The
18 original scope may have been a mill and replacement two to three
19 inches. After we did some additional design, we found that we
20 needed a greater treatment, and that also is why some of those
21 costs have increased. So it isn't that we lengthened the
22 projects. It's just we found that we needed a more substantial
23 reconstruction than we had originally estimated.

24 CHAIRMAN STRATTON: Dallas, have the prices also
25 been adjusted for the increase in oil and fuel?

1 MR. HAMMIT: Mr. Chair, that is also correct.
2 You know, we've seen our prices go up, as well as labor and
3 other things that are driving our total construction prices up.

4 CHAIRMAN STRATTON: Thank you.

5 MR. ANDERSON: Thank you, Dallas.

6 MR. KNIGHT: Mr. Chair, this is Board Member
7 Knight.

8 CHAIRMAN STRATTON: Go ahead, Gary.

9 MR. KNIGHT: Don't you feel that it -- when you
10 move these programs farther, these projects farther out in the
11 program, they're even more susceptible to the prices going up as
12 we proceed to the next five-year plan. So these numbers are --
13 they might be good today, but when you move it out to another
14 year, chances are they're going to go up again; is that correct?

15 MR. BYRES: So if I can answer that, Board Member
16 Knight, Mr. Chairman. One of the things that we did as a
17 double-check before we moved these projects back is if it was a
18 pavement pres. project, we actually ran that project back
19 through our pavement management system to see whether or not
20 there was going -- how big a risk we were going to run on is the
21 degradation of that project going to be substantial if we move
22 it back a year. So in some of these cases what we found out is,
23 yes, it may be. So, therefore, we took care of that potential
24 cost in the degradation, but normally, if that was the case, we
25 didn't move that project. So -- so we are taking that into

1 account.

2 Now, there is a cost difference, just an
3 inflation by itself in moving a project back a year. You're
4 absolutely right with that. But if the project had a -- was a
5 high risk to start with, by moving it back, we're actually just
6 bettering the program rather than having to move it back midyear
7 when we find out we can't deliver it. So by doing the risk
8 analysis that we've done, we're actually (inaudible) be
9 prevented in looking at those projects and moving those back.

10 MR. KNIGHT: Thank you very much, Greg.

11 MR. ANDERSON: So that being said, so Mr. Chair
12 and members of the Board and Greg, so that being said, with this
13 we can move to the next slide.

14 Again, what you see here is these are just
15 projects that have funding increase and decrease. We'll get to
16 a slide that has the projects that actually moved years, and
17 thank you for that question, Mr. Knight. So we will discuss
18 that in a later slide here.

19 What you see here are two projects down at the
20 bottom. They did decrease in funding. The original programmed
21 amount was \$3 million. It is now down to 2.25. And then the
22 I-17, the SR-169, the TI underpass, it was originally programmed
23 at 4.5 million. It is now \$4 million in '23. And I believe it
24 stayed in '23. All these projects stayed in those years that
25 they have programmed amounts. Again, just significant, this

1 cost increases and getting the construction updated with the
2 market and the way things are going in today's world.

3 MR. SEARLE: Chairman Stratton.

4 CHAIRMAN STRATTON: Go ahead, Richard.

5 MR. SEARLE: You know, it's my sense of humor
6 that's kicking in right here. I'm looking at this "north of
7 Nothing" on US-95, and it went from 21 million to 29 million.
8 That's more than nothing.

9 MR. ANDERSON: Point taken, Mr. Searle. That's a
10 good one.

11 Let's move on to the next --

12 MR. ROEHRICH: Hold on, Bret. Why did it go up
13 the \$8 million? I mean, I do think there was a question in
14 there. Again, for that stretch of road on US-95, it did go up
15 pretty substantially. Is there any specific reason or is it
16 just re-evaluation of the construction costs?

17 MR. ANDERSON: Mr. Chair and Mr. Knight and --
18 Mr. -- and Floyd, this -- these were just the re-evaluation of
19 the construction costs with what's been updated and how things
20 are going in the market today. That's the cost -- that's the
21 reason for most of these cost increases.

22 CHAIRMAN STRATTON: Are there any other questions
23 at this point?

24 MR. SEARLE: Chairman Stratton, I guess just a
25 clarification. Going through these slides where we show any

1 funding increase and decrease, the projects that have no
2 changes, they're not on any of these slides, are they?

3 MR. ANDERSON: Correct.

4 MR. SEARLE: Thank you.

5 MR. ANDERSON: Mr. Searle. Mr. Chair,
6 Mr. Searle, yeah. The 50 percent of the projects that had no
7 changes were -- we are not highlighting them. They are as they
8 were in the original program.

9 MR. SEARLE: Perfect. Thank you.

10 MR. ANDERSON: Thank you.

11 Rhett, let's go to the next slide.

12 All right. So here's -- these are the -- these
13 are the new projects that are coming in to the 2022 to 2026
14 program. A couple to highlight out again. The I-8 project.
15 It's a joint agreement with Caltrans, where ADOT pays 50
16 percent, Caltrans pays 50 percent, and this is our -- this is
17 our 50 percent, that \$5 million in 2022.

18 The number two project on there, the I-10 Scaddan
19 Wash to Plomosa is our P2P -- it came from through our P2P
20 project. This year we were able to get four P2P projects for
21 the FY '24. That's the construction amounts we're -- that are
22 there, and we've put the construction amount in '24, and the
23 design goes in '22.

24 Any questions for the P2P projects?

25 CHAIRMAN STRATTON: Any questions for Bret?

1 MR. MAXWELL: Mr. Chair, this is Ted Maxwell.

2 CHAIRMAN STRATTON: Ted.

3 MR. MAXWELL: Mr. Chair, Bret, I just -- again,
4 being the new guy, can you clarify what P2P is?

5 MR. ANDERSON: Oh, absolutely, Mr. -- Mr. Chair,
6 Mr. Maxwell, P2P is our process where we evaluate all the
7 projects, pavement, bridge, expansion, and it's a planning to
8 programming is what that talked about, and I think when we do a
9 -- an update and a briefing for all the new board members, we
10 will go over that extensively. And then we'll have that process
11 coming up quite -- you'll be heavily involved with that process
12 down the road. We'll let you know exactly how that all comes
13 together. So thanks for the question.

14 MR. MAXWELL: All right. Thank you, Mr. Chair.
15 Thank you, Bret. I'll hold some of the questions knowing I'll
16 get thoroughly inundated eventually.

17 MR. ANDERSON: Yes.

18 So Mr. Chair, Board, the next couple of -- the
19 next project we have there is the I-10 truck parking
20 availability. Again, this is a joint agreement with Caltrans,
21 New Mexico and Texas, coming through Arizona. What we're going
22 to do there is put some fiber optics in to allow trucks to let
23 them know what parking spaces are available in two parking --
24 two rest areas in Arizona, and they'll be doing that. The
25 design will be coming in, and then the construction is in '23.

1 I-17 is getting some broadband up to Anthem Way.
2 Getting that dialed in.

3 Those next two projects, I-17 and I-40, they came
4 in from our P2P. And again, I'd just like to reiterate on those
5 planning to programming projects, they have gone through the
6 full pre-scoping. So these numbers are -- have been vetted
7 through our scoping team, and these numbers should be good to
8 go. That included the inflation numbers for FY '24. They've
9 inflated those numbers to hopefully reflect what the costs may
10 be in 2024 if everything holds true.

11 The next project is that SR-80 Mule Pass Tunnel
12 lighting project. We had some -- they're going to do some
13 shoulder and lighting in the Mule Pass Tunnel and to get that --
14 the lighting updated in there.

15 The SR-88, the Tomahawk Road to Buffalo Road,
16 that is an emergency relief slope stabilization project that
17 will be coming in. The design's been in in '21, and they're
18 finishing -- and the construction will come in in 2022 at 1.9
19 million.

20 And you'll see several minor pavement
21 preservation projects on here. These are preservation type
22 treatments that go on our pavements to help them last a little
23 bit longer, and the design came in in '21, and these are the
24 construction amounts for those five or six projects. Yeah.
25 Five projects that are coming in. And they come out of -- they

1 have a subprogram, and we can talk more, Mr. Chair and
2 Mr. Maxwell and those that are new about a subprogram and how
3 those things come about and what those are drawn for.

4 You also see here, too, is additional design
5 money for the SR-260 Lion Springs section. Last year, I
6 believe, we started out and put -- and maybe it was FY '20 that
7 we did \$5 million for the Lion Springs design, and they need an
8 additional \$2 million to finish up the design, and that's going
9 to be showing up in FY '22.

10 CHAIRMAN STRATTON: Bret, is that because we are
11 changing the alignment a little bit so we don't have to acquire
12 so much property?

13 MR. BYRES: So if I can answer that for you,
14 Mr. Chairman, there's -- there are several things that are
15 happening on the Lion Springs. One is we're looking at the
16 different alignments. We're looking at potential right-of-way
17 acquisitions as well, but we're also looking at different
18 alternatives to try and reduce the right-of-way and reduce the
19 cost.

20 One of the other big things that has occurred is
21 we're looking at fairly extensive expenditures for
22 environmental. We're finding a lot of cultural issues along
23 those alignments as well. So we're having to dig a little bit
24 deeper into those, which is fairly expensive.

25 CHAIRMAN STRATTON: Thank you.

1 MR. ANDERSON: Thank you, Greg.

2 And so then moving on, again, you see the SR-260,
3 the minor pavement pres. project, the 1.6 million. Our -- the
4 US-60 Vicksburg Road to 272, that's a P2P project. Then those
5 next three are minor pavement pres. projects and the last
6 project on this page is the \$300,000 to do some designing for
7 the US-191 Cochise railroad overpass. That's the freight funding
8 that reduced the -- that amount in FY '22.

9 Those -- that's all I have for the new projects.
10 So this is -- these projects are brand-new to the program. You
11 did not see those projects in the original tentative program
12 that you approved in February. These are new projects that you
13 will be approving or hope to approve in the June meeting. So
14 these are the changes that have been incorporated since the
15 February meeting.

16 So Rhett, go to the next slide and we can talk
17 about the projects that have moved years.

18 So with some of the increase in these project
19 costs, they -- there was some -- in order to stay fiscally
20 constrained, we needed to move things around, and these are the
21 effects of that. So the first project, the I-8 west of Aztec at
22 County Line, that project moved from '23 to '24 at \$21 million.

23 And again, all of these projects were evaluated
24 with the risk assessment tool that Greg mentioned that we talked
25 to our project managers, and they gave us feedback, and these

1 are the projects that had moved fiscal years.

2 The I-19 project, those projects that are
3 highlighted in that turquoise color, those projects were able to
4 move up years. So that I-19 Valencia Road to SR-86, it was able
5 to move from '23 up to '22. So good for that neck of the woods
6 to getting a project moved up, and then we're always happy to
7 move projects up if we have the ability to do that.

8 The SR-69/Prescott Lakes Parkway project, that
9 had to move to '23. They had some right-of-way issues that
10 they're working on and trying to get that taken care of, and
11 they will not be -- they would not be able to deliver that
12 project in '22. So we felt it was the best interest -- the team
13 felt that it was good to move it to '23.

14 Moving on. Again, a lot of these projects just
15 moved years to maintain that fiscal constraint.

16 Bridge -- it's a combination of bridge projects
17 and pavement projects.

18 With that, I think that's all the things that I
19 had, Greg. If there's any questions, I'll be glad to take them.

20 CHAIRMAN STRATTON: Are there any questions from
21 the Board?

22 MR. HAMMIT: Mr. Chair, this is Dallas. Can I
23 make one more comment?

24 CHAIRMAN STRATTON: Absolutely.

25 MR. HAMMIT: If we go back one slide on the new

1 projects. I don't want anyone to think we all of a sudden found
2 a bunch of new money. These were in a subprogram as a lump sum,
3 and one of the things we've really worked to do is be more
4 transparent instead of just having a subprogram with, you know,
5 a pot of money. We wanted to line item those out so the Board
6 and the public are very aware of what's being planned. So those
7 projects came out of those subprograms, being in mine -- in
8 preservation, our safety, our other subprograms. So instead of
9 just having a lump system, and then we come to the Board later
10 in the year to ask you to fund it, we wanted to line item those
11 out so we're more transparent as we move forward.

12 DIRECTOR HALIKOWSKI: Hey, Dallas, so thank you
13 for pointing that out. Given that Mr. Maxwell is somewhat new
14 to the Board, I don't know if you just want to briefly describe
15 what a subprogram is versus the overall five-year program.

16 MR. HAMMIT: Yes. Mr. Chair, Director, in a
17 five-year program, as you go through there, you will see a large
18 part of it is specific projects, give you a route, location, but
19 in other places, as you go down, we have pots of money for -- we
20 call them subprograms. A preservation subprogram.

21 Our pavement preservation program is over five
22 years. We have a -- designated so much money, but in the first
23 two years of the program, we want to specifically lay out what
24 projects we're going to do. We don't do that all the way
25 through the program, mainly because priorities change. Road

1 conditions, where one project we think is going to last four
2 years, it needs improvements immediately. One that we thought
3 we were going to have to do something earlier, we can push it
4 back a year.

5 So we give ourselves some flexibility, but we
6 want the Board and the public to see what we're doing for at
7 least the next two to three years in the program, and we take
8 that out of the subprogram, and then actually what we call line
9 item. We put it into a specific line item into the program, and
10 we have that for pavements, bridges, safety projects and a
11 number of other things that we can go through as needed.

12 DIRECTOR HALIKOWSKI: Thank you, Dallas.

13 MR. MAXWELL: Thank you for that explanation.

14 CHAIRMAN STRATTON: (Indiscernible.)

15 VICE CHAIR THOMPSON: Chairman.

16 CHAIRMAN STRATTON: Yes. Go ahead.

17 VICE CHAIR THOMPSON: Chairman.

18 CHAIRMAN STRATTON: Yes.

19 VICE CHAIR THOMPSON: I do have a question.

20 Bret, by moving these projects around, how does that -- the
21 funding for this -- these project this year and maybe the
22 following year impact the funding that are available for those
23 two years?

24 DIRECTOR HALIKOWSKI: Maybe Greg (indiscernible).

25 MR. ANDERSON: So that's a great question.

1 MR. BYRES: So, Bret, if I can answer that,
2 please.

3 MR. ANDERSON: Go ahead, Greg. Yeah.

4 MR. BYRES: So as we move these through the
5 program, Mr. Chairman, Board Member Thompson, as you've seen me
6 present our program, we have designated funding for each year.
7 So what we're doing is in so -- in re-evaluating the costs of
8 the projects, we're having to slide things back and forth to
9 maintain a balance in each one of those years. So we're not
10 moving or changing the dollar values that's available in each of
11 those years. All we're doing is balancing the projects out and
12 the costs of those projects within the different years.

13 So there's -- we're not moving money at all.
14 What we're doing is sliding the projects to maintain the
15 balances. So if we -- if we slide some projects back one year
16 and advance a couple of projects, it takes and helps balance out
17 each of the different years within the five-year program.

18 VICE CHAIR THOMPSON: Chairman, thank you very
19 much. And I don't have -- I can't see the list of projects that
20 they have there because of my location. So I'd like to see if I
21 can get the hard copies mailed over to me so I can review them
22 before the next board meeting. I'd really appreciate that,
23 Chairman.

24 CHAIRMAN STRATTON: Absolutely. They'll take
25 care of that, Jesse.

1 MR. ROEHRICH: Yeah. Mr. Chairman, Mr. Thompson,
2 this is Floyd. Hard copies will be mailed to you.

3 VICE CHAIR THOMPSON: Thank you very much.

4 MR. BYRES: And Rhett, if we can go down two
5 slides, please.

6 So since we're now at the end of our comment
7 period, I wanted to go through the different comments that we
8 have that we've received during our five-year program comment
9 period.

10 One of efforts that we've had -- or we've had
11 several efforts in trying to make sure that the public
12 involvement has occurred. We've had several news releases.
13 We've had social media promotions. Our website's available.
14 We've done multiple things in order to make sure that the
15 tentative program as well as the information that we've
16 presented to the Board has gone out and people have the ability
17 to take and comment on it.

18 So to date, we've received 925 online survey
19 comments, 72 emails, 4 mailed comments, 4 phone comments, and
20 actually, it's more than that, because we received some just
21 even yesterday, and several verbal comments that were made at
22 the public hearings. So we've received, like I said, a
23 multitude of comments.

24 As a comparison, with the number of comments we
25 received this year, even though we're all virtual, we've

1 received right at a little over 1,000 comments. Last year,
2 total, we had 77 comments. So it's a substantial difference in
3 the number of comments that we've received, and obviously our
4 virtual abilities to be able to receive those comments are
5 working, and it seems more people are more willing to provide
6 those comments on -- in a virtual format.

7 So next slide, please.

8 So we take and categorized several of these
9 comments, and I wanted to go through to make sure that if people
10 see these comments or at least your knowledge of these comments
11 and what's going on with them. So I'd like to kind of go
12 through these. I won't get into a lot of detail, but at least
13 let you know what's going -- what the comments were and how
14 they're being addressed.

15 So the themes that we have -- and I think I got
16 like 20-some themes here, so I'll go through it fairly quickly.
17 Need for highway improvements throughout the state to address
18 travel needs, support continued rapid growth and economic
19 development.

20 One of the things to remember here is major
21 growth areas that we have within the state, and it's occurring
22 across the state, but the major ones are Maricopa County and
23 Pima Counties. Those two counties have their MPOs as well as
24 RTAs that take and have their own funding abilities, as well as
25 their own planning and programming within their jurisdictions.

1 So the State -- what you see in the five-year
2 program is mostly all -- or actually, the program itself is all
3 Greater Arizona. We do include in the program MAG's program and
4 PAG's program. And so, consequently, those two MPOs take and do
5 their own planning and programming. ADOT does do the
6 construction and maintenance of the facilities, but they do the
7 planning and programming with oversight from ADOT, and we
8 include those programs within our overall ADOT program.

9 Request to add signals at the I-10 Jackrabbit
10 Trail interchange and safety and traffic. We've received 2- --
11 662 comments by itself about this one TI. So ADOT's TSMO is
12 currently looking at a short-term solution for that interchange,
13 but it's going to require additional work and a long-term
14 solution. There's -- it's a fairly confined TI. So there's
15 some right-of-way acquisition and so forth that's going to have
16 to occur.

17 One of the big things here is there is a
18 tremendous amount of growth that's occurring out in that area,
19 so this -- we're kind of playing a little bit of catch-up here
20 on this TI, but we need a true long-term solution here. So our
21 TSMO group is starting to look at that so that we can start
22 addressing those needs and those concerns.

23 Need to widen I-10 between Phoenix and Casa
24 Grande and south of Tucson. So, of course, we've got the
25 ongoing design concept report on I-10 that runs from the 202 to

1 387, and we also have included in this program is the I-10 Gila
2 River Bridge, so -- which is part of that corridor. So that's
3 ongoing. We are working on that.

4 Need to further widen I-10 in the West Valley.
5 That's part of Maricopa County. So, again, it falls within the
6 MAG region. They are looking at that.

7 DIRECTOR HALIKOWSKI: Hey, Greg.

8 MR. BYRES: Yes.

9 DIRECTOR HALIKOWSKI: So Mr. Chairman, board
10 members, I just see up there that ADOT currently has no
11 expansion plans for I-10 west of Maricopa County, and while that
12 is a true statement, it's not that we haven't studied the
13 interstate system in Arizona through our Key Commerce Corridors
14 initiative. And we looked at each of the interstates and what
15 it would take to modernize them up to 2020 standards, and that
16 was about a five-year effort of meeting with various business
17 communities and stakeholders. Unfortunately, the amount that we
18 would need to bring all of our interstates up to modernization
19 and other Key Commerce Corridors is about a billion dollars a
20 year over the next 20 years, and no one was interested in
21 funding that.

22 So I just want to be clear that ADOT has long
23 been looking at what we need to do to modernize the interstates,
24 because there are economic rivers, if you will, to Mexico, to
25 the ports at Long Beach, in San Diego, and then to all the

1 points north and east. So I just don't want you to think we
2 haven't looked at this. It's just economically not feasible at
3 this point. Thank you.

4 CHAIRMAN STRATTON: John, this -- I guess I have
5 a comment and then I have a question for you. You know, we're
6 running into the same problem we have is our funding issue, and
7 we're still --

8 DIRECTOR HALIKOWSKI: Yeah.

9 CHAIRMAN STRATTON: -- dealing with funding that
10 started in 1992, and we're at the same rate or -- rate/price
11 today that -- as we were in '92, and I don't think there's
12 anybody in the world right now that could run their home or a
13 business on what they made in 1992 and keep it to current
14 standards. So something has to break down the line somewhere.
15 And the Legislature --

16 DIRECTOR HALIKOWSKI: Yeah.

17 CHAIRMAN STRATTON: -- has been helping us with
18 certain projects through the past two or three years, but I
19 believe they pulled the \$50 million from the I-10 from the GRIC
20 bridge this year. I thought it was funded, and the last thing I
21 heard is it did not. Can you elaborate on that for me?

22 DIRECTOR HALIKOWSKI: Yeah. So let me just lay a
23 little groundwork for the Board and then we'll answer your
24 question.

25 So understand that we're actually on I-10 between

1 Phoenix and Casa Grande looking at three distinct issues or
2 projects, if you will. We have the I-10 widening from State
3 Route 387 to Loop 202 that we're working heavily with MAG on,
4 and I believe MAG has put 50 million into that project or
5 intends to.

6 Then you have the second piece, which is the I-10
7 Gila River Bridge project that Greg was just talking about, and
8 that's funded at 50 million in the five-year program, and
9 another 33 million that was allocated from some increases we
10 have seen in revenues and also by some federal COVID moneys this
11 year that Governor Ducey shipped over for the bridge. And then
12 the third piece we're looking at is SR-347 TI with I-10, and
13 that project's just over 30 million.

14 So, you know, then you have the 10 widening of
15 the entire facility, and to try and make policymakers aware of
16 what's happening, we formed a partnership with MAG and the Gila
17 River Indian Community, and all three of our organizations
18 signed on to a letter to our Congressional delegation asking for
19 \$1 billion out of whatever the transportation program is that's
20 going to come out of Congress that's being negotiated. And we
21 would look at \$1 billion that would cover the widening of I-10
22 from Phoenix to Casa Grande, and then, of course, at State Route
23 347 widening, we were asked to look at that all the way from
24 Maricopa to the Maricopa side, and then I believe some
25 improvements to Highway 87 and 89 on Gila River.

1 So the three government entities have formed
2 together, and we are trying to work with Congress and the
3 Legislature as a partnership for these improvements.

4 Now, where we were yesterday was Congressman
5 Stanton paid a visit, and Dallas and I and our FHWA
6 administrator for Arizona, Karla Petty, we went on a field trip
7 and toured the I-10 area and some of these projects at 347 and
8 the bridge.

9 So at this point, the Gila River Bridge, I
10 believe, is funded. There's another 50 million that Senator
11 Shope in the Arizona Legislature is trying to negotiate and put
12 in for I-10. We don't have an immediate project this year to
13 spend that money on, but the Legislature has made that exempt
14 from the (indiscernible) of appropriation. So if that
15 50 million stays in the state budget, we will be applying that
16 in the future to the I-10 widening.

17 Dallas, I don't know if you have anything else
18 you want to add. You were in heavy conversation yesterday with
19 Governor Lewis and Congressman Stanton on the ride.

20 MR. HAMMIT: Thank you, Director.

21 The one thing I would add, Mr. Chair, is if that
22 50 million comes through, if you remember right, two years ago
23 the Legislature made available \$10 million for the corridor that
24 we could get design going early. We do have design going from
25 the Gila River Bridge south to 387. There's two designers

1 working on two different projects that can be broken up,
2 depending on how much money becomes available. So if we get
3 that \$50 million, we're already started on the design and could
4 deliver that in approximately a year from now, once we have NEPA
5 completed for the corridor, and then we get the additional
6 funds.

7 So we're not starting at ground zero. We're
8 already underway with design, and what we've told our designers
9 is they need to be flexible, and if money becomes available, we
10 tweak that design based -- we scope for the dollars we get, not
11 just saying, well, we have a \$100 million project. We can't do
12 it unless we get \$100 million. We scope it to the money that
13 becomes available. So it may take two projects to get the
14 project -- the whole thing done.

15 DIRECTOR HALIKOWSKI: And we've been in contact
16 with all of our delegation, because as you know, they were all
17 given some amount of money for potential earmarks, and
18 Congressman Stanton (inaudible) he sits on the House of
19 Representatives Transportation and Infrastructure. He's
20 promised 5 million of his support of federal funds with the
21 projects on the 347 interchange.

22 So we're continuing to work with policymakers,
23 and especially our partners in MAG and the GRIC to try and keep
24 this thing moving, but again, as Dallas says, there's studies
25 and work that need to be done before we fully engage in the

1 widening. But that doesn't mean there aren't improvements that
2 we can't make in the meantime.

3 I hope that answers your question, Mr. Chairman.
4 If not, we can do that, so...

5 CHAIRMAN STRATTON: No. That helps, John. I
6 thank you very much. And Dallas, thank you.

7 DIRECTOR HALIKOWSKI: Any other questions, board
8 members? I know this has been a hot topic. Not sure if others
9 have questions, Mr. Chairman, on 10.

10 CHAIRMAN STRATTON: Do any other board members
11 have questions or (inaudible)?

12 DIRECTOR HALIKOWSKI: So I -- just in closing,
13 you know, we're trying to make sense of the hash that's coming
14 out of Congress and the news every day on infrastructure, and I
15 think generally everybody's aware the President's proposed a
16 large plan, and you know, the Republican caucus has come back
17 with a much more slimmed-down plan. The two big, major stopping
18 points are, you know, how much is going to be spent and how do
19 you define infrastructure? So they'll continue to wrangle that
20 out.

21 And then, you know, at the State Legislature,
22 they're recessed until June 10, and from what I can tell,
23 there's about three different factions over there on the budget:
24 Those are support the budget as it is and those that want to
25 pass that budget with amendments to the (indiscernible) for

1 communities, and then you've got another group of folks over
2 there who feel the budget is too big and want to remove some of
3 the spending. We don't know what that looked like and if that
4 will target any of the transportation projects that are in the
5 current proposed budget by leadership. So that's kind of a
6 thumbnail where we are, Mr. Chair.

7 CHAIRMAN STRATTON: Thank you, John. Any other
8 questions?

9 MS. DANIELS: Mr. Chairman.

10 CHAIRMAN STRATTON: Yes. Go ahead, Jenn.

11 MS. DANIELS: Yes. This is Jenn Daniels. Thank
12 you. I appreciate that.

13 We've obviously received quite a few emails on
14 various projects. I'm sure each board member has been pulled in
15 to different rooms and others, and it has occurred to me that
16 perhaps with some of our shuffling of the prioritization in
17 trying to fit different projects in, we haven't communicated in
18 -- as much as we probably need to with our stakeholders, and as
19 we've, you know, moved and shuffled -- and I -- and I understand
20 the fiscal constraints that we're under and why we need to do
21 things like that.

22 So I was hoping -- and maybe this document
23 already exists -- but if there's either been an increase or a
24 decrease and/or if the project has stayed the same, cost has
25 stayed the same, and then if we've reprioritized within our

1 five-year plan, is there a document that denotes all of those
2 components and why we're -- sort of the message behind what
3 we're doing here so that we can share that with stakeholders and
4 help them understand why something may have been moved out of
5 the five-year plan, why something was changed in -- from a
6 timing standpoint? Is that -- does a document like that exist?
7 And if so, can we get copies of that to share with our
8 stakeholders?

9 MR. BYRES: So Mr. Chairman, Board Member
10 Daniels, what we can do -- we don't have a document like that
11 right now, but basically, the slides that you've seen, we have a
12 huge spreadsheet that actually goes through each one of these
13 and documents all of that. We can certainly put together
14 something like that and produce that with this information that
15 we have within the slide program that we're presenting today.

16 MS. DANIELS: I think that would be a helpful
17 document or tool for all of us as board members to use, but also
18 to share with all of the county supervisors, to share with all
19 the planning agencies, to share with mayors and councils and
20 legislators, because I think they get a little off kilter on
21 occasion.

22 Sorry for the interruption.

23 CHAIRMAN STRATTON: Thank you, Jenn.

24 Any other questions? Hearing none, Greg, you
25 want to proceed, please?

1 MR. BYRES: Thank you very much. If we can go to
2 the next slide.

3 So other comments that we received. One is
4 within -- need for widening of SR-347 between I-10 and Maricopa.
5 The Director had just mentioned that. MAG is currently working
6 on a planning document for this section so that we can have
7 actual information on pursuing such a project.

8 Again, that falls within the MAG region. Need to
9 widen US-93 to Kingman and build the US-93/I-40 West Kingman
10 interchange. A portion of that segment is currently in the
11 tentative program. Both the West Kingman TI and the gap project
12 for US-93 are included in the program.

13 Need to widen US-95 in Yuma. A portion of this
14 segment is currently in the tentative program. In fact, it was
15 listed in the projects that we just showed where we move -- a
16 portion of that project from '26 up to '22. So that -- that's
17 in the current program. Or not the current program, but the
18 tentative program to be approved.

19 Need to put the SR-260 widening project on Lion
20 Springs back into the five-year program. We have spoken about
21 that earlier, about the design costs and the challenges that
22 we're seeing within that. So that's one of the things that
23 we're working on and need additional funding to keep going.

24 Need to advance SR-30 corridor between Loop 303
25 and Loop 202. Again, this is a MAG region consideration. I

1 believe they're looking at -- looking at this within the Prop
2 400 extension as that goes forward.

3 Need to advance I-11 corridor. So we're
4 currently trying to finish up the tier I study. That should be
5 completed within the fall of this year. There is no funding at
6 this point in time identified for a tier II study along any
7 section of the corridor, but like I said, the tier I is being
8 completed come this fall.

9 Need to advance the North-South corridor. Again,
10 this tier I study will be completed this fall as well, and
11 there's no funding identified at this point in time for a tier
12 II study. I do understand that in the budget proposals there
13 was some money being projected for that, but (audio
14 interruption) --

15 DIRECTOR HALIKOWSKI: Greg, Greg. Hey, Greg, you
16 cut out there for a minute. The last thing I heard was some
17 money in the budget proposals for tier II on North-South. I
18 think there's 5 million in there, but then I couldn't hear you
19 afterwards.

20 MR. BYRES: So I'm sorry. Can you hear better
21 now?

22 DIRECTOR HALIKOWSKI: Yes.

23 MR. BYRES: So for the North-South corridor, like
24 I said, there's a potential of \$5 million that was part of the
25 budget proposal, but until the budget is passed, we will know

1 exactly whether or not there's going to be any funding for that.

2 And then the last item we had is need for equity
3 in the program statewide between rural and urban areas.

4 Improvements focused in Maricopa County. Maricopa County and
5 Greater Arizona are generally funded through separate means.

6 Maricopa County has its own funding sources through their RTA
7 with differing priorities. So again, Maricopa County, or MAG,
8 takes and does their own planning and programming with oversight
9 from ADOT, but their funding sources are separate from those for
10 Greater Arizona. That --

11 CHAIRMAN STRATTON: Greg --

12 MR. BYRES: Yes.

13 CHAIRMAN STRATTON: Greg, can I interrupt you
14 right there for a minute? We have several new board members.
15 Could you explain the Casa Grande accords to them and the
16 distribution of money?

17 MR. BYRES: Yes, I can.

18 So the Casa Grande accords take and distribute
19 the funding for federal funds across the state. So Greater
20 Arizona, which is everything outside of Maricopa County and Pima
21 County, gets 50 percent. The MAG region, which is Maricopa
22 County, gets 37 percent, and the PAG region, which is Pima
23 County, gets 13 percent of the funds that come through those
24 federal appropriated funds for highway use.

25 So I hope that's clear.

1 CHAIRMAN STRATTON: Thank you, Greg.

2 MR. BYRES: And again, that -- this hits the main
3 themes that we saw in the comments that came through to date. I
4 just want to make sure that the Board as well as anyone else
5 sees that we are looking at and addressing these comments within
6 the tentative program.

7 Thank you. That was all -- that's the end of my
8 presentation, if you have any other questions.

9 CHAIRMAN STRATTON: Thank you, Greg.

10 Do any of the board members have any questions
11 for Greg or Kristine concerning the five-year plan?

12 MR. SEARLE: Chairman Stratton, you know, I
13 realize -- and this -- I know -- I'm not sure when to do the
14 timing on an ask like this, because I know as each one of us
15 board members, we probably have projects we'd like to see.

16 In these comments that were received in the
17 tentative program, what wasn't addressed was the comments that
18 we received from SEAGO and the City of Douglas in regards of
19 help our DCR for the second commercial port. And I know Mark
20 Sanders is going to be talking about that in a minute on this
21 agenda, and I don't know if this is a good time to talk about it
22 now, but I really would like to see a new project would be the
23 DCR for that commercial -- second commercial port. We can
24 discuss it later or we can do it now. I -- it's your call.

25 DIRECTOR HALIKOWSKI: Mr. Chair.

1 CHAIRMAN STRATTON: Go ahead.

2 DIRECTOR HALIKOWSKI: Mr. Chairman, just to -- I
3 think, you know, we're leading into that discussion, and Mark's
4 going to talk about, you know, the two-port solution we're
5 looking at in Douglas. But realize if it takes two to tango on
6 here, and actually three because we've got the federal
7 government and GSA involved as to whether or not they're going
8 to continue to place money for the port of the Douglas side.

9 Of course, we're working with Sonora and the
10 Mexican federal government, as Mark will talk about, but those
11 things, you know, tend to speed up and slow down depending on
12 what's happening federally in Mexico.

13 The part that ADOT is also very concerned and
14 working about is the connector road. And, you know, we estimate
15 that project probably more at around 25 to 30 million, because
16 we're going to have to build a TI into the state highway. So
17 there's a number of issues, and we are involved in working -- as
18 you know, on the Arizona-Mexico Commission, I chair the -- or
19 co-chair the Transportation and Infrastructure Committee with
20 Secretary Ricardo Martinez from Mexico. So, Mark, if you would,
21 I think we can answer Chairman -- or Board Member Searle's
22 questions as we go through.

23 CHAIRMAN STRATTON: I was going to suggest and I
24 agree with you. Let's listen to the next discussion, and I
25 think that would be a more appropriate place to ask your

1 question.

2 MR. SEARLE: Thank you, Mr. Chair. Sorry.

3 DIRECTOR HALIKOWSKI: Sorry to jump ahead of you
4 there, Mr. Chair.

5 CHAIRMAN STRATTON: No. At any time. The
6 members need to ask the questions, and we'll get answers one
7 place or another.

8 Are there any other comments for Kristine or
9 Greg?

10 Okay. Hearing none, we'll move on to Item 2, the
11 overview of ongoing international border activities for
12 information and discussion only, and this is Mark Sanders.

13 Mark.

14 MR. SANDERS: Thank you. Yes. Thank you,
15 Chairman Stratton, members of the Board, Director Halikowski.
16 It's a pleasure to be with all of you today to talk about our
17 international programs in our department.

18 We were actually a very small team directed by
19 the Director himself, supervised by Floyd Roehrich, and also a
20 valuable member, who is Luis Ramirez, the President of Ramirez
21 Advisors, who helps us out with a wide array of issues on the
22 border and political help as well. He's on this panel as well
23 to help me out with any questions as need.

24 Next slide, please, Rhett.

25 Okay. In order to discuss a port of entry, I

1 think it's very important that we appreciate the importance of
2 the commerce and the flow of goods and service that's we receive
3 from Mexico.

4 ADOT partnering with the Mexican Ministry of
5 Communications and Transport and the Sonoran Department of
6 Infrastructure and urban Development to conduct a one-of-a-kind
7 study that looked at transportation infrastructure along the MX
8 15 from Mexico City to Nogales, and the other ports of entry
9 being Douglas and San Luis.

10 The study includes an economic analysis of
11 various of opportunity for cluster developments, new investments
12 and job creation. Because of emphasis on economic impact, we
13 identified key commodities that use a corridor, primary
14 production clusters, and looked at various scenarios for freight
15 flows.

16 Key supply chains are in fresh produce, mining,
17 automotive, aerospace and electronics manufacturing. Sinaloa
18 and Sonora are the main states that use this corridor.

19 Transportation costs are actually lower when
20 shippers choose to cross through Arizona than going directly to
21 Texas from these states. For an example, a product originating
22 in Culiacan, Sinaloa destined for U.S. consumers is nine hours
23 shorter and \$930 cheaper going to Nogales rather than the
24 borders in Texas.

25 When Director Halikowski was in Mexico years ago,

1 and he can talk about this later, he noticed that all the focus
2 and emphasis was commerce leaving Mexico and going directly to
3 Texas, bypassing Arizona. The reason for this is because Texas
4 has spent a great amount of money in marketing and studies to
5 provide data to Mexico. At this point the Director instructed
6 us to conduct our own study, analyzing the clusters and the
7 opportunities for Arizona. It has obviously paid off, but I do
8 want to stress that the Director always sees the ports of
9 entries as a system. Every port of entry in Arizona has great
10 value for the flow of commerce.

11 Next slide, please.

12 The study also put forward some recommendations
13 for how to improve the competitiveness of the corridor, several
14 of which ADOT has already been in the process of implementing,
15 such as the Border Liaison Unit, which I will cover later; a
16 \$134 million investment to modernize State Route 189 Nogales,
17 the final connector road from the Federal Highway 15 in Mexico
18 to our interstates, and the (indiscernible) border initiative,
19 which I will also talk about later as well.

20 The Mexican government has also invested
21 \$1.8 billion in modernizing its portion of the corridor,
22 resulting in time savings, enhanced road safety and opening
23 opportunities for investments along this corridor. As a result
24 of several of these initiatives, wait times for commercial
25 trucks crossing the Arizona border are measured in minutes

1 instead of hours. Time is (indiscernible) as we all know.

2 DIRECTOR HALIKOWSKI: Mark.

3 MR. SANDERS: Yes.

4 DIRECTOR HALIKOWSKI: Mr. Chairman, I just want
5 to thank the Board at this point. Getting SR-189 finished,
6 which will be happening pretty soon, is a huge accomplishment
7 for Arizona, and the Board was a willing partner all the way
8 through. Biggest rural project we've ever done in Arizona, and
9 it really is a game changer.

10 So I just want to give a shout out to the Board
11 for particular sticking with us and supporting that project.
12 You know, hopefully at some point what we're going to see is
13 economic clusters in northwestern Mexico and southeastern
14 Arizona that are going to be transporting goods and services
15 back and back and forth. We estimate that before a product is
16 finished, it could cross the border up to four times, and that's
17 commerce and economy for everybody.

18 So thank you, Mark. Sorry to interrupt.

19 MR. SANDERS: Mr. Chairman, I would also like to
20 echo his sentiments and also point out that Mexico is very
21 impressed with this project and very eager for it to open.

22 CHAIRMAN STRATTON: I was going to save my
23 comment on that until the end, but I think it would be more
24 appropriate now. For the new board members, all of this came
25 about when -- my first or second year on the Board, and it was

1 quite an investment, and we did (audio interruption) looking and
2 studying, and I have to agree with both of you that it's been a
3 tremendous project, and it has helped out, and it makes the
4 commerce much better and much quicker. So I appreciate the
5 staff bringing that to the Board and having the foresight to do
6 so. So thank you.

7 MR. SANDERS: Thank you, Mr. Chairman.

8 I also want to add that companies are looking to
9 cross their products through Arizona over California, New Mexico
10 and Texas, which results in our data we are -- we gathered
11 through this study that I'm speaking of. The total northbound
12 trucking in Arizona grew 2 percent. That is in despite of a
13 pandemic situation that we went through last year. The
14 marketing improvements on the corridor is in conjunction with
15 State's strategic outreach and establishing of new trade offices
16 in Chihuahua and Guanajuato.

17 Next slide, please, Rhett.

18 I just want to point out to the Board, please,
19 Mr. Chairman, I have a high level description of what's going
20 on, the ports of entry. So I do encourage the board members to
21 chime in and ask questions, please, if it's more into the
22 detail, in the weeds.

23 ADOT engages with stakeholders in Arizona's
24 border communities to identify our regional transportation needs
25 that facilitate the flow and people to the ports of entry and

1 local communities.

2 The three priority projects at this point is San
3 Luis Rio Colorado I, Deconcini Nogales and the Douglas two port
4 solution.

5 The San Luis I port of entry is very outdated,
6 overburdened and heavily congested. San Luis I is the main
7 pedestrian crossing for seasonal agricultural workers in Yuma
8 County.

9 The modernization of this project entails tearing
10 down the existing facility to build an expanded state-of-the-art
11 campus for U.S. Customs and Border Patrol. The San Luis I Port
12 of Entry is a high priority project for CBP due to the
13 inefficient work environment for their officers. Even though
14 San Luis I is a non-commercial port, the wait times for
15 pedestrian crossings is unprecedented, negatively impacting
16 sales tax revenues for the City of San Luis.

17 Currently, Congress has allocated 152.4 million
18 in fiscal year 2020 for the spending package, but we need an
19 additional 90 million to complete the project. And as the
20 Director mentioned before, we have had this funding. We're
21 looking to get the 90 million.

22 We're having a really complicated time from
23 Mexico to work in conjunction with us to seek funding and allow
24 this project to happen. The diagram you see on the right is the
25 ideal situation for a perfect flow in this port of entry, and I

1 would ask Luis Ramirez, who's been in -- very in touch with the
2 mayor in San Luis Rio Colorado in the federal government down
3 there to add a little bit of what's happening, funding on the
4 Mexican side.

5 MR. RAMIREZ: Mark, thank you very much,
6 Mr. Chairman and members of the Board. Good morning. Luis
7 Ramirez.

8 What I wanted to highlight is that the -- if you
9 look at the pink arrow right on the side of -- on the right
10 image, the image on the right side, I should say, that is a new
11 designation for the southbound vehicular traffic. Currently,
12 where all those little blue arrows are located, that is
13 northbound traffic. In the center of the image, which you
14 cannot see in this -- in this one photograph, there is the
15 southbound traffic kind of like in that dotted gray arrow line.

16 What we're proposing is the relocation of
17 southbound traffic, what is in an area that is called --
18 designated as Archibald Morelos, Archibald Avenue and Morelos
19 Avenue on the Mexican side.

20 That would greatly impact safety. It greatly
21 impacts throughput of vehicular traffic. This would also
22 eliminate the need for pedestrians to cross between the lanes of
23 cars to get to the pedestrian southbound lanes. There's a
24 number of advantages associated with this new re-alignment of
25 southbound vehicular traffic.

1 The challenge that we're having is that on the
2 Mexican side, while the investment is minimal, relatively
3 speaking, we're talking about anywhere between 3 to 5 million
4 dollars. The Mexican federal government has yet to designate
5 funding necessary, one, for the studies required, and two, for
6 the actual construction.

7 We've been working with the state of Sonora and
8 the municipality of San Luis Rio Colorado along with the Greater
9 Gila Port Authority, with the City of San Luis, Yuma County, a
10 number of other stakeholders. We've actually submitted an
11 application for the North American development backed for a
12 \$150,000 technical assistance grant that would pay for the
13 studies on the Mexican side. We're hoping to get some type of
14 an indication if that grant is going to be awarded by the end of
15 next week.

16 The challenge that we have is that unless the
17 studies are done and Mexico commits the funding, the realignment
18 of southbound traffic becomes very challenging, and CBP, or
19 Customs and Border Protection, and the General Services
20 Administration are saying that unless they see that investment
21 and commitment by the Mexican side, they will not have a choice
22 but to continue to use the current location of southbound
23 traffic, as I said, is by that dotted gray line, kind of in the
24 middle of the image. That would really minimize the potential
25 of this -- you know, \$250 million investment by the U.S.

1 government.

2 So we continue to fight. We continue to advocate
3 for the funding that needs to come on the Mexican side. We're
4 actually going to be holding another binational technical
5 meeting focused on Arizona's ports of entry on June 10th, which
6 is three to five days from now, in which we're asking the
7 Mexican federal agencies to address this concern, and you will
8 see we also have concerns in some of the other projects, but
9 this -- because we've already have \$152 million in the bank,
10 this is the number one priority right now in order to get the
11 Mexican government to commit the necessary funding.

12 Mark, I don't know there's any additional
13 questions on that.

14 MR. ANDERSON: Not on my end, Mr. Ramirez. I
15 don't know if -- Mr. Chair, if the Board has any questions on
16 this project.

17 DIRECTOR HALIKOWSKI: Mark --

18 CHAIRMAN STRATTON: Did any board member have a
19 question?

20 DIRECTOR HALIKOWSKI: Mr. Chair, for the board
21 members that don't know Luis, I met him about 13 years ago when
22 I became director, and he's been a long-term consultant for
23 ADOT, not only with Sonora, but with the Mexican federal
24 government and our own Congress. So a lot of these things that
25 we're talking about today that are accomplishments would not

1 have been possible without Luis' guidance and his perseverance
2 through these.

3 So I will say if you ever want to know what true
4 exhaustion is, travel to Mexico City with Luis, and you'll be
5 meeting dignitaries from 8:00 in the morning until midnight and
6 then --

7 MR. RAMIREZ: Yeah.

8 DIRECTOR HALIKOWSKI: -- start all over again.
9 So I just wanted to put his comments into context for the Board
10 that he's a long-time trusted consultant for us on these issues.

11 MR. RAMIREZ: Thank you, Director.

12 CHAIRMAN STRATTON: Thank you, Director.

13 Mr. Searle, would you like to ask any more
14 questions about the Douglas port at this time?

15 MR. SEARLE: (Inaudible.)

16 DIRECTOR HALIKOWSKI: I think we're going to come
17 up to the Douglas port --

18 MR. ANDERSON: Yes, sir.

19 DIRECTOR HALIKOWSKI: -- (indiscernible.)

20 MR. SEARLE: Okay. Very good.

21 DIRECTOR HALIKOWSKI: I think Douglas is on the
22 list here. Just the key thing to remember about this, this is
23 critical for the economy, being in Yuma, because we have so many
24 workers trying to cross every day and go home at night, and then
25 you have thousands of people literally, you know, waiting in

1 line, whether they're cars, pedestrians, and in cases we've been
2 asked to provide more bicycle parking. So this is critical for
3 the economy. We need to keep working with the Mexican
4 government to make this happen so that GSA doesn't pull the
5 funding.

6 MR. ANDERSON: Yes. Mr. Chair, members of the
7 Board -- sorry to interrupt -- literally, they start standing in
8 line at 1:30 in the morning to be able to cross the border and
9 go to work the next morning.

10 MR. KNIGHT: Mr. Chair, this is Board Member
11 Knight.

12 CHAIRMAN STRATTON: Understood. Go ahead, Gary.

13 MR. KNIGHT: I too would like to thank Luis for
14 all the work he's (indiscernible) with this -- this port, we've
15 worked on it for -- we've been working for years to try to get
16 this port expanded and modernized, and finally got the lion's
17 share of the money that it will take, but this is really a very
18 important project, not just for Yuma County, not just for -- but
19 also for the entire state and the nation, because the
20 agricultural workers that have to get across the border to work
21 in our fields and actually do the labor that gets the lettuce
22 and other vegetables to the rest of the nation during the winter
23 months is just -- you have to see it to believe it.

24 But it -- it's so important that this -- this
25 port be expanded and allow a much shorter wait time for

1 pedestrians and cars to get through and come across instead of
2 having to wait hours to get across just so they can go to work,
3 and then do the same thing all over again the next day. So it's
4 very, very -- as the Director had mentioned, it's critical.
5 It's very important.

6 CHAIRMAN STRATTON: And I agree with you, Gary.

7 Director Halikowski, if I recall correctly, one
8 of the major obstacles we had with Texas was the wait at our
9 border was so much longer and not as efficient. That was one of
10 the things, the modernization and some of the policies that were
11 instituted and different things changed at that port of entry
12 that helped that. Am I remembering that correctly?

13 DIRECTOR HALIKOWSKI: There were issues raised by
14 business folks in the Yuma area that ADOT was being too strict
15 on truck safety, and I think there was probably some confusion
16 there between the roles of ADOT and DPS as to who or what was
17 being more strict, but regardless of that, the perception was
18 out there among the Mexican industrial community that it was
19 quicker to go to Mexicali than it was to stop and then go
20 through the Yuma border, San Luis Port of Entry.

21 And so we had this issue not only there, but in
22 Nogales, and so we took a detailed study into this and learned a
23 couple of things, and one was that we needed to standardize our
24 inspection criteria across all of our ports of entry, especially
25 the international.

1 But the key to this also was going to the source
2 and making sure those trucks didn't have any safety violations
3 that would stop them in the first place, and that's when our
4 enforcement compliance division established the Border Liaison
5 Unit, and prior to COVID, we were regularly going into Mexico
6 and holding seminars with Mexican trucking companies, individual
7 truckers, and we showed them and put them through a course to
8 understand and what Arizona and U.S. safety requirements are to
9 come into the country. Then we established an internet
10 (indiscernible) use of WhatsApp, so if they had safety
11 questions, they could send us a picture of the equipment on the
12 truck, and we would let them know whether it was going to pass
13 before they got there.

14 Long story short, we are now seeing traffic
15 flowing more through our ports and not going to Mexicali,
16 because our wait times for inspections and what we're looking
17 for and because of the communications have significantly
18 decreased, and we've been doing some marketing with companies
19 that had left us and had solely been going through Texas, and
20 they're now saying, okay, we're going to come back and give
21 Arizona another try.

22 So kudos to Mark and the work he's doing there
23 and to the Border Liaison Unit. We're not going into Mexico and
24 doing training right now, but we're doing virtual training with
25 our Mexican counterparts, and we're going to be expanding. We

1 now have U.S. companies asking ADOT if we can come and provide
2 training to their companies and drivers, also.

3 CHAIRMAN STRATTON: Thank you, John.

4 MR. SEARLE: Chairman Stratton.

5 CHAIRMAN STRATTON: Yes.

6 MR. SEARLE: The question I would have on the San
7 Luis project is what -- what's ADOT's ask on this? I mean, what
8 are -- what's -- if we're to modernize this port, what's ADOT's
9 role on this?

10 DIRECTOR HALIKOWSKI: So Mr. Chairman and Board
11 Member Searle, we really are a convener, if you will. As I
12 said, I sit on the Transportation Committee with the Arizona-
13 Mexico Commission. We're on the Binational Border and Bridges
14 Committee, and, of course, we talk to our Congressional
15 delegation.

16 So when you look at this, you have to have a
17 partnership between both federal governments and the state of
18 Sonora, their government and ours, because we have to, once GSA
19 decides to build the port, make sure that we're providing the
20 appropriate connections to it, or otherwise, we're just starting
21 another bottleneck.

22 So we worked in conjunction these folks, and then
23 often -- you know, I just got a letter from San Luis yesterday
24 that I forwarded on to Luis and Mark. They're asking our
25 support for a federal grant, I believe to modernize Cesar Chavez

1 Avenue for traffic that's coming through the port, into San
2 Luis, so that they're not congesting their downtown to where you
3 can't get to it. So this is the dance, basically, that has to
4 go on among several government entities, the stakeholders at the
5 ports. And what we've done at ADOT is actually just function
6 largely as a place where you can come and gather, and we can
7 start hammering these problems out.

8 MR. SEARLE: Understood, and I appreciate that
9 role. I was just looking at any infrastructure needs that ADOT
10 would have to come into play at, and what I'm hearing right now
11 is --

12 DIRECTOR HALIKOWSKI: (Indiscernible.)

13 MR. SEARLE: Really isn't anything identified at
14 this time.

15 DIRECTOR HALIKOWSKI: I don't know about San
16 Luis, but as I mentioned for Douglas, if that two-port solution
17 comes in, ADOT will be working with the County to build a
18 connector road to the state highway. It's about a six-mile road
19 there, so...

20 MR. SEARLE: Understood, and that -- I understand
21 the Douglas issue. I was just trying to get a better handle on
22 the San Luis, but what I'm hearing is there's not a direct issue
23 with San Luis or a direct ask with San Luis at this time.

24 DIRECTOR HALIKOWSKI: Mark or Luis? I don't
25 recall.

1 MR. SANDERS: Chairman Stratton, Board Member
2 Searle, there's indirect economic impact that we're seeing
3 little by little right now in San Luis, and that is due to the
4 great work that our team is doing on the border. We're seeing a
5 large influx of factories starting to build in San Luis Colorado
6 and using our ports of entry instead of the Calexico.

7 One of the complaints they're having is they're
8 bringing crews to work with them, and their quality of life to
9 cross through this border, to be able to go into San Luis, has
10 been greatly affected. So in any direct manner -- in a --

11 DIRECTOR HALIKOWSKI: Mark -- Mark, he -- Mark,
12 he just wanted to know if there's any direct ask for
13 construction funds, I think.

14 MR. SANDERS: I -- Luis, I don't think so. We're
15 not doing that, are we? We're just being a facilitator like the
16 Director said.

17 MR. SEARLE: That's exactly --

18 MR. RAMIREZ: I would want to clarify that there
19 have been some investments made in the past. There were --

20 DIRECTOR HALIKOWSKI: Right.

21 MR. RAMIREZ: -- some improvements made to Main
22 Street, which is the heart of downtown San Luis, and also, the
23 Robert A. Vaughan Expressway or State Route 195 was built as a
24 connect or road between San Luis II and I-8.

25 There was also improvements made between -- I

1 think it's Avenue B -- and Mr. Knight might correct me -- that
2 connects the port of entry to the Robert A. Vaughan Expressway.

3 So we've -- the direct connectivity issues
4 between the ports of entry and the federal highway system have
5 been made. That's why we're in a position right now to say that
6 for San Luis, something as specific San Luis I, ADOT has already
7 made those investments in partnership with YMPO, with the City
8 of San Luis, Yuma County, to make those improvements, which are
9 necessary for the project.

10 What I do want to clarify, the Director
11 indicated, there was a letter in which San Luis is asking for
12 support on a grant to enhance the connectivity between San Luis
13 I and San Luis II on Cesar Chavez Boulevard. So that is a
14 request by the City of San Luis, and if I recall correctly, Vice
15 Mayor Africa Luna-Carrasco, during the last ADOT trans- --
16 excuse me -- transportation board meeting asked for that to be
17 considered as part on the five-year plan.

18 CHAIRMAN STRATTON: Thank you, Luis. Thank you,
19 Mark.

20 Are there any further questions at this point?

21 MR. KNIGHT: Yes. Director -- I mean, Chairman,
22 this is Board Member Knight again.

23 Luis is exactly right, and we're also seeing into
24 our port of entry II, which is our commercial port, we're seeing
25 a larger influx of commercial vehicles. In fact, we've -- I sit

1 on the GYPA board, the Greater Yuma Port Authority, and we've
2 got inquiries. Shippers are looking to come into Ensenada
3 instead of Long Beach and truck their goods up and come through
4 San Luis Port of Entry 2 rather than deal with California and
5 the -- their transportation, Caltrans or whatever problem they
6 have with the California -- additional requirements on their --
7 the vehicles and -- and the long wait at Long Beach to get the
8 ships unloaded.

9 Apparently, they don't have that problem in
10 Ensenada, and so we're becoming much more attractive, and
11 actually, San Luis, we don't compete with Douglas or Nogales.
12 We compete with Calexico and Mexicali. We compete with
13 California, and that's a plus for Arizona. The more -- the more
14 commerce we can divert through Arizona from -- that would have
15 come through California, the better it is for us. And our port
16 of entry, too, is -- the commercial port is seeing a large
17 increase in vehicles coming through the port at this time.

18 Thank you, Mr. Chair.

19 CHAIRMAN STRATTON: Thank you, Gary.

20 Mark, would you like to continue?

21 MR. SANDERS: Yes. Yes. Thank you,
22 Mr. Chairman.

23 Rhett, next slide, please.

24 Okay. The Douglas two port solution, the
25 existing port of entry in Douglas that processes commercial and

1 non-commercial traffic is outdated, heavily congested and
2 presents a great safety risk. The two port solution would
3 entail the construction of a new state-of-the-art commercial
4 port dedicated to the renovation -- with the renovation of the
5 existing facilities at Castro, which would do the pedestrian
6 side. So they would be separated and allowing these cars to
7 travel freely without the hazard of going through town and
8 alleviating congestion.

9 The two port solution will deliver improvements
10 to travelers, the CBP personnel and surrounding communities by
11 diverting commercial vehicles sometimes carrying mining material
12 from traveling through population centers in Douglas and Agua
13 Prieta, prevent the intermingling of commercial trucks with cars
14 and pedestrians during peak crossing hours, and minimize the
15 obstructions of cross-border traffic caused by overweight and
16 oversize vehicles.

17 The estimated costs of the new commercial port of
18 entry is \$175 million, and \$105 million for the modernization of
19 the Raul Castro Port of Entry, for pedestrian and private
20 vehicles.

21 I'll let Mr. Searle ask some questions. I just
22 want to point out a couple things here. There is a connector
23 road that was being discussed from the border of the new
24 commercial proposed port of entry to the state route.

25 In order to do this connector road or to speak

1 about the potential for funding, we need to do a design concept
2 report. It has been valued at about 500- to \$800,000 and
3 includes an environmental impact study as well. But I would
4 like at least to briefly describe why we're not having the same
5 problem in Douglas that we're having in San Luis with the
6 Mexican cooperation as far as connecting the two parts.

7 Luis.

8 MR. RAMIREZ: Thank you, Mark.

9 In February of 2020, the U.S. Department of State
10 and the federal government of the United States sent a
11 diplomatic note to Mexico confirming two things. One, that the
12 only long-term solution for the current border crossing issues
13 at Douglas was to build two ports. One, you know, modernizing
14 the existing downtown crossing, and secondly, the new port that
15 would be constructed five miles to the west at a location where
16 the City of Douglas is donating 80 acres of land to the federal
17 government that would be used to build this new facility.

18 The second thing that that diplomatic note
19 included was the formal designation of the proposed location at
20 a road called James Ranch Road. Currently, it's -- it really is
21 just a designation of the road. The road doesn't really exist.
22 It was a bit of a dirt road to some property, but it does not go
23 all the way to the border.

24 We're -- we've been waiting for the Mexican
25 government to respond to this diplomatic note. We've been

1 working very closely with the landowner on the Mexican side,
2 literally on the other side of James Ranch Road, across the
3 border. An individual owns all -- one individual owns all the
4 land. So he's working with the Mexican government on two
5 things: One, to donate the land, approximately 60 to 80 acres
6 as well, for the construction of the inspection facilities, but
7 also, the right-of-way approximately two miles from the border
8 down to Highway 2, Mexico Highway 2. That is a federal highway.
9 That -- it gives connectivity into all of Mexico. That process
10 is underway. We're actually assisting by providing information
11 to the landowner so the process on the Mexican side can move
12 forward.

13 He's also proposing -- he's submitting -- or
14 about to submit an unsolicited proposal to the Mexican
15 government in which he would do a turnkey situation, design,
16 build and maintain and operate both the inspection facilities as
17 well as the road, as long as he gets a long-term concession.
18 That's how they handle it in Mexico, and then he would charge a
19 fee for the use of that facility.

20 That we think will really expedite the process on
21 the Mexican side, because it's at no cost to the federal
22 government. It would be done by private sector investment with
23 a toll associated with either the road and/or the inspection
24 facilities to pay the investors back.

25 So we are hopeful. We've been in constant

1 contact with the landowner and the Mexican federal government.
2 So we're hoping to get some news and a possible response from
3 the Mexican government on the U.S. Diplomatic note sometime in
4 the next -- I'm going to say next 90 days or so. But in the
5 meantime, the planning continues to move forward on everything
6 associated with the new port of entry. In fact, the City of
7 Douglas has created and convenes -- which ADOT is one of the
8 principal participants -- a technical team looking at all the
9 infrastructure issues associated with the port of entry. That's
10 not just the road, but that's water, wastewater, data, natural
11 gas. We're really looking at not just the needs of the port of
12 entry, but all the associated commercial industrial development
13 that would come along with the port of entry investment, as Mark
14 indicated, as much as \$325 million over the next three to five
15 years by the U.S. Federal government in the Douglas area.

16 MR. SEARLE: I think there's one other item to
17 add to this conversation is that Cochise County has agreed to
18 acquire the right-of-way on James Ranch Road to also facilitate
19 this project.

20 MR. RAMIREZ: I should say that Cochise County
21 has been a tremendous partner. In fact, they just completed the
22 water and wastewater report that looks at all the water,
23 wastewater infrastructure issues, not just for the port of
24 entry, but for all the land in and around that area. A
25 tremendous contribution by Cochise County, in addition to the

1 willingness or the commitment to acquire the right-of-way.

2 I should add that the General Services
3 Administration has conducted the level one environmental and due
4 diligence on the land that is to be donated by the City of
5 Douglas in order to -- if -- essentially preparing the process
6 for the formal donation by the City of Douglas. So both the
7 City and Cochise County have been tremendous advocates in
8 advancing this project.

9 MR. SEARLE: Then Chairman Stratton, Director
10 Halikowski, my question is why don't we have something in our
11 five-year plan acknowledging this project and -- you know, both
12 the Governor supports it, our Congressional representation
13 supports it. Cochise County supports it. Douglas supports it.
14 Why don't we have something in our plan to support it as well?

15 DIRECTOR HALIKOWSKI: Am I unmuted?

16 CHAIRMAN STRATTON: Yes.

17 DIRECTOR HALIKOWSKI: Well, Mr. Chairman,
18 Mr. Searle, I would say that what we've put into the plan or
19 projects that are funded, and right now it may be premature
20 since we don't know what's going to happen with the Mexican
21 government and whether the port is going to move or not. So
22 from our standpoint, you know, I think as you can tell by the
23 investment ADOT has made into working with Mexico, we look at
24 the ports system and certainly support the project if the ports
25 move. But right -- but right now, it's prudent for us to do the

1 studies and have products that we can use, but to put money
2 forward for a project that's not ready would not be appropriate
3 at this point.

4 MR. SEARLE: So you would have to
5 (indiscernible) --

6 MR. HAMMIT: Mr. Chairman, Director, can I add
7 something?

8 MR. SEARLE: -- a design concept report for James
9 Ranch Road then?

10 DIRECTOR HALIKOWSKI: Dallas, you were going to
11 comment?

12 MR. HAMMIT: Yeah. Mr. Chairman, Director,
13 Member Searle, we -- one of the pools of funding that is
14 available to the department that is not in the five-year program
15 are planning dollars, and there is planning dollars that come to
16 the department. We developed a work plan that we submit to the
17 Federal Highway Administration.

18 We do plan on putting the scoping, the DCR for
19 that port in our next work plan for using planning dollars. So
20 it won't be in the five-year program, but it is something that
21 our planning division is going to move forward, and that will be
22 something that is in our next work plan sent to FHWA for next
23 year.

24 MR. SEARLE: All right. Thank you very much.
25 That works for me.

1 CHAIRMAN STRATTON: Thank you.

2 DIRECTOR HALIKOWSKI: Thank you.

3 CHAIRMAN STRATTON: Mark.

4 MR. SANDERS: If there's no more questions,
5 Mr. Chairman, we'll go to the next slide, Rhett.

6 Okay. The modernization of Nogales Deconcini.
7 The Deconcini Port of Entry in downtown Nogales extends a wide
8 array of safety and security risks for both CBP personnel and
9 travelers. Primary lanes are within feet of the international
10 border, restricting the ability for CBP to employ new
11 technologies. The International Outfall Interceptor, which is a
12 cross-border sewer pipeline and storm water tunnels run directly
13 underneath the port.

14 So the port is often flooded during the summer
15 monsoon seasons. And in recent years, drugs tunnels have been
16 found underneath, which pose a risk to the structural integrity
17 of the port facilities.

18 The Deconcini Port Entry no longer offers a safe
19 working environment for the officers, the staff and the facility
20 for the traveling public. According to GSA and CBP, the port is
21 in desperate need of repairs, and it has exceeded its useful
22 life. The last major renovation of the port was in 1990s.

23 So the local and regional stakeholders are
24 urgently requesting that the General Services Administration,
25 the U.S. Customs and Border Protection conduct a feasibility

1 study. The feasibility study will be a first step to kick off
2 the modernization project. The study would identify long-term
3 solutions, offer conceptual design and provide a cost estimate
4 for this project.

5 The results of the feasibility study could be
6 used by stakeholders to ask Congress to allocate federal funding
7 to carry out this project. I would like to add we were at a
8 binational meeting with the State Department recently, myself.
9 The head of CBP basically told us that this is their highest
10 risk port as far as safety is concerned.

11 And with that I'll leave it open to questions,
12 Mr. Chairman.

13 CHAIRMAN STRATTON: Thank you, Mark. Thank you,
14 Luis. I want to thank both of you for your hard work and
15 commitment to these projects. It goes unnoticed and behind the
16 scenes, but it's well appreciated.

17 Do we have any questions for either of these
18 gentleman from the board members?

19 MR. SANDERS: Mr. Chair, if you don't mind, I had
20 one more slide concerning infrastructure.

21 CHAIRMAN STRATTON: Okay. Go ahead.

22 MR. SANDERS: Rhett, next slide, please.

23 We spoke about this earlier. It's the State
24 Route 189 infrastructure project. This project is extremely
25 important for both sides of the border. As of right now, the

1 project is at about 75 percent completion. In the new year, the
2 contractor will complete the individual flyover ramps and the
3 combination bridge, the bridge which carries traffic over Frank
4 Reed Road. The roundabout construction and roadway widening
5 work should be complete by summer.

6 And that is the major update on this project.
7 It's been a very great success of how far along this project has
8 moved. It has gone very quickly considering all the different
9 challenges we had, and one thing I want to report out that's
10 very important, the community reached out to Luis and myself,
11 and they thanked us and ADOT to keeping their economy alive
12 during this construction and the pandemic. Their restaurants
13 and their hotels were able to employ -- keep their employees
14 with work, restaurants were open, and it was a great help, and
15 we're proud of that as well.

16 CHAIRMAN STRATTON: Very good. Thank you.

17 MR. HAMMIT: Mr. Chair, may I add one thing real
18 quick?

19 CHAIRMAN STRATTON: Sure.

20 MR. HAMMIT: This is Dallas.

21 One of the things I think we forget about this
22 project, it is funding from multiple areas. We, of course, used
23 some of our formula funds from Federal Highways. We also
24 received a TIGER grant of \$25 million, and we also received
25 General Fund dollars. So it wasn't just a project that came out

1 of our five-year program dollars. We got funding from two other
2 locations that helped us make this project possible.

3 CHAIRMAN STRATTON: Point well made.

4 If I recall, too, Dallas, didn't we use an
5 alternative delivery method to help expedite this project?

6 MR. HAMMIT: Mr. Chairman, yes, we did. We used
7 our P3 method. At one point we thought there may be an
8 opportunity for some additional revenues through an axle feet.
9 That did not happen, but we did use a design/build to deliver
10 this project.

11 DIRECTOR HALIKOWSKI: And to that point, you
12 know, the City and the County are sharing in their revenues for
13 the overweight permit fees. Within the border zone, we allow
14 20,000 -- or I shouldn't say 10,300 pounds more on each truck
15 coming over at a \$75 fee, and the City and County are
16 contributing a portion of their fees for this project, also.

17 So I just want to -- you know, Mr. Chairman, when
18 the Board talks about, you know, skin in the game, the Board,
19 the federal government and the local governments have all
20 stepped up to make this project come together.

21 CHAIRMAN STRATTON: Very good. Thank you, John.

22 Are there any questions for either of these
23 gentleman or the staff?

24 Hearing none, I want to thank you, Mark, again
25 for your work, and Luis, and the presentation. It's been most

1 enlightening.

2 MR. SANDERS: Thank you, sir.

3 MR. RAMIREZ: Thank you.

4 CHAIRMAN STRATTON: Are there any final questions
5 or comments from board members or staff at this point?

6 MR. ROEHRICH: So Mr. Chairman, this is Floyd. A
7 couple of quick things we need to wrap up at this part. A
8 reminder that the next meeting is June 18th, and we are going to
9 do a board member meeting in Phoenix, here at the ADOT admin.
10 building, and we will simulcast a virtual Webex meeting for
11 public and staff or board members who cannot make the trip. We
12 will get information out on hotels, lodging, stuff like that to
13 all the board members. So we'll have that for the June 18th
14 meeting.

15 If you have an agenda item you want to add for
16 that meeting, please let myself or Sherry know by next week,
17 because that's when we'll put the agenda together.

18 And to Board Member Daniels' comments, I will
19 work with Greg and we'll get the summary document he was going
20 to put together on all the changes, however that document gets
21 developed, and we'll get that sent out to the board members as
22 soon as possible, and it will also post back to the Board's
23 website so the public will have access to it. So that is a
24 follow-up and move to working on that as we prepare for the June
25 18th board meeting.

1 And the June 18th -- just a reminder, the June
2 18th board meeting will be when staff does make their final
3 recommendation for adoption of the five-year program so we can
4 complete it by the end of the month and get it submitted to the
5 Governor. And then remember from then on we do -- every month
6 we look at it. We make amendments to the -- to the program as
7 necessary, because it is a working, live document.

8 CHAIRMAN STRATTON: Thank you, Floyd.

9 I need to ask. Do we need to go back and open
10 public comment? Did that individual ever show up that we
11 missed?

12 WEBEX HOST: I do not see them on the list. We
13 do have two call-in folks that we could ask if they've joined.

14 MR. ROEHRICH: So Mr. Kevin Simpson, if you're
15 one of the public participants, please raise your hand
16 electronically, and then if you are here, we will open the call
17 to the audience.

18 You seeing anything, Kristi?

19 WEBEX HOST: No, nothing's coming through.

20 CHAIRMAN STRATTON: Very good. Is there a motion
21 to adjourn the board meeting?

22 MR. KNIGHT: Mr. Chair, before we adjourn, one
23 comment to Floyd. On that report that you're going to come up
24 with with Greg, I would prefer it electronically as opposed to a
25 hard copy. Thank you.

1 MR. ROEHRICH: Yes, sir. Mr. Chairman,
2 Mr. Knight, we will -- we'll make it available both ways.
3 Absolutely.

4 CHAIRMAN STRATTON: Thank you.
5 Any other comments from the Board?

6 MR. KNIGHT: Move to adjourn.

7 CHAIRMAN STRATTON: Do I have a second?

8 MR. SEARLE: Second.

9 CHAIRMAN STRATTON: Motion by Board Member
10 Knight, a second by Board Member Searle.

11 All in favor say aye.

12 BOARD MEMBERS: Aye.

13 CHAIRMAN STRATTON: The meeting is adjourned.
14 Thank you.

15 (Meeting adjourned at 11:10 a.m.)
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1 STATE OF ARIZONA)
)
2 COUNTY OF MARICOPA) ss.
3

4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 81 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

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

14 DATED at Phoenix, Arizona, this 13th day of July 2021.
15
16

17 /s/ Teresa A. Watson

18 TERESA A. WATSON, RMR
19 Certified Reporter
 Certificate No. 50876
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21
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Adjournment

A motion to adjourn the June 3, 2021, State Transportation Study Session Meeting was made by Board Member Gary Knight and seconded by Board Member Board Member Richard Searle. In a voice vote, the motion carried.

Meeting adjourned at 11:10 a.m. PST.

Not Available for Signature _____

Steven Stratton, Chairman
State Transportation Board

Not Available for Signature _____

John S. Halikowski, Director
Arizona Department of Transportation

**STATE TRANSPORTATION BOARD MEETING
TELEPHONIC/VIDEO MEETING
9:00 a.m., June 18, 2021
NO MEMBERS OF THE PUBLIC WILL BE ALLOWED TO ATTEND IN-PERSON**

Call to Order

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

Pledge

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

Roll Call by Board Secretary Sherry Garcia

A quorum of the State Transportation Board was present. **In attendance:** Chairman Stratton, Vice Chairman Thompson, Board Member Knight, Board Member Searle, Board Member Daniels, Board Member Meck, and Board Member Maxwell. There were approximately 55 members of the public in the audience.

Opening Remarks

Chairman Stratton reminded members of the public, to keep their computer or phone muted during the meeting, unless called to speak during the Call to Audience.

Title VI of the Civil Rights Act

Floyd Roehrich, Jr., read the Title VI of the Civil Rights Act of 1964, as amended. Floyd, also reminded individuals to fill out survey cards, with link shown on the agenda.

Call to the Audience

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

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Webex Videoconference

June 18, 2021
9:00 a.m.

REPORTED BY:

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

Perfecta Reporting
(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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

6
7 PARTICIPANTS:

8 Board Members:

9
10 Steven E. Stratton, Chairman
11 Jesse Thompson, Vice Chairman
12 Gary Knight, Board Member
13 Richard Searle, Board Member
14 Jenn Daniels, Board Member
15 Jackie Meck, Board Member
16 Ted Maxwell, Board Member
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CALL TO THE AUDIENCE

SPEAKER:

PAGE:

Barbara Pape (not present)	4
Kee Allen Begay, Junior, Delegate, Many Farms Chapter, Navajo Nation.....	4

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1 (Beginning of excerpt.)

2 CHAIRMAN STRATTON: Moving on to call to the
3 audience. Since this is a telephonic Webex conference meeting,
4 everyone will be muted when they call in to the meeting. When
5 your name is called to provide your comments, you will indicate
6 your presence by virtually raising your hand using your
7 telephone keypad or through the Webex application. The Webex
8 host will guide you through the unmuting and muting process
9 following the instructions included with the meeting agenda. A
10 three-minute time limit will be imposed.

11 Floyd, call the first speaker, please.

12 MR. ROEHRICH: Yes, sir, Mr. Chairman. Our first
13 speaker is Ms. Barbara Pape.

14 Ms. Pape, will you please raise your hand so the
15 host can unmute you?

16 WEBEX HOST: A reminder, if you are a call to the
17 audience member, please raise your hand by either pressing star
18 three on your phone if you're a call-in user, or click the hand
19 icon next to your name on the participant panel or in the lower
20 right corner of the participant panel.

21 Floyd, I do not see Barbara raising her hand at
22 this time.

23 MR. ROEHRICH: Thank you, Christy. We can come
24 back and try her again maybe in a little bit, Mr. Chairman.

25 We have one other request to speak, and that is

1 Mr. Kee Allen Begay.

2 Mr. Begay, will you please raise your hand
3 virtually?

4 WEBEX HOST: Mr. Begay, you're unmuted.

5 MR. BEGAY: Hello. Good morning.

6 WEBEX HOST: Mr. Begay, you should be unmuted at
7 this -- good morning.

8 MR. BEGAY: Good morning. This is Delegate Kee
9 Allen Begay, Junior, with the Navajo Nation Council.

10 MR. ROEHRICH: Mr. Begay, we can hear you.
11 Please go ahead and start your comments.

12 MR. BEGAY: Good morning, Arizona Department of
13 Transportation board members, president, vice president, board
14 members, staff and everyone else. Good morning.

15 Today I'd like to continue to advocate and to do
16 -- to do what we can do to improve the Highway 191 between Many
17 Farms and Chinle. I know the past two years, the ADOT had
18 helped submit a BUILD grant, but we weren't successful in
19 getting selected. So the alternative is how do we seek
20 additional funding for improvement. If you can -- if the staff
21 probably have the daily traffic count between Chinle and Many
22 Farms, it's very much traffic due to the opening of the road on
23 the Navajo Nation and the season for travelers coming in -- into
24 the Four Corners area.

25 So I sincerely, humbly request ADOT to do what

1 they need to do to help improve the road. They are working on
2 it, I think it was last month, but that was more of a patchwork
3 in filling the holes in the -- on the road and then restripping
4 it, but that doesn't take care of the overall, I would say, a
5 real concern of the road condition in the northern part of the
6 state of Arizona.

7 The other area that I continue to request for
8 support is the smart highway along 191. I believe the staff,
9 ADOT, working with the Governor's office in making -- selecting
10 191 as one of the smart highway project.

11 And then finally, I'd like to continue to request
12 for input and guidance and how to install intersection
13 streetlights at several intersections along Highway 191.

14 This is the three areas that I continue to ask
15 and I continue to support, ask for support and guidance from
16 ADOT. I appreciate the time, and thank you very much. You all
17 have a wonderful day.

18 CHAIRMAN STRATTON: Thank you, Mr. Begay.

19 Move on to Item Number 1, the director's report.
20 John.

21 DIRECTOR HALIKOWSKI: Thank you, Mr. Chairman.
22 I'm going to go ahead, if it's okay with you, and cede my time
23 to Mr. Anthony Casselman, ADOT's legislative liaison. Katy
24 Proctor is on vacation this week, and Anthony will talk about
25 our legislative issues, both federal and state.

1 CHAIRMAN STRATTON: Very good.

2 DIRECTOR HALIKOWSKI: Anthony.

3 MR. CASSELMAN: Good morning, Mr. Chairman, board
4 members. Can you hear me okay still?

5 CHAIRMAN STRATTON: Yes.

6 MR. CASSELMAN: Good. Okay. I'm just going to
7 give a brief update on what's going on at the federal level, and
8 then I will talk a little bit about where the Legislature's at
9 as well.

10 So as far as the federal level goes, the
11 situation's still very fluid. The House Transportation
12 Infrastructure Committee did finish up a 19-hour markup session
13 on the INVEST in America Act. That bill went through on a
14 mostly party line vote. It will head to the House floor soon,
15 and then we could see a markup of the Senate bill soon that
16 would set up some potential for action in both chambers this
17 summer and then a potential conference committee later in the
18 fall.

19 Additionally, there was a bipartisan group of
20 senators that released a framework on Wednesday for an
21 infrastructure bill. It was a \$1.2 trillion package with
22 579 billion in new spending. The group includes lawmakers, and
23 the proposal would spend about 110 billion on roads and bridges,
24 66 billion on rail, and then 48 and a half billion on transit.

25 I think it's really important to note for the

1 board members that this is just simply a framework. It's got a
2 long way to go. So I just want the board members to keep that
3 in mind.

4 In terms of things that are going on at the
5 Legislature right now, it's the 159th day of session. As many
6 of you already know, the Legislature spent most of their time
7 focused this week on a special session called by the Governor to
8 address the fires in Pinal and Gila Counties. The special
9 session did wrap up yesterday, and it resulted in one bill that
10 appropriated moneys to the Department of Forestry and Fire
11 Management for wildlife emergency response and mitigation
12 measures.

13 In terms of a -- just a brief budget update, the
14 budget negotiations are still ongoing. As has been mentioned in
15 previous board meetings, the budget bills currently do contain
16 some moneys for specific highway projects and then pavement
17 rehabilitation projects as well.

18 Specifically, right now the language includes 21
19 highway projects that totals just under about 162 million, and
20 then 20 pavement rehab projects, totaling just under 110
21 million.

22 There's also 50 million in there for the I-10
23 widening, but I think it's important for the board members again
24 to note that there have been some amendments that have floated
25 around recently, specifically related to the pavement rehab

1 piece that would remove the specific projects that are listed in
2 the bill and instead appropriate just a flat \$90 million to the
3 department to allocate towards pavement rehab projects. And
4 specifically, those projects are required per the amendment
5 language to be outside of Maricopa and Pima County. So in
6 Greater Arizona, on roads that are in fair or poor condition,
7 and then not in the five-year program as well.

8 Another thing that's important for the board
9 members to know is that these budget bills have now been
10 floating around for three weeks. So it's just very difficult at
11 this time to say what kind of conversations that have happened
12 behind the scenes. So when that budget does start to move, you
13 know, we'll continue to monitor and see what changes to the
14 language have been made based on their negotiations over the
15 past three weeks.

16 That's all I have for my update. Be happy to
17 answer any questions.

18 CHAIRMAN STRATTON: Anyone have any questions?
19 Vice Chairman.

20 VICE CHAIR THOMPSON: I do. Thank you, Chairman
21 and members.

22 My question is based on what I've been hearing in
23 the news media and hearsay here and there, but if adjusting
24 taxes -- I feel that the infrastructure funding, that would go a
25 long way for many roads in the (inaudible) communities, and

1 that's how I feel. Now, if adjusting taxes on the wealthiest
2 individuals and corporations pay for fixing roads and bridges is
3 out of (inaudible) at the federal level, is there talk of a
4 federal increase in the gas tax? That's my question.

5 DIRECTOR HALIKOWSKI: Well, Mr. Chairman,
6 Mr. Thompson, I can tell you what the latest thing I read was as
7 of yesterday, is that there is discussion of increasing gas
8 taxes at the Congressional level. However, the roles seem to be
9 switching, and this is not an unusual argument we're hearing, or
10 I shouldn't say it's not new, but as you hear talk of a gas tax
11 increase, traditionally what we've heard is that conservatives
12 are against increasing taxes. But now, also, our Democrat side,
13 Democratic side, has raised the issue that increasing gas taxes
14 can be very regressive on poor folks and hit them harder than
15 people who are able to drive more fuel efficient cars. So that
16 debate will continue in D.C. between the two parties as to
17 whether an increase in gas taxes and what effect it has on
18 people if that were to happen.

19 So we just don't know what direction they're
20 going to go in for revenue, and frankly, you know, after all
21 these years, I'm a little bit agnostic as to the revenue source.
22 We just need revenue to fix problems. If the gas tax isn't
23 viable, then is there another source? But I don't think
24 Congress had quite decided what that source might be yet.

25 VICE CHAIR THOMPSON: Thank you, Chairman.

1 MR. KNIGHT: Mr. Chair, this is Board Member
2 Knight.

3 Director, the money that was -- came out of this
4 special session for the fires, is any of that -- is all that
5 money just to fight the fires or can -- is some of that money
6 going to come to ADOT to repair the damage to the -- to the
7 infrastructure that the fires have done.

8 DIRECTOR HALIKOWSKI: So, Mr. Chairman,
9 Mr. Knight, I don't know. I haven't looked at the bill.

10 Anthony, is ADOT a recipient of any of the
11 dollars?

12 MR. CASSELMAN: Mr. Chairman, board members, so
13 ADOT's not a direct recipient of any of the dollars. That being
14 said, I'm not sure if there could be any inter-agency work being
15 done. I know that was brought up in some of the hearings in
16 terms of working with different agencies to address the issues,
17 so...

18 DIRECTOR HALIKOWSKI: Which I think,
19 Mr. Chairman, meeting with Director Kenny is appropriate to talk
20 about these kinds of issues.

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

22 CHAIRMAN STRATTON: Any other questions?

23 Do you have any -- thank you, Anthony.

24 John, do you have any last minute items?

25 DIRECTOR HALIKOWSKI: No, Mr. Chairman. I don't.

1 CHAIRMAN STRATTON: At this point then, we'll
2 finish the discussions we started earlier.

3 Mr. Knight, did you have any other questions?

4 MR. KNIGHT: No. That was -- I (inaudible).

5 CHAIRMAN STRATTON: Very good. Any other
6 questions for John?

7 Very good. We'll move on then.

8 DIRECTOR HALIKOWSKI: Mr. Chairman, before you
9 do, I did have one just last (inaudible) on fire that Dallas is
10 working on with the director of the Department of
11 Administration, Mr. Andy Tobin, and also, I believe, a private
12 company owned by Mr. (Inaudible). We're putting in some water
13 banks up in Cordes Junction, and I believe we're discussing
14 Sunset Point, because as you know, it's very difficult to get
15 water to fires (inaudible) 17 and other areas.

16 So, Dallas, you maybe just want to brief the
17 board as a last minute item where you're at.

18 MR. HAMMIT: So what we're working at, we have a
19 fairly good producing well at Cordes Junction where our
20 maintenance yard is. We have a water tank that supplies our
21 facility. Our facilities group at ADOT has installed a standby.
22 So, basically, a fire truck or an ADOT vehicle can drive
23 underneath it, fill with water, and support -- you know, give
24 them an opportunity to fight fire along the roadway so they
25 don't have to drive all the way back to their fire stations.

1 In addition, we're working with Director Tobin at
2 DOA. He has lined up a water tender that we can set at Sunset
3 Point. At that place we do not have a good water supply. Our
4 well barely produces enough to run the rest area, but he's
5 worked with those fire stations to be able to fill those trucks
6 in low times so that a 45-foot by 8-foot by 11-foot tall water
7 tank can be full, and if a fire happens, they have a place to go
8 to get water at a close location. Where -- we're ready to go at
9 Cordes Junction. We hope to deliver the water tank today. It
10 will go to its final location. We're working with the Bureau of
11 Land Management to get a permit to set it up. We can set it on
12 site today and be ready when those events happen on the -- on
13 I-17. I say "when" because they do every year.

14 CHAIRMAN STRATTON: If I may, when I was with
15 Gila County, we had a similar system set up in the forest, but
16 we used unused fuel bladders that were military surplus, 50,000
17 gallon, with a pump in between the bladder and the tank, 10,000
18 gallon tank, so that they (inaudible). And that would give you
19 a 50,000-gallon headstart, and those were very cheap. The
20 surplus -- in fact, many of them were free from the military,
21 and they -- it works quite well, and they're still using them.
22 I think there's 25 dip sites in one (inaudible).

23 UNIDENTIFIED SPEAKER: Was that the project that
24 Tommy Martin was involved in?

25 CHAIRMAN STRATTON: Tommy Martin and I did that.

1 (Indiscernible.)

2 DIRECTOR HALIKOWSKI: We'll look into that,
3 Mr. Chairman. Partner where we can to help deliver water.

4 CHAIRMAN STRATTON: It's a very effective system.

5 DIRECTOR HALIKOWSKI: Everyone knows the military
6 has the biggest bladders in the world, right?

7 UNIDENTIFIED SPEAKER: There's some truth to
8 that.

9 CHAIRMAN STRATTON: Okay. We'll move on to Item
10 2, the district engineer's report, and we have no report this
11 month.

12 MR. ROEHRICH: That is correct, Mr. Chair. There
13 is not a report this month. We'll probably pick it up next
14 month and we'll continue on.

15 CHAIRMAN STRATTON: We'll move on to Item 3, the
16 consent agenda. At this point I will ask the Board if they
17 would like to remove any item from the consent agenda to be
18 addressed individually.

19 Hearing none from the Board, I will ask that Item
20 3C is removed, and I will recuse myself from that, and the Vice
21 Chairman will take over for that vote. So if we can move --
22 remove Item 3C, and at this time I'll ask the Vice Chairman to
23 handle that one.

24 VICE CHAIR THOMPSON: Is there -- thank you,
25 Chairman.

1 Is there any comments or questions that the board
2 members have relating to that item? If not, I would like to ask
3 for a motion.

4 MR. KNIGHT: Mr. Vice Chair, this is Board Member
5 Knight. I move to approve Item 3C and award the bid to Fann
6 Construction, Inc.

7 VICE CHAIR THOMPSON: Is there a second?

8 MR. MECK: Mr. Chair, Vice Chair, I would second
9 the motion. Board Member Meck.

10 VICE CHAIR THOMPSON: Thank you very much. I do
11 appreciate that.

12 Now, any further comments? If not, all those in
13 favor say aye.

14 BOARD MEMBERS: Aye.

15 VICE CHAIR THOMPSON: Motion carries.

16 Chairman.

17 CHAIRMAN STRATTON: Thank you, Vice Chairman.
18 Thank you, Board.

19 At this time we'll address the rest of the
20 consent agenda. Do I have a motion to approve the agenda as
21 presented?

22 MR. KNIGHT: Mr. Chair.

23 CHAIRMAN STRATTON: Board Member Knight.

24 MR. KNIGHT: Move to approve the motioned consent
25 agenda with the exception of Item 3C, which has already been

1 approved.

2 CHAIRMAN STRATTON: Do I have a second?

3 MR. SEARLE: I'll second. Searle.

4 CHAIRMAN STRATTON: I have a motion by Board
5 Member Knight and a second by Board Member Searle.

6 All those in favor say aye.

7 BOARD MEMBERS: Aye.

8 CHAIRMAN STRATTON: Motion passes.

9 We'll move on to Agenda Item No. 4, the financial
10 report with Kristine Ward for information and discussion only.

11 Kristine.

12 MS. WARD: Good morning, board members. It's a
13 pleasure to be here with you. I wish I were in person with you
14 today, but let's get started on this month's report.

15 Rhett, if you can go to the next slide.

16 So this month represents our first full month
17 year-over-year comparison with COVID in effect, with the COVID
18 shutdown in effect, and what this month brings us is some very
19 significant growth rates. Year to date, we have collected
20 almost \$1.5 billion in revenues in HURF, with an estimate of
21 about 1.4. So we've got 99 million in HURF over estimate.

22 What that means in terms of the State Highway
23 Fund, how much of that will be available to the program, is
24 about 36, almost \$37 million. You will recall, however, that we
25 were at -- because we were experiencing revenues ahead of

1 forecast, back in February we actually increased the amount of
2 moneys available for the program to the tune of \$80 million, and
3 this board programmed those dollars.

4 If we could go to the next slide, Rhett.

5 So the revenue growth is solid across the board
6 except, of course, for gas. While we are 60 percent over May of
7 2020 in our revenues, for the year as a whole, we're 4.1 percent
8 under last year's revenues year to date. All of the other
9 categories, diesel, VLT, all running very, very strong. Diesel,
10 we're seeing some strong activity, as I mentioned, last month we
11 were seeing strong activities in our ports of L.A. and Long
12 Beach. Those continue this month. You'll see those in the
13 board reports that we mail out. And, of course, VLT has been
14 leading the way as people are -- are both catching up on late
15 VLT payments as well as new auto sales.

16 So if we could go to the next slide, please,
17 Rhett.

18 You will recall last month I provided you some
19 additional detail on HURF, because we were seeing some historic
20 numbers. This month, in RARF, we are seeing -- also seeing some
21 historic numbers. So I'll provide you a little more detail here
22 as well on RARF this month.

23 What you'll -- what you're seeing here is year to
24 date we are 10.3 percent, or \$42 million, over FY '20, with
25 about \$457 million collected. We have had strong growth in

1 retail and restaurant and bar, and I'm going to give you some
2 more detail on that as we move into the next slide.

3 If you'll give me just one moment here. My
4 slides on my end are not quite keeping up.

5 Okay. In terms of our categories, as I
6 mentioned, retail sales and restaurant and bar are -- are the --
7 the strongest growth areas. If you go to this -- the next
8 slide, we'll start giving you a -- a little different view of
9 it. So what you see here is RARF, the Regional Area Road Fund,
10 growth, monthly revenue growth since July of '86. So that goes
11 back all the way to our Prop 300 and on through Prop -- into
12 Prop 400 year to date. And you can see in that slide we
13 typically hit -- our high months are January and April,
14 seasonally speaking. So we typically experience high growth in
15 January and April, and you can see here that what we've
16 experienced in January 2021 and -- and April of '21.

17 Those grayed-out areas represent back in 9/11.
18 They represent, also, the Great Recession, and now this most
19 recent COVID period are those grayed-out sections.

20 If we go to the next slide, when we break that --
21 when we break down these growth areas, these categories into
22 more detail, you can see what we're experiencing in retail.
23 Again, just some historic highs, with 33.6 million collected in
24 the month of April.

25 If you'll head to the next slide.

1 Excuse me. I'm having a little bit of lag time
2 here.

3 So what we've done here is we wanted to take a
4 look at retail as it correlates to the stimulus checks, and what
5 we found was -- we just wanted to dig and see if we could get a
6 little more detail, if we saw any relation, and you can see
7 particularly on stimulus check three -- two and three where we
8 are seeing our revenues align very closely with those peak --
9 with those stimulus checks. Now, we're not really sure how
10 causal this is, because like I said earlier, April -- January
11 and April tend to be peak months, but you can -- given the --
12 what we are seeing in revenues, we really think that there is a
13 relation there.

14 If you go on to the next slide, Rhett.

15 So I said there were two categories that were
16 really showing a lot of growth. Restaurant and bar is the other
17 area where we are starting to really see the recovery kick in.
18 Let me -- one moment. You can see our peak month here in April,
19 what we experienced. So April's numbers there, that 5.7 million
20 in restaurant bar, that is March's activity.

21 So in March -- go to the next slide. I think
22 you'll be able -- we'll talk about vaccinations here. No. I'm
23 sorry. Scoot up one more. Okay. Up. Backwards. Wow, we're
24 just going the opposite. My apologies.

25 So vaccinations started in March. We had about

1 17 percent of the population that was -- had gotten their first
2 shot. By April 1st we had about 30 percent with their first
3 shot, and -- yeah, this slide will do. You can start to see
4 where we are coming up out of the COVID period. If you look at
5 January of '20, you can see where we -- when we went into
6 shutdown, people just weren't going to restaurants. They
7 were -- the restaurants were shut down, and what this chart
8 shows you is actual people seated in restaurants. We are now
9 experiencing significant growth back, and the questions that we
10 have not been able to answer is when we've got 30-plus percent
11 growth, in some cases, in people seated in restaurants, we're
12 exploring to find out, well, how did we have that kind of
13 capacity.

14 If you go to the next slide.

15 This just blows the -- that out into some more
16 detail. We have aligned what our -- this overlays, our seated
17 diners with what we're seeing in restaurant and bar revenues,
18 and next month we actually expect to see this increase even
19 further. So, again, people are getting back out there. We've
20 had that pent-up demand as people have been locked down, and now
21 they are going out in droves to the restaurants.

22 We've actually also seen, interestingly -- we've
23 been watching employment, and we've had 53 percent growth in
24 jobs in the -- in the food services and drinking places. We've
25 seen 53 percent growth in the jobs since April of 2020, where in

1 April of 2020, we had about 150,000 jobs in this area. Now
2 we're up to \$228,000 in jobs. So this is -- this is fueling our
3 RARF revenues, and it's -- it's a good thing to see for that --
4 for what -- those job losses that we had experienced.

5 Next slide, please.

6 So nothing to report on the federal aid program.
7 I would report out that we had -- actually, I'll give you a
8 formal report next month on it, but we are finishing up a bond
9 refunding. We're refunding some Regional Area Road Fund bonds,
10 and we should be finishing that up, and I should be able to
11 report out to you next month fully on that refunding.

12 With that, I'd be happy to take any questions.

13 I am not hearing any audio.

14 CHAIRMAN STRATTON: (Indiscernible) by seeing
15 your smiling face before the meeting or not. So we'll be happy
16 to have you back.

17 Vice Chairman, do you have a question?

18 VICE CHAIR THOMPSON: Members, Kristine, could
19 the revenues be used better if everybody were vaccinated? I
20 mean, is there certain population known that they're not seeing
21 and they're not going out? Would that be the issue they're
22 having?

23 MS. WARD: I am sorry. Mr. Chairman,
24 Mr. Thompson, I am struggling a little to hear your question.
25 It's a little garbled. Could you give it to me again?

1 DIRECTOR HALIKOWSKI: So, Kristine, this is the
2 Director. Mr. Thompson's question is --

3 MS. WARD: Yes.

4 DIRECTOR HALIKOWSKI: -- whether or not the
5 unvaccinated population, if they were to be going out and
6 eating, would that improve revenues or is there any correlation
7 that you know of that the unvaccinated population isn't
8 contributing. So he's wondering how that might have an effect
9 on the revenues.

10 MS. WARD: You know, Mr. Chairman, Mr. Thompson,
11 I really can't -- the difficulty is I can't say what is causal
12 versus what is a correlation here. And, you know, so whether --
13 when we look at this data, we can't tell who's going to
14 restaurant and bars that is actually vaccinated versus
15 unvaccinated. We just don't have that information. So I don't
16 think I can fully answer your question, sir.

17 DIRECTOR HALIKOWSKI: I think -- I think the
18 short answer is we just don't know. We just don't know.

19 MS. WARD: Well, sir, that is -- you're right.
20 That is much shorter.

21 CHAIRMAN STRATTON: Thank you, Kristine.

22 We'll move on to Agenda Item No. 5 with Greg
23 Byres for discussion and possible action, approval of the
24 five-year.

25 Greg.

1 DIRECTOR HALIKOWSKI: Yeah. Mr. Chairman, before
2 Greg gets started, just a little bit of an introductory remark
3 about his section, if that's okay.

4 So we're getting ready to present to you the 2022
5 to 2026 Five-Year Facilities Construction Program, and I just
6 wanted to focus on the fact that the plan is focused on
7 upgrading our Key Commerce Corridors, and for us, that has
8 meaning, and that's why I put in front of you a document about
9 Arizona's Key Commerce Corridors and things that folks need to
10 know.

11 And the reason this document even exists is that
12 under the Governor Brewer administration, we had these same
13 frustrations that we needed revenue in order to accomplish
14 everything that everyone wanted to get built (indiscernible).
15 And so what the department did was we hired one of the State's
16 best economists, Alan Maguire, to work with us and put together
17 an argument for improving revenues for road, which is this
18 document here, Arizona's Key Commerce Corridors local jobs and
19 local markets, because we've been using safety, we've been using
20 condition of roadways as arguments to increase revenue, and we
21 never were getting any traction off of it.

22 So what this document tried to say is how we use
23 the argument of boosting the economy to convince folks that
24 infrastructure is important to the growth and health of the
25 economy of the state. And so what you see in here is, you know,

1 sort of a derivation of his economic study, but we looked at all
2 the markets around us, and our biggest one, of course, you know,
3 that we sit in between -- or in California and Texas. And so
4 our target was how do you increase revenues to make Arizona a
5 hub for transportation and more business (inaudible). As
6 Mr. Maxwell will tell you, since we met on this several years
7 ago, the department went out to over 500 business leaders, and
8 we met with them. We talked with them. We gave, you know,
9 presentations. We met with policymakers. And everyone sort of
10 looked at us and said, yeah, we get it, but nothing ever came
11 out of it.

12 And so after a while, you know, we use this as a
13 reference document, but the outgrowth of this effort is now
14 transportation business partners, which I think you've got about
15 90 members now over at Associated General Contractors of people
16 that are involved in the transportation industry and looking at
17 this very issue of revenues.

18 So the plan is going to be focused on upgrading
19 those in places where we can, but also in pavement preservation,
20 because as I'm sure you're all hearing about things right now,
21 as people are starting to say that conditions are getting to the
22 point that they need improvement. And for us, that actually is
23 progress in the sense that five years ago, I'm not sure pavement
24 and pavement condition was really on anyone's radar, except for
25 ours, as we were looking out into the future.

1 So what you're going to see in the proposed plan
2 is: Adding lanes to I-17 between Anthem Way and Sunset Point.
3 It's a \$328 million project in '22. Replacing the Gila River
4 bridges on I-10 between Phoenix and Casa Grande. That's another
5 83 million targeted for 2023. The first phase of the I-40/US-93
6 West Kingman interchange. That's a \$70 million project expected
7 to begin in '24. And then widening US-93 between Tegner Street
8 and Wickenburg Ranch Way. \$41 million project scheduled for
9 '22.

10 But it's important to point out that the plan
11 before you is going to invest more than \$1 billion in
12 rehabilitation of pavement across Arizona over five years, as
13 well as the upgrade of 581 lane miles of pavement from fair --
14 or to -- from fair to poor condition to good condition in FY
15 '22.

16 It's going to focus on proposed improvement of
17 the condition of bridges and roads and several projects for
18 highway safety.

19 But this plan represents a continued and
20 necessary shift away of expansion projects due to the
21 transportation revenue challenges, as we've discussed with the
22 Board, and prior Boards have set us on that direction of policy.

23 So as we're looking forward to the future,
24 funding for Arizona's transportation needs will, of course,
25 remain a concern. As we work with our partners from the MPO,

1 Eric Anderson, our Executive Vice President of MAG, was in the
2 news yesterday on Channel 3 and, you know, he also stated we're
3 facing a statewide fairly serious issue on road maintenance.

4 MAG's own study for their region that they
5 released in 2019 identified more than 9 billion in total
6 maintenance costs over the next 25 years.

7 So, you know, I know Mr. Maxwell has his own
8 concerns with RTA and continued funding. So I think we all
9 recognize that we face a revenue problem for the future. The
10 issue is convincing the public and policymakers that it's
11 serious enough to warrant that investment.

12 So as we move into the future, you know, we're
13 committed to preserving the system we have, because it
14 represents quite an investment of Arizona citizens over the
15 years, but as we also face the problem of continued erosion in
16 revenues for various reasons.

17 So, you know, it comes down to the transportation
18 system that everybody wants, but it also -- it's versing the
19 transportation system people are willing to pay for that. So
20 with that intro, if there's questions, I'll be happy to answer
21 them, but we can go right into Greg's presentation.

22 CHAIRMAN STRATTON: Any questions
23 (indiscernible)?

24 Board Member Daniels.

25 MS. DANIELS: I just want to make probably one

1 caveat to just your final sentence, Director. I do think that
2 the public is willing to pay for high quality roads. I think
3 we've seen that over and over again with polling, particularly
4 in the MAG region. I'm absolutely positive that it exists in
5 other parts of the state as well.

6 Because maintenance is really a function of an
7 appropriation in the state budget, I don't know that the public
8 understands that that is being underfunded by the Legislature,
9 and so if there is a disconnect there, I mean, we -- as
10 citizens, we pay taxes and then we do expect that these actual
11 services of our state will be paid for with those dollars.

12 So I do think we, from our board perspective,
13 probably need to do a better job -- and I'm pointing at us, not
14 at staff -- to say here is what we need in order to fund proper
15 maintenance for the State, and here is where we are being
16 underfunded. And I don't know that we -- I haven't in the last
17 year, (indiscernible) communicated that to the public, but I do
18 think that's an important component, because I do know citizens
19 expect for us to maintain a certain (inaudible).

20 DIRECTOR HALIKOWSKI: Yeah. So one concern I
21 have, though, Board Member, is that certainly within the region
22 of Maricopa County, the voters have overwhelmingly spoken twice
23 now --

24 MS. DANIELS: Sure.

25 DIRECTOR HALIKOWSKI: -- to tax themselves for

1 transportation. Unfortunately, between your county and your
2 County, Pima and Maricopa, in the Sun Corridor, that's 80
3 percent of the State's voters. And once those increases go in,
4 the rest of the state just doesn't have significant enough
5 population to tax themselves or revenue basis.

6 So as we're moving forward, we really need to
7 look at how we do this as a state and how we convince voters in
8 the populous areas that the infrastructure, these Key Commerce
9 Corridors that connect them to these markets, are also
10 maintained and improved, because I think as you're pointing out,
11 we all just don't drive around in a circle. We go everywhere.

12 And the thing we face with the state budget is
13 that, yes, they do appropriate transportation revenues, but it's
14 in a finite circle, and without a new revenue source coming in,
15 we're left to deal with what we have in the pool, and
16 unfortunately, at this point, without that revenue source, we're
17 facing the shortfall.

18 MS. DANIELS: Which is why I will be a broken
19 record for the next five years about --

20 DIRECTOR HALIKOWSKI: Thank you.

21 MS. DANIELS: -- modernizing our gas tax, because
22 while MAG and PAG and other groups are actually appropriating
23 dollars for capital improvements, they are not, quote, unquote,
24 responsible for the maintenance of the system. That really
25 should be done through the state appropriation, and if that

1 needs to shift, we need to have a policy-level conversation
2 across the state about how we do that. So I just -- that will
3 be my last comment.

4 DIRECTOR HALIKOWSKI: Yeah. Well, it may be, but
5 let me just say that one of the things we're working on, hard to
6 define, matrix reconstruction and modernization.

7 MS. DANIELS: Yeah. Yeah. Uh-huh.

8 DIRECTOR HALIKOWSKI: And Dallas can show you the
9 definitions, and you're absolutely right. We have a policy
10 discussion because, you know, at some point replacing pavement
11 becomes a reconstruction and not necessarily --

12 MS. DANIELS: Exactly.

13 DIRECTOR HALIKOWSKI: -- a maintenance issue. So
14 thank you for your support.

15 MS. DANIELS: (Inaudible.)

16 DIRECTOR HALIKOWSKI: Thank you, Mr. Chair.

17 MR. MECK: Mr. Chairman, I have a question.

18 CHAIRMAN STRATTON: Board Member Meck.

19 MR. MECK: There's some -- we're 51 percent show
20 good, 48 percent shows poor, and that relates to, like, I-40,
21 I-10, and 93. Are those specifically what you're referring to?
22 When you say the corridors, you're referring to -- in my mind,
23 those are the main areas that (indiscernible) be in
24 (indiscernible).

25 DIRECTOR HALIKOWSKI: Right. If you look at --

1 two things, Mr. Chairman, Board Member Meck. One, the graph
2 that you're seeing is really designed to show you the increase
3 in the yellow on that page where --

4 MR. MECK: Yes.

5 DIRECTOR HALIKOWSKI: -- pavement is going from
6 good, fair and more into the poor condition.

7 MR. MECK: That's what I'm (indiscernible).

8 DIRECTOR HALIKOWSKI: And then the corridors, if
9 you look at this graph right here, you'll see we've outlined the
10 Key Commerce Corridors in these shaded arrows.

11 MR. MECK: Uh-huh.

12 DIRECTOR HALIKOWSKI: And certainly 93 is one of
13 those?

14 MR. MECK: Yes. I-40 (inaudible) 8 --

15 DIRECTOR HALIKOWSKI: Right.

16 MR. MECK: -- and 93, and all of those are the
17 main roads traveled in showing the fair and poor, but does
18 ADOT -- are you looking at the yellow -- and I'm again referring
19 to pavement condition -- are those -- can those be fixed first?

20 DIRECTOR HALIKOWSKI: So this is a question I'd
21 like to bring in Mr. Byres on, because in the five-year program,
22 we can talk more about how we set priorities, because frankly,
23 we're trying to keep up, and as you can see by the graph, we
24 have more pavement going into poor condition. So if I could,
25 I'd like to bring on Greg, and we can talk about pavement

1 priorities.

2 CHAIRMAN STRATTON: Absolutely.

3 UNIDENTIFIED SPEAKER: -- discussion.

4 DIRECTOR HALIKOWSKI: Greg.

5 Dallas, did you have a question?

6 MR. HAMMIT: Mr. Chair, should we wait until we
7 get to that point in the five-year program or do you want to do
8 it now? Because it will come up as one of the slides in the
9 five-year program.

10 CHAIRMAN STRATTON: Let's look through the five-
11 year program, and then if there are additional questions, we can
12 address them at that time.

13 Greg.

14 MR. BYRES: So thank you very much, Mr. Chairman.
15 Good morning, board members. Can you hear me okay?

16 CHAIRMAN STRATTON: Yes.

17 MR. BYRES: So I'll go ahead and get going.

18 If you could go to the next slide. Thank you.

19 So we're going to go through several items.

20 This -- we're going to go through the background of the program,
21 how it's come about, the whole review of asset conditions, our
22 tentative program, as you've seen it in the past, coming up to
23 the final program. The MAG program, the PAG program, our
24 airport program, and then hopefully with today will be the last
25 step before we have approval.

1 Next slide, please.

2 So as far as the background goes, the tentative
3 program was presented back in February. It was approved for
4 public comment. We had public hearings in March, April and May.
5 We did have a study session earlier this month, on June 3rd, and
6 today we're going to ask for approval of the five-year program.
7 It will go into effect on July 1st, and again, every single year
8 in the program must be fiscally constrained.

9 Next program or next slide.

10 So just a quick overview of assets. The system
11 itself right now, the value of it is set at \$23.5 billion. That
12 includes all of our asphalt, the roadways, the pavement and all
13 of infrastructure associated with it. However, if we ever had
14 to replace it, the actual replacement cost is somewhere in the
15 -- in excess of \$300 billion. So it's a -- it's a huge
16 investment that the State has made.

17 Next slide.

18 So as far as the different assets, looking at
19 bridges to start with, we go through good, fair and poor to rate
20 those bridges. Good is, of course, primary structure is --
21 components have no problems. Fair, primary structural
22 components are sound but have some concrete deterioration and
23 erosion and so forth. For poor bridges, we have advanced
24 construction -- or concrete deterioration, some scour, some
25 seriously affected primary structures, but one thing to note

1 here that a bridge that is rated in poor condition is not
2 unsafe. Any unsafe bridges are closed.

3 Next slide.

4 So this gives you an idea of where the
5 infrastructure for bridges has gone from 2010 to 2019. Our 2020
6 data is still being updated at this point. But you can see a
7 trend going in the good condition. Back in 2010 we had 78
8 percent in good condition. Here in -- or this slide, 2019, we
9 had dropped to 59 percent. So that trend is fairly steady going
10 through.

11 We did have a couple years with a little bit of
12 increase where we had substantial increases in funding for
13 bridges, and it was reflected in those conditions. So the trend
14 is going in the wrong direction.

15 Next slide.

16 So as far as pavements go, again, they're rated
17 in good, fair and condition. Good roadways are smooth road
18 surface with little cracking, no ruts, potholes. Fair is
19 moderate amounts of cracking that lead to increased roughness on
20 the road surface with some shallow ruts in the wheel paths.
21 Poor is numerous cracks, rough road surface, ruts in the wheel
22 path, potholes and disintegration of the road surface itself.

23 Next slide.

24 So this shows you where we're at with interstates
25 as far as pavement condition goes. Again, you can see the trend

1 that we've seen from 2010 through 2019, where in 2010 we had 72
2 percent of our pavements were in good condition. In 2019, we've
3 dropped to 48 percent. So that trend is, again, going in the
4 wrong direction.

5 Next slide.

6 This gives us our non-interstate national highway
7 system pavement conditions. This again shows that same trend
8 line where we -- we had, back in 2010, 68 percent in good
9 condition, and in 2019 we're down to 32 percent in good
10 condition. Almost more than half reduction there.

11 So next slide.

12 This shows our non-national highway system
13 pavements. And again, that trend line is still occurring, the
14 exact same direction. We went from 44.3 percent back in 2010
15 down to 18.8 percent in good condition. So these are -- most of
16 these roads are -- there's some low volume roads. There's also
17 some substantial roads that are non-NHS roads across the state.
18 So this isn't just the low volume. It also includes several
19 major routes that we have. They're just not on the national
20 highway system.

21 Next slide.

22 So as we go further into this program, there's
23 three items that we have the way that we take and derive our
24 invest -- invested dollars, and this comes out of our Long Range
25 Transportation Plan. So we have preservation, which is the

1 investment to keep pavement smooth and maintain our bridges.
2 Modernization, which is non-capacity improvements, which are
3 basically safety and operations. And then we have expansion,
4 which is investment on -- that adds capacity to our highway
5 system. New roads, added lanes, new interchanges and so forth.

6 Next slide.

7 So before we get into the program, I kind of
8 wanted to go through a couple things to give you a little better
9 idea of just where we're at with some of our pavements -- with
10 all of our pavements and bridges.

11 We did a scenario to check to see just what it
12 would take to maintain where our pavement and bridge conditions
13 are today, and you saw that they have decreased substantially.
14 But just to stop that decay and level out the -- that trend,
15 what would it take? And so what you see here is the results of
16 that scenario, where it would take a substantial amount of money
17 over several years to be able to just maintain those roadways.

18 And so this ran from 2020 through 2025, and you
19 can see that just for preservation, basically, we're looking
20 at -- you know, we started off in 2020 with 219 million. In
21 actuality, we had a little less than that in 2020. In '21, 354
22 million. We just about matched that. We were a little bit less
23 than that in '21. '22, 454 million. '23, it drops a little
24 bit, because at that point in time we would have stopped the
25 regression and started flattening out that curve. '24, it drops

1 to 193. Again, it's just maintaining. In '25, it starts back
2 up. It becomes cyclical as we go through the years just to
3 maintain that pavement.

4 So you can see it's a substantial amount of
5 money, but one of the big things to take a look at is in yellow,
6 at the very bottom, to bring all of our system roadways into
7 good condition, would take and cost about \$4.2 billion, and
8 that's based on 2020 construction costs, and we've seen some
9 substantial increases since that time.

10 Next slide.

11 CHAIRMAN STRATTON: Hey, Greg.

12 MR. BYRES: YES.

13 CHAIRMAN STRATTON: What's the time frame of the
14 4.2 billion? Is that over the five-year program or over the
15 long range or?

16 MR. BYRES: That 4.2 billion would be across that
17 same time frame, from 2020 to 2025 in the scenario we ran.

18 CHAIRMAN STRATTON: Okay. Thank you.

19 MR. BYRES: yeah.

20 So with this one, what this shows is basically a
21 little different look at it, and this is basically the pavement
22 that's on the ground. Our lane miles of pavement, and as you
23 can see, we've got -- this represents the -- the upper chart,
24 bar chart that we have, shows interstates, non-interstate and
25 our non-national highway system pavements. We have a total of

1 22,431 lane miles. This was based on our 2019 submittal to the
2 federal highway.

3 So with that, if you take that -- a look at the
4 lower chart, in '21, we took and we only addressed 378 lane
5 miles. That's 1.69 percent of our entire system. In '22 it was
6 320, and actually, in '22 it's going to be a little bit more
7 than that from the program that you're addressing today. It's
8 actually going to be closer to about a little over 500 lane
9 miles. In '23, it's 532 lane miles. That was based on our '21
10 to -- '21 to '25 program, the current program that's in place
11 today, and that affects 2.37 percent of our entire system.

12 To maintain the existing conditions, we would
13 have had to touch a minimum of 5 percent of our pavement every
14 year. So you can see that's -- we're nowhere near that with the
15 dollars that we have that we can put towards preservation.
16 We're -- we've got a long way to go. So that just kind of gives
17 you a little bit different perspective of what we're looking at.

18 Next slide.

19 CHAIRMAN STRATTON: Dallas, do you have --

20 MR. HAMMIT: Mr. Chair, Greg, I'm going to jump
21 in.

22 One -- a little different way to look at that, if
23 we got 5 percent a year, that means we've got to touch that
24 pavement once every 20 years. As you can see, we haven't got up
25 to 2.5. At that, we touch that pavement once every 40 years.

1 Now, I think our contractors, our designers do a great job, but
2 we don't build 40-year pavements. We're fortunate to get the 20
3 years. We feel that's a very good opportunity to what we can
4 afford, but if we're only getting to it with this funding once
5 every 40 years, we're going to lose ground.

6 CHAIRMAN STRATTON: Board Member Searle.

7 MR. SEARLE: Just for my own edification, does
8 ADOT maintain any roads that are not paved?

9 MR. HAMMIT: Mr. Chairman, Mr. Searle, we do,
10 especially in Mr. Chairman's area, in the Globe area. We do
11 have some non-paved roads, not many, and I would have to look up
12 the number of miles, but we do have a few non-paved roads.

13 CHAIRMAN STRATTON: Greg, you can continue.

14 MR. BYRES: So I'll go ahead and continue on.
15 Since the tentative program came out that was introduced in
16 February, we have had some changes that are going into the final
17 program. The first one is the budgeted funding increase due to
18 better-than-expected revenues and the COVID relief funds that
19 were received by the State. Kristine had addressed those --
20 that \$80 million that had come in due to the better-
21 than-expected revenues, and we had an additional -- I believe it
22 was 115 million that came in through the COVID relief funds.

23 A number of life extension pavement projects were
24 added to the program with the additional COVID relief funds.
25 They were programmed in in actually '21. The Board had approved

1 those, but the construction is scheduled for FY '22.

2 The I-10 Gila River Bridge project was fully
3 budgeted with additional revenue and programmed for FY '23.

4 US-93, the Tegner to Wickenburg Ranch, is added
5 to the -- back into the program in FY '22, utilizing the
6 additional revenues.

7 DIRECTOR HALIKOWSKI: Greg.

8 MR. BYRES: Yes.

9 DIRECTOR HALIKOWSKI: I'm sorry. Can you explain
10 what a life extension pavement project is? Is that where it's
11 crumbling and it presses a button and says I can't come back
12 together or what? What does that look like?

13 MR. BYRES: So a life extension project,
14 actually, our pavement management group came up with that term,
15 but what it is is it's a project that pavements that are in fair
16 condition, we can take and do a minimal improvement to those
17 which is usually a thin mill and fill project, and take and
18 extend the entire life cycle of that pavement. So, you know, if
19 we've got a -- when we design a pavement, it has a 20-year life
20 cycle. That's what we design it for. If somewhere in that
21 probably first ten years of that pavement we can go in and do a
22 minor improvement on it, such as this -- these life extension
23 pavements, we can basically restart the clock of that 20 years
24 and get an additional 20 years out of that life -- the life of
25 that pavement.

1 At the same point in time, we're also taking and
2 moving that pavement from fair condition back to good. So it's
3 a win-win. Not only are we improving the ride of that section
4 of roadway, but we're also extending the life for probably at
5 least another ten years. So that's why we call it life
6 extension projects.

7 DIRECTOR HALIKOWSKI: In all fairness to the
8 Legislature and our Governor, we did get some money from the
9 General Fund to keep good pavement in good condition, special
10 line item.

11 MR. HAMMIT: Mr. Chairman, Director, in -- and I
12 was going to hit it in my part of the state engineer's talk. As
13 we maintain our system versus rehabilitate it, we did get some
14 money to take care of our good pavements, and those treatments
15 would be like a -- what we call a flush. We put oil on it to
16 rejuvenate the pavement. We seal the cracks. But those are
17 more maintenance activities.

18 What Greg's talking about with these -- extending
19 the life, we've gone a little bit beyond maintenance. It's a
20 rehabilitation of these. So we're going to take -- remove part
21 of that pavement and replace it, but we're getting there early
22 enough. So it's like we changed the oil in the car. We didn't
23 wait until it seized up and had to rebuild the engine. We're
24 doing something a little earlier, and now we've extended that
25 life of that engine. We're doing the same thing with our

1 pavements.

2 DIRECTOR HALIKOWSKI: Sorry, Mr. Chairman. I
3 just wanted to make sure everybody understood because --

4 CHAIRMAN STRATTON: (Indiscernible.)

5 DIRECTOR HALIKOWSKI: -- sometimes we tend to
6 speak in a little jargon now and then.

7 CHAIRMAN STRATTON: Thank you, Greg.

8 Board Member Searle.

9 MR. SEARLE: Yes. One these changes made to the
10 tentative program, these are the same changes that we talked of
11 in the work session on June 3rd, correct?

12 MR. BYRES: That is correct.

13 MR. SEARLE: Have there been any changes since
14 the work session?

15 DIRECTOR HALIKOWSKI: Any changes since work?

16 MR. BYRES: Mr. Chairman, board member, no, there
17 hasn't. The only -- the only thing that I'm -- I've got, I've
18 got two other items on here. One is that we're -- we've added a
19 subprogram, which is called the Smart Highway Technology
20 Investments subprogram, and that's a new subprogram that we
21 haven't had in the program before. This program's intended to
22 support our information technology systems, as well as potential
23 broadband efforts across the state.

24 Other than that, the other thing that we have,
25 and this was addressed in the study session, was that we did

1 take and go through all of the project budgets, and their
2 delivery dates were adjusted in some cases, and again, those
3 were all accounted for due to the latest cost estimates and
4 construction cost increases while maintaining -- we had to move
5 some of those projects around in order to maintain fiscal
6 constraint in each year of the program. So all of that was done
7 and included into the final program.

8 MR. HAMMIT: Mr. Chair and Greg, that smart
9 highway subprogram, we had talked about it before, but it was
10 there day one of our tentative program; is that correct?

11 MR. BYRES: That's correct.

12 CHAIRMAN STRATTON: Greg, you said with the
13 additional revenue, the Gila Bridge, I-10 Gila River Bridge, was
14 fully funded. Which additional revenue was that? Was that
15 COVID funds or was it legislative funds? I know at the time the
16 Legislature was looking at 50 million, and I know, Director, you
17 and Congressman Stanton looked at the bridge, and then I had a
18 subsequent conversation with him about that.

19 DIRECTOR HALIKOWSKI: So I think, Mr. Chairman,
20 that what completed the bridge was COVID funds for the 83
21 million, but the Legislature -- if white smoke ever does pop out
22 of the chimney -- there has been discussion of 50 million
23 additional to I-10.

24 CHAIRMAN STRATTON: So would that then replace
25 part of that 83 million or be an additional project?

1 DIRECTOR HALIKOWSKI: I believe it would be
2 additional money. We can't use it right away, but we're working
3 with the Legislature to keep it from lapsing at the new fiscal
4 year. So I think -- I don't want to speak for you. I know you
5 guys are talking about environmental work and design.

6 MR. HAMMIT: Mr. Chairman, on that we're -- right
7 now in our environmental study, we look to be complete with that
8 in the next year. At the same time, the Legislature had
9 appropriated State funds on the corridor. That allowed us to do
10 design before we get our NEPA. When you use federal funds, you
11 can't start design until you complete your NEPA work. Using
12 State funds, we can do it at risk. So we're under design. We
13 had two projects south of the Gila River Bridge. So when funds
14 are available and we get final environmental approval, we can do
15 that work immediately instead of waiting until we get NEPA done
16 and then starting design.

17 CHAIRMAN STRATTON: Very good. Thank you.
18 Board Member Knight.

19 MR. KNIGHT: Is slurry seal part of the life
20 extension or the pavement maintenance?

21 MR. HAMMIT: Mr. Chairman, Mr. Knight, I would --
22 that is a maintenance activity that we do with our maintenance
23 forces, and that additional funds that the Director talked
24 about, it was about \$35 million that was added to the -- our
25 maintenance program. That's where we do a lot of those.

1 DIRECTOR HALIKOWSKI: But I think it's important
2 to point out they put some actual General Fund money, not
3 transportation gas tax generated. So, you know, that trend is
4 continuing a little bit this year with the Legislature. As you
5 heard Anthony's report, depending on how the budget comes out,
6 there may be some more General Fund money for preservation and
7 maintaining.

8 MR. KNIGHT: Thank you, Mr. Chair.

9 CHAIRMAN STRATTON: Any more questions?

10 Greg -- oh, sorry. Vice Chairman.

11 VICE CHAIR THOMPSON: (Indiscernible) mention
12 that you do have a maintenance responsibility on dirt roads,
13 unpaved roads. How are you able to maintain those roads?

14 MR. HAMMIT: Mr. Chairman, Mr. Thompson,
15 unfortunately, it's not as well as we would like, and the
16 Chairman knows that in his area. A big example is SR-88. That
17 is a unpaved road, a large segment of it is, and it's very
18 difficult for us to maintain that. You know, we don't have the
19 manpower to maintain a dirt road, some of the resources. SR-288
20 is another one, going up to Young, is another dirt road in
21 places that we have to maintain. It takes more resources to
22 maintain those, much more receptive to weather events. Anymore,
23 all of our roads are receptive to weather events, it seems. If
24 we have fires, all of them are going to be that way. But it
25 does take additional resources. We have very few. Truthfully,

1 we looked for those, and working with our local partners, to
2 move those into local responsibilities, but that isn't the case
3 in all places.

4 VICE CHAIR THOMPSON: Thank you.

5 CHAIRMAN STRATTON: Okay, Greg.

6 MR. BYRES: Thank you, Mr. Chairman. If we could
7 go to the next slide.

8 So this is the five-year program that we're
9 looking at. Each of the columns represents a year in the five-
10 year program, going from '22 through 2026. You'll notice that
11 the first three years, 2022, 2023 and 2024, we have a blue
12 section that represents expansion within Greater Arizona.
13 Again, this is all Greater Arizona. So that's specifically what
14 we're talking about in this particular five-year program.

15 You'll also see in the green, that is the funding
16 that we have set for preservation, and if you can kind of
17 recall, some of the numbers that we were talking about in just
18 maintaining pavement, this kind of gives you an idea of where
19 we're at. So we're spanning from, in 2022, 355 million, and it
20 -- increasing all the way into 2026, where we have 421 million.

21 That black horizontal line that you see basically
22 represents a -- what we had as a minimum that was truly
23 necessary for pavement preservation. That was established in
24 our Long Range Transportation Plan, and so it's been a target
25 that we've been trying to hit every year. This is one of the --

1 the first times we've had this many years in a program that is
2 above that black line. We only have one year, which is in 2024,
3 with those -- with the current projections for funding that
4 falls below that line. So we're looking pretty good. In 2022
5 we have --

6 CHAIRMAN STRATTON: (Indiscernible.) Greg.

7 MR. BYRES: -- a total of 149.5 million in
8 expansion. In '23 it's 94 million, and in 2024 it's 70 million.
9 And you'll notice in '25 and '26 we do not have any expansion in
10 those two years, which falls in line with the recommendations
11 that came out of our Long Range Transportation Plan.

12 CHAIRMAN STRATTON: Greg, we have a question
13 here. Board Member Maxwell.

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

15 Question on that black line. You already
16 acknowledged earlier that 2 and a half percent is what we were
17 looking at, which would be touching the roads once every 40
18 years. Is that 320 million black line meeting that 2 and a half
19 percent or is it -- where does it sit in the percentage of roads
20 we can touch every year if we keep at 329?

21 MR. BYRES: So, Mr. Chairman, board members, the
22 320 million was established from our Long Range Transportation
23 Plan. It actually -- from the scenario that we ran, we ran the
24 scenario well after the Long Range Transportation Plan came out.
25 It actually is well above that 320. It's somewhere -- at this

1 point in time, with the current conditions, it's somewhere in
2 the neighborhood of about 360 to 380.

3 MR. MAXWELL: And that -- point for
4 clarification, 360/380 would just hit the 2 and a half percent.

5 MR. BYRES: That's correct. All that does is
6 maintain the conditions that we're currently at.

7 MR. MAXWELL: Thank you.

8 CHAIRMAN STRATTON: Dallas.

9 MR. HAMMIT: Greg, other than the blue, isn't it
10 correct that all of those -- all the rest of the items are --
11 not just Greater Arizona, but they are state -- we use that for
12 statewide projects? Preservation, these are -- the green is
13 statewide, as well as our modernization, our planning and
14 development.

15 MR. BYRES: That's correct.

16 CHAIRMAN STRATTON: Thank you for the
17 clarification.

18 Continue, Greg.

19 MR. BYRES: Thank you.

20 Next slide.

21 So this gives you a comparison of the program
22 that we're looking at right now, which is the '22 to '26 as
23 compared to the current program that we're running. You'll see
24 that our investment categories have pretty much stayed about the
25 same. There's a little more, a little higher increase in

1 preservation and a little less in expansion. So it's -- but
2 we're staying fairly consistent in the path that we're taking at
3 this point.

4 Next slide.

5 So that -- what you just saw there included our
6 MAG and PAG region. So it was the entire budget that we're
7 talking about. For this particular program, what we're talking
8 about in Greater Arizona is a little bit different. So we're
9 down to 24 percent expansion and 64 percent in their
10 preservation, with 12 percent in modernization. The map kind of
11 gives you an idea of where some of those are occurring.

12 Next slide.

13 So in 2022, we do have some expansion projects.
14 This gives you an idea of what we have for expansion. The total
15 that we have for expansion is a little over 149 million. We
16 have 41 million, that is the Tegner Street to Wickenburg Ranch
17 Road on US-93, and then we also have I-17, which is at 108, a
18 little over 108 million, and that runs from Anthem Way to Cordes
19 Junction.

20 Next slide.

21 In '23, we have a total of 94 million in
22 expansion projects. That includes the SR-69 project, which is
23 Prescott Lakes Parkway to Frontier Village. That's at \$10
24 million. We also have the West Kingman TI, which is \$1 million
25 that we have just for right-of-way in '23. And then, of course,

1 we have the 83 million that we were just speaking about earlier
2 for the I-10 Gila River Bridge.

3 Next slide.

4 For construction on the I-40/US-93 West Kingman
5 TI, that's occurring in '24, at a total of \$70 million.

6 Next slide.

7 So in '25, again, we -- as shown earlier, we do
8 not have any expansion. However, we do have multiple
9 preservation projects. This is just the sample of a couple of
10 them. These are both bridge projects. One of them, the Santa
11 Maria River Bridge on SR-96 at \$7 million, and the other one is
12 the San Pedro River Bridge, which is also on -- well, which is
13 on SR-82, at \$7 million as well.

14 Next slide.

15 In 2026, we don't show any projects here. That's
16 our fifth year of our program, which is generally too far out
17 for us to take and program specific projects into. But if
18 you'll look at the bar that's sitting over on that left side,
19 you'll see that we do have a substantial amount, 421 million,
20 for preservation. That will progress forward as the program
21 progresses through the years.

22 Next slide.

23 So as we get into our outer years of the program,
24 this is -- this is the six- to ten-year horizon years that we
25 look at. What we did here is basically use the financial

1 projections that Kristine and her group has put together in all
2 of their studies. We've projected those straight across the
3 board in those development years, from 2027 through 2031, and
4 again, you don't see any expansion, which falls in line with our
5 Long Range Transportation Plan that is currently in place.

6 Next slide.

7 So this is the MAG region that we're talking
8 about here. Again, MAG does its own planning and programming.
9 We do the oversight. We basically do the construction of
10 projects that come through, as well as the maintenance, but this
11 gives you an idea of the projects that are in their current
12 program or their current TIP. And so what you'll see here is
13 we've got projects all through the valley. The majority of all
14 these are either freeway projects or major arterial projects.
15 We have projects extending from I-10, as well as on the 101, the
16 202, the 303. We've got SR-30 that's represented, SR-85. So
17 there's a multitude of projects that are currently in MAG's TIP
18 that are progressing through from FY '22 through FY '26.

19 Next slide.

20 The same holds true for the PAG region, where
21 they do their own planning and programming with our oversight,
22 and this gives you an idea of the projects that they currently
23 have in their TIP. So they have projects on I-10 as well as
24 SR-77. They got the SR-210, I-10 project sitting out as a
25 portion of part of that. Also have projects on I-19. So they

1 have a multitude of projects that are coming up through their
2 five-year program as well.

3 Next slide.

4 So we also have the airport program, the Capital
5 Improvement Program. You'll see that for our
6 federal/state/local projects, we have zero in our programming.
7 The reason for that is FAA has taken all of their grants for
8 '21, '22 and gone to a zero match. So, consequently, they are
9 funding everything at 100 percent. Our F/S/L program is
10 intended to help out all of our 67 airports that receive federal
11 funds, the FAA funds. We match -- or we provide half of their
12 match through the program. Since they are now 100 percent
13 funded, we've took -- taken -- we originally had \$5 million in
14 that program. We took and moved it to our state/local program.
15 So it went from 10 million to 15 million. That will allow us to
16 take and go much further down the line in our priorities in
17 helping to fund those 67 airports.

18 We also have 8 million in our airport pavement
19 preservation program, as well as 4 million for Grand Canyon
20 Airport, a million for our state planning services that provides
21 our required studies and mapping that has to be done for FAA
22 requirements. So a total of 28 million in our Airport Capital
23 Improvement Program.

24 Next slide.

25 So with that, that goes through the five-year

1 program, and I stand for any questions anybody may have.

2 CHAIRMAN STRATTON: Questions from the board?

3 MS. DANIELS: Just one.

4 CHAIRMAN STRATTON: Board Member Daniels.

5 MS. DANIELS: Thank you.

6 Just one on the funding source. Do we have any
7 idea when the Pinal County ruling from the judge will come? Is
8 there any anticipated date that we can expect that?

9 DIRECTOR HALIKOWSKI: Not that I'm aware of,
10 Mr. Chairman. Dallas or Floyd? I haven't heard anything.

11 MR. ROEHRICH: No, Mr. Chairman. I haven't heard
12 a specific date either.

13 MS. DANIELS: A timeline or anything? Okay. I'm
14 just wondering, because I know that they're anxious to have
15 those funds released to be able to program items into
16 (inaudible) so I just wanted (inaudible).

17 DIRECTOR HALIKOWSKI: It's an interesting point,
18 because as you look I-10 between Maricopa and Pima County, it's
19 still in Greater Arizona, where it's very difficult to program
20 funds for. So it goes back to this argument of how do you lift
21 the whole state's infrastructure with such a concentrated
22 population area.

23 MS. DANIELS: Thank you.

24 CHAIRMAN STRATTON: Any other questions?

25 Vice Chairman.

1 VICE CHAIR THOMPSON: Chairman, members,
2 (inaudible), Greg, what can you tell me about the tribal
3 airports?

4 MR. BYRES: So, Mr. Chairman, Board Member
5 Thompson, the -- out of the 67 airports, I believe there's eight
6 or nine tribal airports. Those are included in all of the
7 airports that we take and provide funding to through the -- our
8 S/L program as well as our APMS program. So as they go through
9 on an annual basis, they come through and give us their --
10 basically their wish list, which is their CIP or ACIP, list of
11 projects that need to be funded. We take and route them through
12 our priority list, and we go as far down that priority list as
13 we have funds available.

14 VICE CHAIR THOMPSON: Thank you, Chairman.

15 CHAIRMAN STRATTON: Any other questions?

16 Dallas.

17 MR. HAMMIT: Mr. Chair, Member Meck, I wanted to
18 follow up on your earlier question to make sure it got answered.
19 If I understood it right, you know, why would we spend any funds
20 outside of our Key Commerce on preserving our system. We have a
21 lot of routes that are important for communities and other -- in
22 our P2P process, and we don't have time to go through that
23 today, but we'd be happy to go through that mechanism. They do
24 get high consideration, but not total consideration, if that
25 makes sense. You know, there's -- we look at trucking, volume,

1 and that brings a lot of those interstates up, but it doesn't
2 exclude those state routes and U.S. routes in our system. So we
3 try to look at the big picture. They do get high priority, but
4 not total on what we reserve.

5 DIRECTOR HALIKOWSKI: And to add to that, the
6 purpose behind the Key Commerce Corridors idea was that the
7 existing revenues, which total about a billion three, maybe a
8 billion five a year if our projections hold, those would keep
9 going to the existing roadways, and what we were asking for was
10 how much would it take to modernize Key Commerce Corridors to
11 keep Arizona's economy boosted for the future, and the estimate
12 back then that Mr. Maguire arrived at was that we would probably
13 need an additional billion dollars a year over a 20-year period.
14 And to put that into context, right now, an Arizona citizen pays
15 19 cents a gallon in gasoline tax. 18 goes to -- you know,
16 (inaudible) to the HURF and is distributed out between ADOT
17 cities and counties, one cent to the underground storage tank
18 fund.

19 But in order to accomplish what we were
20 envisioning for Key Commerce Corridors, that would have required
21 an additional 18 cents at that time to raise that additional
22 billion dollars a year. So we were talking about doubling the
23 gas tax for the State, which was just a non-starter. But we
24 thought we'd aim high and see maybe where it would settle out
25 at, but -- and these are dated documents. I mean, this has

1 probably been, you know, several years since we've looked at
2 these, but that's what we had estimated back then.

3 And to really be a competitor with the types of
4 industry that we have, you know, product coming in and finished
5 product going out, that we needed about another billion a year
6 over 20 years to modernize the entire system. Because you have
7 to understand we have 19- -- late '60s, early '70s freeways
8 connecting us to major markets, in California and in Texas, and
9 then south to Mexico, and, you know, those are trillion-dollar
10 markets to the east and west of us that -- you know, if we want
11 to get competitive, we sit right there in the hub between them,
12 so...

13 MR. MECK: Mr. Chairman, Mr. Director, how long
14 ago was the fuel tax of 18 cents?

15 DIRECTOR HALIKOWSKI: So it hasn't been raised,
16 Mr. Chairman, Board Member Meck , since 1991.

17 MR. MECK: So it has not been raised since 1991.

18 DIRECTOR HALIKOWSKI: Correct.

19 MR. MECK: Isn't that something we should
20 (indiscernible)?

21 DIRECTOR HALIKOWSKI: Well, I think that, you
22 know, depending upon the articles I read, it's been -- the
23 point's been made over and over that not only are we functioning
24 off 1991 revenues, but the gas tax is not subject to inflation.
25 So, you know, it's a flat tax.

1 MR. MECK: So, Mr. Chairman and Mr. Director,
2 the -- like MAG and PAG both of those represent the bulk, but
3 looking at your maps that Greg had presented, those freeways
4 where all of the revenues to the state come in, there's not --
5 it doesn't appear to be that much. I mean, a map is a map, so
6 it understates the size of the -- what, you know, miles, but it
7 looks like it would compare those now that are kind of in that
8 yellow, repair those, and those are the major corridors, like
9 93. What comes up there is unbelievable. That generates
10 money --

11 DIRECTOR HALIKOWSKI: Yeah.

12 MR. MECK: -- for the state. But when I was on
13 MAG -- this was about -- I was on MAG for (indiscernible) of
14 2021, but three years ago, four years ago (indiscernible) then
15 why we tell the public what the problem is, and we start
16 early --

17 DIRECTOR HALIKOWSKI: Yeah.

18 MR. MECK: -- and stand like Prop 400, you know,
19 (indiscernible) of getting tarred and feathered. Why not a one
20 cent tax? And that makes sense, and I would ask here what is --
21 what would one cent do revenue-wise with Prop 400 versus the
22 half cent that we've been with? Obviously, there's more
23 population.

24 DIRECTOR HALIKOWSKI: Right.

25 MR. MECK: And we're growing. You know, all of

1 the areas are growing so fast. What would that do -- and I'm
2 talking about the State, not Maricopa County -- but what would
3 that do for the State? Is that something that we should tell
4 the public before we come out with Prop 400?

5 DIRECTOR HALIKOWSKI: Well, I would say,
6 Mr. Chairman, Board Member Meck, you know, there's been a lot of
7 public discussion. I mean, through Key Commerce Corridors, we
8 spent a lot of time talking with people around the State. I
9 know that Chairman Campbell and other chairmen before him on
10 House and Senate Transportation upheld listening sessions around
11 the state.

12 You know, so I think that from perspective of
13 transportation, I kind of liken it to a utility like water or
14 electricity. You don't really think about it. It's just always
15 there, and so in the public's mind, until gas prices go up, they
16 don't really worry too much about how much they're paying at the
17 pump, but once prices do go up, and I see the line at Costco to
18 save two or three cents a gallon, it's amazing how closely
19 people watch that.

20 So my thought here is is that for most of the
21 part of the public, it's sort of out of sight, out of mind, and
22 I don't think they understand, you know, the revenue shortfalls
23 and projections we're facing, but then again, I'm not sure that
24 you can explain complicated problems in sound bytes. So there's
25 challenges to getting this across, and ADOT's not exactly set up

1 for marketing in that sense. This was probably the closest we
2 got to do it.

3 MS. MERRICK: (Indiscernible.)

4 DIRECTOR HALIKOWSKI: But as you know, the
5 Governor has also been very firm in his stance of no new taxes,
6 and so as an agency of his, I mean, we have (indiscernible).

7 MR. MECK: Thank you, Mr. Chairman.

8 DIRECTOR HALIKOWSKI: Before we leave 93, I just
9 wanted to pull the slide up, because there have been questions
10 about 93 and the investment in it, and unfortunately, we had a
11 fairly serious crash with -- (indiscernible) fatalities that it
12 involved. There were four fatalities just recently. And I
13 asked the staff to put this together to show the Board what your
14 investment has been in 93, and it's been substantial. Because
15 we often get questions about, you know, why don't you invest in
16 93 and turn it into I-11. But as you're seeing, you know, we've
17 put a significant amount of money into it over the years, so it
18 hasn't been (indiscernible). But it still has gaps where we
19 have two lanes in each direction and, you know, priority wise
20 for the future, Mr. Chairman, we'll have to see how those shake
21 out with the available revenues.

22 CHAIRMAN STRATTON: Absolutely.

23 Board Member Daniels.

24 MS. DANIELS: And the Tier I for I-11 is coming
25 soon.

1 DIRECTOR HALIKOWSKI: Yes.

2 MS. DANIELS: (Indiscernible) summer. So that
3 may indicate some --

4 DIRECTOR HALIKOWSKI: Yeah.

5 MS. DANIELS: -- other types of investment we may
6 need to make long term.

7 DIRECTOR HALIKOWSKI: Yeah. The Tier I will, I
8 think, probably be made public in October-ish time frame, after
9 we sign off and get the record of decision back --

10 MS. DANIELS: Uh-huh.

11 DIRECTOR HALIKOWSKI: -- from the federal
12 government. So it will be divided up, Greg, I believe into
13 seven segments under the Tier I study between Nogales and
14 Wickenburg. Seven segments of independent utility?

15 MS. DANIELS: The draft is coming out this
16 summer. (Indiscernible) summer, then public comment and then
17 final, October.

18 DIRECTOR HALIKOWSKI: Well, the draft -- go
19 ahead.

20 MR. HAMMIT: The draft has been out.

21 DIRECTOR HALIKOWSKI: Yeah.

22 MR. HAMMIT: Comments have been made. So I guess
23 is the draft final. You know, they have all of those.

24 So in this process on I-11, which will be
25 different than North-South, it will be two step. So there will

1 be the draft final on the -- the DCR will go out. People can
2 comment, but it's basically here's what we heard from your
3 comments, and then we will review those. It's unlike the
4 previous where we responded to all their comments. Unless
5 there's something completely new, there's not a formal response,
6 and then they will do a record of decision, where when we go on
7 the North-South, it's a one-step process.

8 MS. DANIELS: Okay.

9 MR. HAMMIT: We do the draft final and the record
10 of decision in one process.

11 MS. DANIELS: (Indiscernible.)

12 DIRECTOR HALIKOWSKI: (Indiscernible) for the
13 Tier I. Then you'll have your segments of independent utility
14 identified, like Wickenburg to Phoenix. That will require a
15 complete environmental study, which is the Tier II. We recently
16 met with the coalition, I-11 coalition about two weeks ago and
17 reiterated. The Tier II is going to cost between 25 and 30
18 million, we figure, for that segment. And so if you're looking
19 to Congress to bring in money for the study, that's roughly
20 where we estimate that would cost. That doesn't mean that
21 others couldn't come up with money for the Tier II in their
22 particular segment, but that's probably the most vocal group
23 that we've worked with.

24 MS. DANIELS: And then just to respond to Mayor
25 Meck's comment, and it was something that we just discussed at

1 MAG and TBC, TBC is -- it's my understanding that there is a
2 final draft that will be coming, that TBC will be voting on on
3 Tuesday. They 've called, like -- almost like an emergency
4 meeting for us. So we're supposed to do that on Tuesday morning
5 at 9:00 a.m., and the direction that that group has given to MAG
6 staff is half cent for 25 years, which is different than the
7 previous 20-year commitment.

8 But I did want to say, similar to what you just
9 mentioned, our expectations of what that half cent will do over
10 the next 25 years has to be very different than the five -- than
11 the half cent that we -- what we've been able to accomplish with
12 the half cent in the previous 20 years. We have right-of-way
13 acquisition that has in many cases tripled in cost, not to
14 mention the judgment that came down that required us to change
15 how we did right-of-way acquisitions. So everyone's subject to
16 that. And then just construction costs in general at least have
17 doubled in the last, you know, short period of time. So what
18 we're going to be able to accomplish with the half cent is much
19 different over the next 25 years than what we've been able to
20 accomplish in the previous 20. So expectations, if they're
21 here, they probably need to be somewhere down here.

22 DIRECTOR HALIKOWSKI: When I was on the
23 legislative staff, you know, during Prop 400, Mr. Chairman, and
24 worked on the bill to allow the county to hold the election, one
25 cent was discussed at that point, and there were folks within

1 MAG that were proponents of one cent, but the polling of the
2 public, I think, led them to just go with the half cent, because
3 they were worried the election might fail if it were one cent.

4 But I will say, along with Board Member Daniels,
5 that vote still has to come through the Legislature to hold that
6 election, and just based on my experience, and I'm sure on
7 yours, the Legislature likes to tinker with what can be put onto
8 the ballot. So, you know, I agree with you. It's just hard to
9 tell how that's going to go.

10 MS. DANIELS: And to that point, we actually have
11 done enough polling to understand that the public would likely
12 vote for one cent.

13 DIRECTOR HALIKOWSKI: Yeah.

14 MS. DANIELS: But the political reality is we
15 don't think that we could get that through the Legislature --

16 DIRECTOR HALIKOWSKI: Right.

17 MS. DANIELS: -- and the Governor.

18 DIRECTOR HALIKOWSKI: Yeah.

19 MS. DANIELS: And so if that's the case,
20 adjustments need to be made. First priority is still -- the
21 first desire, I should say, is still to get the Legislature to
22 allow Maricopa County to refer to the ballot without having to
23 go through them. That is still the first -- they're the only
24 county in the state that can't do that. So we would like the
25 county to be able to have the same authority as the other 14

1 counties have. But backup plan A1 is to -- is at a half cent
2 (inaudible). So we'll see what happens. Long road. No pun
3 intended.

4 CHAIRMAN STRATTON: John, you mentioned the one
5 cent UST tax (indiscernible) per year (indiscernible). My
6 understanding is that program is coming to an end.

7 DIRECTOR HALIKOWSKI: Yes.

8 CHAIRMAN STRATTON: Pretty quick. Is there any
9 language or would it take Legislative action for moneys that are
10 left in that fund to be switched over to the road since it was a
11 gas tax?

12 DIRECTOR HALIKOWSKI: Yeah. Mr. Chairman, I
13 believe it would take legislative action. That fund generates
14 probably between 30, 33 million a year off that penny. I don't
15 know how much cleanup may still be left there or not, you know,
16 after that expires. I will say I think the DEQ director is
17 probably somewhat protective of that money.

18 CHAIRMAN STRATTON: I'm sure he is.

19 DIRECTOR HALIKOWSKI: So I haven't really
20 discussed any switching of that (inaudible) --

21 MS. DANIELS: When does it expire?

22 DIRECTOR HALIKOWSKI: You know, I don't know,
23 Mr. Chairman, board member. Dallas --

24 MS. DANIELS: It's a trivia question.

25 DIRECTOR HALIKOWSKI: -- do you know? We can

1 send you out an email.

2 CHAIRMAN STRATTON: Just curious. I know quite a
3 few people that are getting tanks removed at this point because
4 they -- the deadline is in the near future.

5 DIRECTOR HALIKOWSKI: Right. We'll get you some
6 information (inaudible).

7 CHAIRMAN STRATTON: It's something that's already
8 there. It's not a new tax (inaudible).

9 DIRECTOR HALIKOWSKI: Yeah.

10 CHAIRMAN STRATTON: 30 million is better than
11 (inaudible) getting now, right?

12 DIRECTOR HALIKOWSKI: It's just that we use 18
13 cents so much, I was filling up the other day, reading the
14 little sticker on the gas pump, and it said, you know, your 1
15 cent is going to (indiscernible).

16 CHAIRMAN STRATTON: Very good.

17 Any other questions concerning the five-year
18 plan? If not, do I have a motion to approve FY 2022 to 2026
19 Five-Year Transportation Facilities Construction Program as
20 presented?

21 MR. KNIGHT: So moved.

22 CHAIRMAN STRATTON: Motion by Board Member
23 Knight. Do I have a second?

24 MR. SEARLE: I'll second. Searle.

25 CHAIRMAN STRATTON: A second by Board Member

1 Searle.

2 All in favor say aye.

3 BOARD MEMBERS: Aye.

4 MR. MAXWELL: (Indiscernible) further discussion?

5 Sorry.

6 CHAIRMAN STRATTON: Pardon me?

7 MR. MAXWELL: I thought we'd have an opportunity
8 for further discussion.

9 CHAIRMAN STRATTON: There is.

10 MR. MAXWELL: I just had, Mr. Chair (inaudible).

11 MR. ROEHRICH: But for the record, that vote now
12 has not passed. We are going to have the discussion. Then
13 we're going to vote again.

14 CHAIRMAN STRATTON: Yes.

15 MR. ROEHRICH: Okay. Thank you.

16 THE WITNESS: I'm sorry if I was out
17 (indiscernible).

18 DIRECTOR HALIKOWSKI: Well, I did not ask
19 (indiscernible).

20 MR. MAXWELL: Mr. Chair, members of the Board,
21 I'd like to just make a couple comments. One, I'd like to thank
22 the Director for the Key Commerce Corridors. These are the two
23 handouts. If you haven't had a chance to read the full reports,
24 it's worthwhile the read.

25 The premise behind the Key Commerce Corridors was

1 just that, the investment into infrastructure of our state's
2 going to help us, not only with growth, but expansion, but also
3 achieving ROI that could then result in things like more funding
4 coming back into not only ADOT for us to do our job here, but
5 also to the economy as a whole.

6 So it's -- it was very popular for about a year,
7 year-and-a-half, and then it kind of just went to the side like
8 a lot of things are going to the side for point. My biggest
9 concern on the five-year plan and is the fact that three years
10 from now, we're -- we have no -- or four years from now we have
11 no more investment in future infrastructure and expansion.

12 So that expansion's not just new roadways. It's
13 also new lane miles. It really is -- the state continues to
14 grow. One of the fastest growing states on the nation.
15 Maricopa, I believe, is the fastest growing county in the
16 nation, and we're facing a situation where we're going to be
17 funding all of our expansion through local countywide
18 initiatives. If MAG RTA runs into any problems, again,
19 through -- that's going to put a halt to our expansion. Same
20 thing with us down in PAG, and obviously, we know now it's
21 already back in court.

22 So it's -- it troubles me that we're already at a
23 point where our road maintenance and our preservation is going
24 to take almost the entire priority of all the fundings we --
25 funding we have in ADOT. So I think it's something that we need

1 to continue to discuss going forward and figure out how we're
2 going to address that, because the fact of the matter is the
3 public right now is way more wrapped up on the concerns with
4 preservation and the road conditions, as they should be, but if
5 we cannot continue to have that -- those funds available to
6 expand.

7 So I'd encourage everybody to read the premise
8 behind the Key Commerce Corridors, because it does provide more
9 justification why investment in expansion will lead to some more
10 investment and capability for preservation. The challenge is so
11 far I know in Pima County it's going to be a big argument going
12 forward with our RTA, as the first RTA had no preservation money
13 in it. So we're building -- first RTA built a lot more
14 concrete, but we didn't have any money to make sure we
15 maintained that concrete. I think that's a concern going
16 forward.

17 But I appreciate all the insight, and as I said
18 at the last, I'm looking forward to many more talking to each of
19 you about the importance of this, and I do think the continued
20 growth of infrastructure is going to determine the future of
21 Arizona.

22 And when it comes specifically to the I-11 issue,
23 the challenge is going to be -- Tier I's just the first step.
24 The -- really, Tier II, NEPA studies don't even occur until we
25 have funding identified. The last thing I just looked at said

1 we don't have any funding for future expansion. So that's kind
2 of just a plan on the shelf right now, which I think it would
3 have a huge impact on the economy and the quality of life in the
4 state of Arizona.

5 So appreciate the opportunity.

6 CHAIRMAN STRATTON: Appreciate your comments, and
7 I will tell you that those of us that were on the board when
8 that Long Range Plan was adopted have -- share that same
9 concern, and we voiced that concern at the time, and hopefully
10 this board will address that concern when it comes before them
11 again, which I believe is next year; is that correct? So...

12 MR. MAXWELL: Thank you, Mr. Chair.

13 CHAIRMAN STRATTON: Any other discussion
14 concerning the five-year plan?

15 Hearing none, we'll take a vote.

16 All those in favor of passing the plan say aye.

17 BOARD MEMBERS: Aye.

18 CHAIRMAN STRATTON: Nays?

19 Ayes have it. The plan passes. Thank you.

20 Move on to Agenda Item 6 with Greg Byres for
21 information or discussion only, the Multimodal Planning --
22 Multimodal --

23 MS. DANIELS: I feel like staff should do
24 cartwheels or something every time we approve the five-year
25 plan.

1 MR. HAMMIT: Greg did. You just missed it.

2 MS. DANIELS: It's such an undertaking. Nice
3 job.

4 (Unintelligible crosstalk.)

5 DIRECTOR HALIKOWSKI: Like the North Pole on the
6 26th. We just start making toys again.

7 MR. ROEHRICH: Yeah. It's like, okay. Although,
8 Mr. Chairman, I'm worried about Greg.

9 Greg, is this your last day or are you making
10 room for cartwheels? But it looks look there's nothing in your
11 office? Did Dallas tell you to clean it out in case this
12 failed?

13 MS. DANIELS: (Indiscernible.)

14 MR. ROEHRICH: Well, I thought Dallas probably
15 told him if that doesn't get approved tomorrow, you're gone,
16 buddy. So is that that why your office is cleared out?

17 DIRECTOR HALIKOWSKI: I think he just moved in
18 there.

19 MR. BYRES: This is a brand-new office.

20 MR. ROEHRICH: Okay.

21 MR. BYRES: It's my brand-new office.

22 DIRECTOR HALIKOWSKI: Oh, you can afford a new
23 office, huh?

24 (Indiscernible crosstalk.)

25 MR. BYRES: I got to move out to the modulars.

1 UNIDENTIFIED SPEAKER: (Indiscernible.)

2 MR. HAMMIT: You got to move to the modulars.

3 Sorry about the mobile (indiscernible) --

4 DIRECTOR HALIKOWSKI: I was worried you were
5 given an ultimatum, so good. Thank you. Sorry, Mr. Chairman.

6 UNIDENTIFIED SPEAKER: Who moved out? Who did we
7 take out of the modular?

8 MR. HAMMIT: Our environmental planning group.

9 DIRECTOR HALIKOWSKI: Yeah. They got new digs.
10 Well, not new, but refurbished.

11 MR. BYRES: So thank you, Mr. Chairman, board
12 members. I just had a couple of things I want to go through
13 that we've got going on. One is our tribal transportation
14 update, as well as some upcoming studies that are coming out of
15 MPD.

16 Next slide.

17 So in -- on the tribal side, we've got the Navajo
18 Nation and the Hopi Tribe will begin conveying -- or -- yeah,
19 convening partnering meetings. Since early 2020, these meetings
20 have been on hold due to the tribal government closures and
21 travel restrictions due to the pandemic. Those have now been
22 lifted. So that's a good thing. So it's been a while since
23 those have occurred, and so we're looking forward to
24 participating in those.

25 There is a planned release of the final Tier I

1 environmental impact studies for both I-11 and the North-South
2 corridor, as Dallas has stated a little bit earlier. This is to
3 occur over the next several months, and there's -- tribal
4 outreach is currently underway to inform the tribes in Arizona
5 on the status of the upcoming release of -- so that they are
6 very informed on both of those studies as they come out.

7 So next slide.

8 As far as our upcoming studies go, we've got the
9 freight plan update that is just kicking off. So that's a good
10 thing. We finally got it procured. We got our consultant on
11 board. The last freight plan was completed in 2017, and so this
12 is an update to that freight plan.

13 The Long Range Transportation Plan is currently
14 going through our consultant procurement. That is scheduled for
15 completion at the end of next fiscal year. And again, that
16 freight plan was -- or not the freight plan. The Long Range
17 Transportation Plan was completed in 2017, and we're using the
18 recommendations out of that plan currently.

19 The 2023 through 2027 P2P process is currently
20 progressing. It is -- those projects that are in that program
21 are currently going through our technical group reviews. So
22 they've got several months that they'll be going through those,
23 taking and scoring projects that are set up for expansion as
24 well as modernization and preservation. So they'll be going
25 through those projects over the next several months.

1 So that's pretty much all I had. I just wanted
2 to let everybody know or let the Board know where we're
3 currently at and what we've got going on. So thank you very
4 much, and if anyone has questions, I stand for questions.

5 CHAIRMAN STRATTON: Vice Chairman Thompson.

6 VICE CHAIR THOMPSON: Chairman, members,
7 (inaudible), Greg, who will be facilitating these meetings? And
8 also, will Don or Ermalinda be available for these meetings?

9 MR. BYRES: So, Mr. Chairman, Board Member
10 Thompson, yes, they -- both Don and Ermalinda will be
11 facilitating the meetings on the -- both the I-11 and the
12 North-South corridor. The other tribal outreach that we're
13 doing, of course, both Don and Ermalinda are parts of that. So
14 depending on where it's located. If it's in the northern part
15 of the state, it's Ermalinda. The southern part of the state,
16 it's Don Sneed, so...

17 VICE CHAIR THOMPSON: Thank you very much.

18 CHAIRMAN STRATTON: Any other questions for Greg?

19 DIRECTOR HALIKOWSKI: I just want to point out,
20 Mr. Chairman, the reason we're moving people around is we're
21 starting to shrink our leased footprint, and so, you know, given
22 what's happened after COVID, we're looking at hoteling and
23 remote work, and so we'll be exiting a lease on 28th Street and
24 Washington here by the end of this month, and we'll be saving
25 nearly a million dollars in lease costs for operations. And we

1 have plans to get out of another leased facility that costs a
2 little over a million a year and move folks back here to the
3 campus using hoteling and remote work. So our goal is to
4 completely, as much as we can, get rid of leased space and bring
5 some money back into (inaudible).

6 CHAIRMAN STRATTON: Very good.

7 Okay. We'll move on to Item 7, PPAC items, with
8 Greg, for discussion and possible action.

9 Greg.

10 MR. BYRES: Thank you, Mr. Chairman, board
11 members. The Priority Planning Advisory Committee brings forth
12 a total of 16 different projects. The first three projects that
13 we have are project modifications. These are Items 7A through
14 7C, and we bring these forward with a recommendation for
15 approval.

16 MR. KNIGHT: Mr. Chair, this is Board Member
17 Knight. I have a question on 7B. You're showing a program
18 amount of 11,795,000 and a new program amount of 9,536,000, and
19 then you're asking an increase in budget. How is that an
20 increase in budget if we've -- decreasing the amount you're -- I
21 don't -- I missed something somewhere.

22 MR. BYRES: Mr. Chairman, Board Member Knight,
23 that -- there's a typo. Instead of it saying "increase," it
24 should say "decrease."

25 MR. KNIGHT: Kind of what I thought. Okay.

1 Thank you.

2 DIRECTOR HALIKOWSKI: We could just switch it
3 around real quick every time that (indiscernible)... Oops.
4 We'll change that word.

5 CHAIRMAN STRATTON: Couple million here, couple
6 million (indiscernible).

7 MR. HAMMIT: That's MAG's anyway, so...

8 CHAIRMAN STRATTON: Any other questions?

9 Is there a motion to approve PPAC project
10 modification Items 7A through 7C?

11 MR. KNIGHT: So moved.

12 VICE CHAIR THOMPSON: Second. Thompson.

13 CHAIRMAN STRATTON: I have a motion by Board
14 Member Knight, a second by Vice Chairman Thompson. Is there any
15 discussion?

16 Hearing none, I'll ask for a vote. All in favor
17 say aye.

18 BOARD MEMBERS: Aye.

19 CHAIRMAN STRATTON: Any opposed?

20 The motion carries.

21 Greg.

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

23 The next items we have are new projects that are
24 coming into the program. These are Items 7D through 7P, and
25 again, PPAC brings these forward with a recommendation for

1 approval.

2 MR. KNIGHT: Mr. Chair, I have a question on 7D.

3 CHAIRMAN STRATTON: Board Member Knight.

4 MR. KNIGHT: Thank you.

5 So you -- can you tell me what projects are being
6 submitted for RAISE grants?

7 MR. BYRES: Mr. Chairman, Board Member Knight, we
8 have a total of two projects that we're putting forward. One of
9 them is the -- I'm trying to remember and my mind went blank
10 just a minute ago, but we have the US-95 that we're working with
11 YMPO on. That would be for the next phase of the project that
12 is running all the way through to the Yuma Proving Grounds.

13 The next one we have is -- and I'm -- like I
14 said, my mind just went blank on this. We have -- I can't
15 remember.

16 Dallas, can you -- can you recall which ones we
17 have?

18 MR. HAMMIT: That's what I rely on you for.

19 UNIDENTIFIED SPEAKER: Your backup just didn't
20 back you up.

21 DIRECTOR HALIKOWSKI: Keep trying harder, Greg.

22 MR. BYRES: I --

23 MR. HAMMIT: (Inaudible) Mr. Chair, Mr. Knight.
24 (Inaudible) information.

25 (Indiscernible crosstalk.)

1 MR. BYRES: We have -- yeah. We had another
2 project that we were going for on I-10. In trying to put that
3 together -- it was going to actually be for I-10 and three --
4 the 347, SR-347. In trying to put that together with a couple
5 of other stakeholders, we really couldn't get everything
6 together in time for the RAISE grant. So we actually pulled
7 that that project back.

8 So those are the two that we were looking at.
9 There is one more we're considering, but at this point in time I
10 wish I could remember what it is, but I can't, and I can
11 certainly get you that information later on today.

12 MR. KNIGHT: That's fine. That's fine, Greg.
13 Thank you.

14 UNIDENTIFIED SPEAKER: Mr. Chair.

15 CHAIRMAN STRATTON: Okay. Are there any other
16 questions?

17 VICE CHAIR THOMPSON: Chairman.

18 CHAIRMAN STRATTON: Vice Chairman.

19 VICE CHAIR THOMPSON: Members, Greg, it was
20 mentioned earlier on the status of 191. Does that fall into
21 this category?

22 MR. BYRES: So, Mr. Chairman, Board Member
23 Thompson, 191 is not -- we are not going after the RAISE grant
24 for 191 this round. The projects that we have are in the
25 program, and they are fully funded. So the funding that we were

1 going for in previous grants, those -- that -- those projects
2 are funded at this point in time and in the program.

3 VICE CHAIR THOMPSON: Thank you, Chair.

4 CHAIRMAN STRATTON: Any other questions?

5 Hearing none, is there a motion to approve PPAC
6 new projects Items 7D through 7P?

7 MS. DANIELS: Board Member Daniels. So moved.

8 MR. KNIGHT: Second.

9 CHAIRMAN STRATTON: Motion by Board --

10 MR. BYRES: Mr. Chairman, if I could, I did just
11 remember the last RAISE grant item that we're going for. We
12 had --

13 DIRECTOR HALIKOWSKI: Hey, Greg --

14 UNIDENTIFIED SPEAKER: (Indiscernible) fill in
15 the blank.

16 DIRECTOR HALIKOWSKI: Greg, stop. Let's finish
17 the vote here and then we can come back to that.

18 MR. BYRES: Yes, sir.

19 DIRECTOR HALIKOWSKI: They're in the middle a
20 vote.

21 MS. DANIELS: We believe in you.

22 CHAIRMAN STRATTON: Hold that thought, Greg.
23 Don't forget it.

24 DIRECTOR HALIKOWSKI: Write the down. Write it
25 down.

1 CHAIRMAN STRATTON: I have a motion by Board
2 Member Daniels and a second by Board Member Knight. Is there
3 any discussion?

4 Hearing none, I'll call for the vote. All in
5 favor say aye.

6 BOARD MEMBERS: Aye.

7 CHAIRMAN STRATTON: Anyway opposed? The motion
8 carries.

9 Greg, you're on. Now that his gear is kicked in.
10 (Inaudible) fill in the blank.

11 MR. BYRES: I apologize. It took a little bit
12 for the synapses to hit, but it finally did.

13 We have another project that we're looking at,
14 and it's a total of six different ports of entries that we're
15 looking at trying to upgrade. We will be submitting for
16 upgrading the scales at those ports of entry as well as some
17 other improvements for inspection at each of those different
18 ports.

19 DIRECTOR HALIKOWSKI: Mr. Chairman, just a little
20 more explanation why. Some of our ports have non-functioning
21 scales, and as we talked about, pavement degradation and damage,
22 overweight trucks are a major concern.

23 CHAIRMAN STRATTON: (Indiscernible.)

24 DIRECTOR HALIKOWSKI: So our ports are directly
25 connected to the health of infrastructure by keeping those

1 trucks at tolerable weights.

2 CHAIRMAN STRATTON: (Indiscernible.)

3 We'll move on to Agenda Item 8, state engineer's
4 report with Dallas Hammit.

5 Greg, you can finish moving now. You're done.

6 DIRECTOR HALIKOWSKI: Just don't forget where you
7 are.

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

9 Members of the Board, currently we have 74
10 projects under construction totaling \$1.523 billion. In May we
11 finalized six projects totaling 51.6 million.

12 And for some of the board members, the reason I
13 give these numbers when we finalize these projects, if there's
14 leftover money, as soon as we get them finalized, we can
15 reprogram those. So that's something we track and want to
16 report back to you. That's why they come out.

17 Year to date, we have finalized 67 projects.

18 Real quick, a couple of updates --

19 MR. MAXWELL: Dallas.

20 MR. HAMMIT: Yes, sir.

21 MR. SEARLE: That was a great point. It would be
22 nice to see that number on there. When you say we finalized
23 51.6 million, if there is any savings, where do we see that?

24 MR. HAMMIT: Mr. Chairman, Member Searle, that's
25 something we can add to that. We can say this is how much money

1 was released back to the program.

2 MR. SEARLE: I think that would be a great point.

3 MR. HAMMIT: Okay. I can add that.

4 UNIDENTIFIED SPEAKER: Don't be surprised if it's
5 a negative number.

6 MR. SEARLE: I mean, if that's what we're
7 (indiscernible) to see.

8 MR. HAMMIT: A couple other updates. We talked a
9 little bit about the fire on -- the fire in the Globe area. One
10 of the things that I was really proud of our team, it was not a
11 one district support. We actually had four districts combining
12 support for that. Crews came out of the Central District from
13 the Mesa unit, out of Payson, out of Oro Valley, and then, of
14 course, the Southeast District to support that fire. So it
15 was -- we talked a lot about one ADOT. We came together and
16 supported that area.

17 We -- at different times we had four routes
18 closed, and there will be damage on three of those for sure. I
19 I think we may be off the hook on US-70. When I toured that
20 last week, there was -- I thought the back burn was done fairly
21 well, that they took off from the roadway, and I didn't see any
22 guardrail damage on US-70. 77, there's quite a bit of damage.
23 177, there's quite a bit of damage. And then on US-60, there
24 was damage.

25 At one point we were very concerned. We have a

1 small little bridge over there that the Chairman knows well that
2 we're working on, though it's a very big bridge. I saw some
3 photos of the fire coming right at it. It did stop before it
4 got to the bridge. There's no damage either to the current
5 structure where we have traffic today, but definitely no damage
6 to the new structure that we hope to open later this summer.

7 DIRECTOR HALIKOWSKI: Dallas, are you worried
8 about flooding at all for the future.

9 MR. HAMMIT: That is a big concern right now.
10 The Chairman talked about that moonscape, that that damage, you
11 know, once the rains come, they start moving that burnt ash and
12 stuff that clogs their pipes. We have a number of challenges,
13 but -- because until that ash is gone, you can't rehabilitate
14 and start replanting. You can't just go plant -- reseed it
15 until we get that ash removed. That's a challenge on SR-88
16 right now. There's a lot of talk, Well, why don't you just go
17 reseed it now? That ash is there, and nothing's going to grow
18 for some time.

19 So not only do we have this year's fires that
20 could -- that are creating risk, we have last year's fires. We
21 didn't have much of a monsoon last year. And so on SR-87, 188,
22 we definitely have some areas that we're watching. We're
23 getting down brush out as soon as we can. We're putting in some
24 rock mitigation in front of our pipes so that we can do all we
25 can so they don't clog up, and then causing the water to overtop

1 a road and wash it away. So we're doing everything we can
2 early.

3 CHAIRMAN STRATTON: A couple questions, Dallas.
4 The first one is are BAER funds still available from the Forest
5 Service after the fire?

6 MR. HAMMIT: Mr. Chairman, yes, they are, and
7 right now they are doing the BAER review, and I should know what
8 it is. I don't know what it stands for, but I do know what it
9 does. It does go out and do an environmental look, waters and
10 things we can do to help prevent this flooding. Is it cutting
11 down damaged trees that could fall on the roadway or other
12 features, replanting, but a lot of those things are -- they look
13 for the proper time to do that reseeding not immediately, but
14 when vegetation would take off.

15 CHAIRMAN STRATTON: One of my concerns after the
16 fire, whether we have monsoons or we don't have a monsoon is
17 going to be rock fall in those areas if nothing is holding it
18 now. Would we be eligible for rock fall mitigation funds for --
19 out on 60 and 77 in particular?

20 MR. HAMMIT: We'll look into that, but one thing
21 I do know, because I was on the call this week, we have -- we
22 call them "boulder busters." Basically, we drill a hole and
23 have a very light charge break up the rock. We are bringing two
24 of those apparatuses out there, and we're going to bring down
25 some of those rocks, because if you drive that -- you probably

1 have -- there's nothing holding these boulders in place right
2 now because all the vegetation's gone. So we're taking it on --
3 on 77 especially before they open it to traffic, what can we
4 bring down today, get it out of the way before we turn traffic
5 loose back on that route.

6 CHAIRMAN STRATTON: Okay. Glad to hear that.
7 Thank you.

8 Any questions for Dallas?

9 MR. HAMMIT: One more if I could, and this is
10 responding to smart highway corridors. You probably read the
11 Governor's office has an initiative to add broadband to I-17 and
12 I-19. That was stalled. They -- they were using COVID relief
13 funds (indiscernible) one area. We're going to move it to
14 another. So those projects will resume, and what that will do
15 is give -- for the department, we will have fiber optics, 144
16 strands, that we can use for smart highway technology such as
17 message boards, variable speed limits, communication on our
18 corridors.

19 At the same time, there's additional conduit
20 ducts that we can use for education. It hooks up to three
21 universities, and then potentially a consortium that we're
22 working with (indiscernible) state government that will market
23 that available so we can expand broadband to rural communities.

24 The Governor's office is looking at different
25 opportunities on I-40. That has not been programmed at this

1 time. It could be another one like this, but it could be a
2 partnership with a private entity. So we're looking at those
3 different options, but as we get the fiber in, we wanted the
4 ability (inaudible) program to then put in state highway
5 features that we can communicate with the public and, you know,
6 improve that experience for people as they go through. Alert
7 them when there's a fire on I-17 so they can divert
8 (indiscernible) in other areas.

9 CHAIRMAN STRATTON: (Inaudible.)

10 In a previous meeting I voiced my concern about
11 the bridge approaches on I-10 near Benson. I have driven that
12 road recently and the detours because of the fire, and they have
13 been fixed, and they're good and I appreciate it. Thank you.

14 Board Member Daniels?

15 MS. DANIELS: Is that effort being led by Jeff
16 Sobotka of the Arizona Commerce Authority?

17 MR. HAMMIT: He is a part of our consortium.
18 (Indiscernible) from the Governor's office. We've created a
19 broadband office here, but Jeff is definitely a part of that.

20 MS. DANIELS: Okay.

21 CHAIRMAN STRATTON: Any other questions for
22 Dallas?

23 Hearing none, we'll move on to Agenda Item 9,
24 construction contracts, for discussion and possible action.

25 Dallas.

1 MR. HAMMIT: Mr. Chair, Board, thank you for
2 approving that first item. I notice Mr. Knight didn't hesitate
3 to approve that.

4 One note on that. Almost 20 years ago I was at
5 the public hearing when we were approving the environmental
6 document for that as staff at the Yuma district at that time.
7 It's been a long time in coming, and I'm excited to see that one
8 get started.

9 Item 9A -- we just talked about rock fall
10 mitigation -- is a rock fall mitigation project on SR-80. On
11 that project, the low bid was 2,767,000. The State's estimate
12 was \$2,076,020. It was over the State's estimate by \$690,980
13 dollars or 33.3 percent. As we reviewed the bids, the total
14 difference was in the roadway excavation. We overestimated the
15 production that the contractor was going to get after we talked
16 to them. They -- it's going to take them a little longer with a
17 little bigger crew. We did review the bid and believe it is a
18 responsible and responsible bid and recommend award to Fisher
19 Sand & Gravel, doing business as Southwest Asphalt Paving.

20 CHAIRMAN STRATTON: Is there a motion to award
21 Item 9A to Fisher Sand & Gravel Company?

22 MR. SEARLE: I'll make it. Searle.

23 MR. KNIGHT: Second.

24 CHAIRMAN STRATTON: I have a motion from Board
25 Member Searle, a second from Board Member Knight. Is there any

1 discussion?

2 Hearing none, I'll call for the vote.

3 MR. MECK: Excuse me. Mr. Chairman, Board Member
4 Meck. I may have a conflict there, so I will abstain.

5 CHAIRMAN STRATTON: Duly noted in the minutes.

6 MR. MECK: Thank you.

7 CHAIRMAN STRATTON: I'll call for the vote. All
8 those in favor say aye.

9 BOARD MEMBERS: Aye.

10 CHAIRMAN STRATTON: Opposed?

11 Unanimous with one board member abstaining. The
12 motion passes.

13 Dallas.

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

15 Item 9B is a microsurfacing project. It's in --
16 up between Chino Valley and the Hell Canyon Bridge. On this
17 project the low bid was \$983,000. The State's estimate was
18 \$1,279,169. It was under the State's estimate by \$296,169, or
19 23.2 percent. We saw better-than-expected pricing in our
20 asphalt oil, our mineral aggregates, and we got a good price on
21 mobilization. In review of the bid, the department believes it
22 is a responsive and responsible bid -- responsive and
23 responsible bid and recommends award to VSS International, Inc.

24 CHAIRMAN STRATTON: Is there a motion to award
25 Item 9B VSS International, Inc., as presented so moved?

1 MR. MAXWELL: So moved.

2 MR. KNIGHT: Second.

3 CHAIRMAN STRATTON: I have a motion by Board
4 Member Maxwell and a second by Board Member Searle. Have any
5 discussion?

6 MR. KNIGHT: Second was by me.

7 CHAIRMAN STRATTON: I'm sorry. Make that second
8 by Board Member Knight. My apologies.

9 Any discussion?

10 Call for the vote. All those in favor say aye.

11 BOARD MEMBERS: Aye.

12 CHAIRMAN STRATTON: Opposed? The motion passes.
13 Thank you, Dallas.

14 MR. HAMMIT: Thank you, sir.

15 CHAIRMAN STRATTON: Moving on to Item 10. Are
16 there any suggestions for future meetings? Anything you'd like
17 to see on the agenda?

18 MS. DANIELS: I have four. We don't have to do
19 them all at once.

20 CHAIRMAN STRATTON: You only get one.

21 MS. DANIELS: (Indiscernible.) It's my allotment
22 for the entire last year that we weren't able to be in person.

23 One of the things I would like, and we've
24 received several emails as board members about some of our
25 procurement practices. The most recent one was really

1 indicating that we were using a brand specific rather than a
2 generic specification on a type of asphalt. I just think it
3 warrants a discussion and probably an education for us as a
4 board, especially that there's three new board members, on some
5 of our procurement practices. I don't know if that means we
6 need Director Tobin to be part of that conversation, but I think
7 it would be helpful to sort of understand what our best
8 practices are and when we get those, know how to respond.

9 CHAIRMAN STRATTON: Dallas. I'm sorry. Board
10 member.

11 MR. HAMMIT: Mr. Chair, Member Daniels, I think
12 that a good -- couple things here. Part of our procurement
13 practices and then also what's a part of the Board's
14 responsibility, what's a part of the department's. This one is
15 not in -- please, I'm not saying, hey, it's none of your
16 business. I'm not saying that at all. It is a part of what's
17 delegated to the department under (inaudible) type, but we
18 definitely can explain the difference between those, and a lot
19 of the projects that you approve is -- the procurement is
20 delegated to the department outside of what DOA does. So we
21 have an exception. And so just real quick on that one, we are
22 going to bid, not a sole source, and we've responded to that
23 bidder.

24 DIRECTOR HALIKOWSKI: But understand this,
25 please, board members. Just because ADOT has an exemption from

1 ADOA does not mean we're not subject to the procurement law. So
2 we're independent of them, which means we don't have to go
3 through their procurement shop, but it doesn't give us, you
4 know, carte blanche to just do whatever we want. So in the
5 interest of transparency, we'd be more than happy to
6 (indiscernible).

7 CHAIRMAN STRATTON: Would that be an item that
8 can be discussed at a work session at some point?

9 DIRECTOR HALIKOWSKI: Mr. Chairman --

10 CHAIRMAN STRATTON: Since we do have several new
11 members.

12 MS. DANIELS: Maybe I'll just say any of these
13 between now and the end of the calendar year. Like, let's give
14 us a big window, because I do think there's probably multiple
15 things.

16 The other one is a strategy white board session
17 on some of our revenue sources, our projections and our future
18 needs. I love to hear that we are considering how we can add an
19 additional revenue source through. Access to fiber along our
20 highways. I would love to hear more about what that means for
21 projects and capacity and maybe do some brainstorming amongst us
22 about other opportunities that may require future pieces of
23 legislation for us to be looking at to be able to -- to be
24 allowed to access some of those types of P3s, if you will.

25 I mentioned it last -- at our last board meeting

1 about the potential for us as board members meeting with
2 legislators that fall into our individual jurisdictions so that
3 we can have collaborative conversations about what I will
4 affectionately call earmarking that's being done at the state
5 level. Just -- I -- there are some blatant misconceptions about
6 ADOT's practices amongst our legislators that I have been
7 fielding over the last couple of months, and I just think it
8 merits additional education for our legislators (indiscernible)
9 to sit down and have a conversation about the importance of
10 transportation. But I do think as board members it would
11 behoove us to be involved in those conversations so that we
12 continue to build the relationships that we'll need in the
13 future as additional projects come up. So I just...

14 DIRECTOR HALIKOWSKI: So, Mr. Chairman, I've
15 heard two things. One is the director has too much power, and
16 then two, that ADOT builds what it wants, not what the
17 Legislature wants.

18 MS. DANIELS: Yes.

19 DIRECTOR HALIKOWSKI: And I think some that
20 misconception comes out of what happened with I-17 and the
21 appropriation for that versus the financial crisis we faced
22 under COVID shifting money around to keep the state open and
23 solvent. So be more than happy to talk about that.

24 MS. DANIELS: I also don't think legislators
25 really understand the planning process that goes on regionally

1 as to how different things are funded, and I just -- it would
2 just help --

3 DIRECTOR HALIKOWSKI: I --

4 MS. DANIELS: -- if we could --

5 DIRECTOR HALIKOWSKI: I couldn't agree more.

6 MS. DANIELS: (Indiscernible.) And then --

7 DIRECTOR HALIKOWSKI: Some legislators think I
8 run DPS, also, so...

9 UNIDENTIFIED SPEAKER: You know, it's
10 interesting, because (indiscernible) we have the same
11 conversation, no matter which group you are with in the
12 Legislature.

13 MS. DANIELS: Just let's make friends and then
14 let's --

15 UNIDENTIFIED SPEAKER: Okay.

16 MS. DANIELS: -- you know, keep channels open and
17 communicate. I think that goes a long way.

18 And then the last one is sort of a longer-ish
19 one, but I -- we mentioned it a little bit earlier. Having that
20 policy-level discussion about -- and clear definitions around
21 planning, maintenance, preservation, modernization,
22 optimization, rate construction, repair or replacement,
23 expansion, and what true new construction is. I can give you
24 that list so you don't have to write them down, but the
25 appropriate or allowable or responsible funding source. I think

1 this is probably a multi-year conversation that we'll end up
2 having with hopefully our planning agencies and others who
3 are -- you know, counties that are allocating a transportation
4 tax. We've got to have that comprehensive conversation if we're
5 going to look long term and overall improve the system.

6 So those are my four things I've apparently been
7 holding on to for, like, 18 months. Sorry.

8 CHAIRMAN STRATTON: Very good. Any other board
9 members?

10 UNIDENTIFIED SPEAKER: Mr. Chair, we talked --

11 CHAIRMAN STRATTON: Board Member (indiscernible).

12 UNIDENTIFIED SPEAKER: -- momentarily about it
13 before the meeting as well. I think it's important that we look
14 aggressively at getting back into those public meetings. I
15 think it's -- so far, my only experience on this side of the
16 table has been during, you know, the last two months. I know
17 being on the other side of the table that having the opportunity
18 to come actually testify at the board or to participate in some
19 of the events the day prior, some of the gatherings, provides a
20 whole different avenue for the community to have engagement with
21 us as members of the State Transportation Board. So I would
22 encourage us as board members as well as the staff to look at
23 trying to make that happen. I know we're moving in that
24 direction.

25 CHAIRMAN STRATTON: I agree with you, and that's

1 why my discussions with the Director and Floyd have been that
2 we'll take it a month at a time rather than set a hard schedule
3 in the future, because I, too, believe we need to get back to
4 the public as soon as we can, as soon as it's safe for the Board
5 and staff.

6 UNIDENTIFIED SPEAKER: Thank you, Mr. Chairman.

7 DIRECTOR HALIKOWSKI: If I just could to that
8 point, Mr. Chair, what's interesting is that if you look at the
9 attendance of board meetings, when we were doing them and
10 traveling around from place to place, I don't know, we'd
11 probably get, what, maybe 40 people or so on a good board
12 meeting, sometimes less. Then as you've noted, Mr. Chairman,
13 everybody pretty much takes off after public comment, and they
14 don't hear the real meat of the discussion. It's interesting
15 that these virtual meetings, the attendance is probably three
16 times that. So if there's a way to give a balance, and the
17 problem we've run into is that some of these remote areas, we
18 just don't have this kind of connectivity to do a virtual
19 meeting, but if you could do the in-person plus offer the
20 virtual to those that want to tune in, your attendance is much
21 better.

22 CHAIRMAN STRATTON: And I agree with that,
23 everywhere we can that we go, I think we should offer that.

24 DIRECTOR HALIKOWSKI: Yeah. But there is
25 something that we miss in meeting face-to-face, I will say.

1 CHAIRMAN STRATTON: For (inaudible) of board
2 members that have not been involved in the public hearings,
3 especially, that's exactly what happens, is they'll come in and
4 tell you what you want -- what they want and then leave before
5 the financial report, and that's one of the things that has
6 bothered me over my tenure here is they have no idea that
7 we've -- what the money situation is, and I have suggested at
8 times that we move public comment to the end so that they have
9 to hear the financial report and other things and engineer's
10 report, and then maybe that would help them understand why we
11 can't do all the things, but...

12 DIRECTOR HALIKOWSKI: Well, Floyd's been nothing
13 but a roadblock to that idea.

14 CHAIRMAN STRATTON: I think that's worthy of
15 discussion, though. But once you -- once we get out there again
16 and you see these comments, I think you'll understand more.

17 UNIDENTIFIED SPEAKER: And, Mr. Chairman, I want
18 to make sure that -- don't misconstrue the idea that we need to
19 get back out and meet -- give the public an opportunity to be
20 present, but I do believe that one thing that's going to come
21 out of COVID is that I know in our -- my organization, the
22 private sector, is we will do hybrid for almost every in-person
23 meeting, and I think we do need to look at that, and that may
24 mean some of the locations we get out to may have to be very
25 specific for a while, because I think the public is going to

1 kind of demand that.

2 MS. DANIELS: Another alternative, do some field
3 trips amongst the Board so that we can physically see and meet
4 and then do the business of the board here so that there is the
5 option.

6 DIRECTOR HALIKOWSKI: We could help facilitate
7 that. I know Dallas loves to drive the 15-passenger bus, so...

8 MS. DANIELS: If you get car sick, you can sit up
9 front, right?

10 DIRECTOR HALIKOWSKI: Yeah. On another note,
11 Mr. Chair, the USC -- Anthony was listening -- it repeals
12 January 1st, 2024.

13 CHAIRMAN STRATTON: Thank you.

14 DIRECTOR HALIKOWSKI: Thank you, Anthony.

15 (Inaudible.)

16 CHAIRMAN STRATTON: Vice Chairman.

17 VICE CHAIR THOMPSON: Just for the new members
18 (inaudible) at issue, the Arizona state -- the Arizona state has
19 an interest in transportation on the reservation, but we're not
20 being part of maintaining some of those roads. There are
21 several school districts out there, and their kids have to
22 travel on dirt roads every day, and (indiscernible) a recent
23 study, it really does impact their academic performance.

24 So that's one thing that -- hopefully that we'll
25 be able to get some kind of support to do it steady, to really

1 look at the situation from our point of view. The federal
2 government already done that (inaudible) we're in discussion on
3 that right now, but how many -- how many comments have we
4 received? I think I saw that in an email on this five-year
5 project. How many comments, public comments have we received?

6 MR. HAMMIT: Over a thousand.

7 UNIDENTIFIED SPEAKER: And we've got it an Excel
8 sheet.

9 UNIDENTIFIED SPEAKER: Right.

10 UNIDENTIFIED SPEAKER: It was a lot.

11 VICE CHAIR THOMPSON: Uh-huh.

12 UNIDENTIFIED SPEAKER: It was broken down by
13 (inaudible).

14 VICE CHAIR THOMPSON: Well, whatever we're doing,
15 I think it shows the number, what we're looking at is other ways
16 maybe we can increase number. Thank you, Chairman.

17 CHAIRMAN STRATTON: Very good. I think we're
18 stretching the limits of this agenda item a little bit.

19 UNIDENTIFIED SPEAKER: I agree.

20 CHAIRMAN STRATTON: If Michelle was here, she'd
21 be slapping our hands.

22 MR. ROEHRICH: She's at the doctor, so that's why
23 I haven't said anything.

24 CHAIRMAN STRATTON: I was kind of waiting for
25 Floyd to jump up and down over there or something.

1 But are there any other items you'd like to see
2 on future board meetings?

3 MR. ROEHRICH: So, Mr. Chairman, I do have one
4 comment on the next meeting real quickly. Obviously, we're
5 scheduled next for the meeting July 16. We are scheduled to go
6 to the City of Sedona, and we've been coordinating with their
7 mayor's office and their staff, and they're prepared for us, but
8 there was a concern still wide opening for the full public. So
9 as the director said, and Member Maxwell and yourself have
10 talked about, a hybrid meeting.

11 So we are going to be working with them. In
12 fact, next Tuesday we are going up to do a test run. Can we do
13 a combined remote meeting and have everybody in place like we're
14 doing here? So we're going to do that test run on Tuesday. If
15 everything's successful, Mr. Chairman, I will send you a note,
16 We're moving forward. Let's go to Sedona. If that doesn't look
17 like we can remote -- conduct the hybrid remote meeting out of
18 there, then I'll call you and we need to talk about do you still
19 want to go there, but it will probably have to have some limited
20 public participation.

21 If not, we can come back and here do this, this
22 type of a scenario, but we want to get to Sedona next month. So
23 we are going to move forward with that, and I will know by
24 Tuesday if everything will work in place for us to do that. And
25 their staff has been really great to work with. Sedona's been

1 very welcoming -- except for me, that is -- but everybody else
2 has been welcomed up there with open arms. So we're moving
3 forward with that. So we'll see if that works.

4 DIRECTOR HALIKOWSKI: They remember Floyd from
5 the West Sedona Street (indiscernible).

6 CHAIRMAN STRATTON: (Indiscernible.)

7 Very good. Do I have a motion to adjourn this
8 meeting?

9 MR. KNIGHT: So moved.

10 MR. MECK: Second.

11 CHAIRMAN STRATTON: I have motion by Board Member
12 Knight, second by Vice Chairman Thompson -- or I'm sorry.

13 UNIDENTIFIED SPEAKER: (Indiscernible.)

14 CHAIRMAN STRATTON: I'm sorry. Meck. I'm
15 hearing it and I'm not looking.

16 Any discussion?

17 Call for the vote. All those in favor say aye.

18 BOARD MEMBERS: Aye.

19 CHAIRMAN STRATTON: Opposed?

20 Motion carries. The meeting is adjourned. Thank
21 you.

22 (Meeting adjourned at 11:24 a.m.)
23
24
25

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

4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 98 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

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

14 DATED at Phoenix, Arizona, this 9th day of July 2021.
15
16

17 /s Teresa A. Watson

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

Adjournment

A motion to adjourn the June 18, 2021, State Transportation Study Session Meeting was made by Board Member Gary Knight and seconded by Board Member Jackie Meck. In a voice vote, the motion carried.

Meeting adjourned at 11:24 a.m. PST.

Not Available for Signature

Steven Stratton, Chairman
State Transportation Board

Not Available for Signature

John S. Halikowski, Director
Arizona Department of Transportation

**STATE TRANSPORTATION BOARD MEETING
TELEPHONIC/VIDEO MEETING**

9:00am, July 16, 2021

City Of Sedona

102 Roadrunner Drive

Sedona, Arizona 86336

NO MEMBERS OF THE PUBLIC WILL BE ALLOWED TO ATTEND IN-PERSON

Call to Order

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

Pledge

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

Roll Call by Board Secretary Sherry Garcia

A quorum of the State Transportation Board was present. **In attendance (In Person):** Vice Chairman Thompson, Board Member Knight, Board Maxwell. **In attendance (Via WebEx):** Board Member Daniels, and Board Member Meck. Chairman Stratton and Board Member Searle were not present. There were approximately 56 members of the public in the audience.

Opening Remarks

Vice Chairman Thompson reminded members of the public, to keep their computer or phone muted during the meeting, unless called to speak during the Call to Audience.

Title VI of the Civil Rights Act

Floyd Roehrich, Jr., read the Title VI of the Civil Rights Act of 1964, as amended. Floyd, also reminded individuals to fill out survey cards, with link shown on the agenda.

Call to the Audience

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

ARIZONA STATE TRANSPORTATION BOARD
STATE TRANSPORTATION BOARD MEETING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Webex Videoconference

July 16, 2021
9:00 a.m.

REPORTED BY:

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

Perfecta Reporting
(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

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

6
7 PARTICIPANTS:

8 Board Members:

9 Steve Stratton (Absent)
10 Jesse Thompson, Vice Chairman
11 Gary Knight, Board Member
12 Richard Searle, Board Member (Absent)
13 Jenn Daniels, Board Member
14 Jackie Meck, Board Member
15 Ted Maxwell, Board Member
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CALL TO THE AUDIENCE

1	Jenny Sabato, Spokesperson, Beaver Creek Community	
2	Association.....	6
3	Marla McNeill, Community Member (Not Present).....	XX
4	Thomas Bonk, Spokesperson, Beaver Creek Community	
5	Association.....	8
6	Amy Nauman, Community Member (Not Present).....	XX
7	Sergio Lopez, President of Arizona Independent Drivers	
8	Association.....	10
9	Janet Aniol, Spokesperson, Beaver Creek Community	
10	Association.....	12
11	Jessica Williamson, Sedona City Council.....	13

AGENDA ITEMS

12	Item 1 - Director's Report, John Halikowski,	
13	ADOT Director (No report).....	XX
14	Legislative Update, Katy Proctor, Director of	
15	Government Relations and Rules.....	15
16	Item 2 - District Engineer's Report, Ed Wilson,	
17	Northeast District Engineer.....	24
18	Item 3 - Consent Agenda.....	30
19	Item 4 - Financial Report, Floyd Roehrich, Junior for	
20	Kristine Ward, Chief Financial Officer.....	31
21	Item 5 - Multimodal Planning Division Report, Greg Byres,	
22	Division Director, Multimodal Planning Division.....	34
23	Item 6 - Priority Planning Advisory Committee (PPAC),	
24	Greg Byres.....	43
25	Item 7 - State Engineer's Report, Dallas Hammit, State	
	Engineer and Deputy Director for Transportation.....	46
	Item 8 - Construction Projects, Dallas Hammit.....	50
	Item 9 - Suggestions.....	61

1 (Beginning of excerpt.)

2 VICE CHAIRMAN THOMPSON: So with that I'd like to
3 go to the call to the audience. This is a telephonic Webex
4 conference meeting. Everyone will be muted when they call in to
5 the meeting. When your name is called to provide your comments,
6 you will indicate your presence by virtually raising your hand
7 using your phone keypad or through the Webex application. The
8 Webex host will guide you through the unmuting and muting
9 process following the instructions included within the meeting
10 agenda. The comments is limited, three minute time, and what
11 I'd like to begin with is the mayor.

12 Mayor Sandy, you probably -- don't know how to
13 pronounce your last name -- and that way we will --

14 MAYOR MORIARTY: That's why I go by Mayor Sandy.

15 VICE CHAIR THOMPSON: Mayor Sandy, and then I
16 will move to Floyd to call out the people that will be making
17 comments.

18 So with that, Mayor, you do have the floor at
19 this time, please.

20 MAYOR MORIARTY: Thank you, Vice Chairman, and
21 members of the Board. Sorry we didn't get to meet absolutely
22 all of you last night, but I certainly enjoyed meeting those of
23 you who were able to make it, and I want to -- on behalf of the
24 City of Sedona, it's an honor and a privilege to host you today,
25 and last night too. So we really do appreciate you taking the

1 time to come out and visit with us and appreciate all that you
2 do for our community.

3 So I thank you very much. And this is a special
4 hello to Jenn Daniels online. I haven't seen Jenn for a while,
5 but she's a fellow mayor, so it's a pleasure to see her
6 virtually, if not -- if not have you here in person. I hope you
7 can make it next time you're up here. And please enjoy
8 yourselves while you're in Sedona, and if there's anything that
9 I can do for you during the meeting that you need, just let me
10 know. I will -- I'll be here for the whole time. So thank you
11 very much and welcome.

12 VICE CHAIR THOMPSON: Okay. Thank you, Mayor,
13 and also to Jenn and Jackie, we appreciate you calling in, and
14 of course, there's myself, Gary and then Ted here, and Steve is
15 unable to make it today, and we'll go through -- we'll go
16 through the agenda like he would do. So if I make any mistakes,
17 we'll blame Floyd.

18 MR. ROEHRICH: Yes, sir.

19 VICE CHAIR THOMPSON: So at this time, Floyd, can
20 you introduce those people that will be making comments?

21 MR. ROEHRICH: Yes, sir. Thank you, Mr. Chair.

22 The first speaker we have is Jenny Sabato.
23 Ms. Sabato, will you please raise your hand and the host will
24 unmute you.

25 WEBEX HOST: You are unmuted.

1 MS. SABATO: Good morning to the Board and all
2 others in attendance. My granddad, Guy Reid, served on this
3 board in 1987 and '88. So I have a tremendous amount of respect
4 for what you do for our great state, and I want to thank you for
5 your contribution.

6 My name is Jenny Sabato, and I'm the secretary of
7 the Beaver Creek Community Association, representing our
8 community. I'm also the resident that lives the closest to this
9 interchange we're discussing. So I first-hand witness all of
10 the problems daily.

11 I sent in a document that references the traffic
12 interchange at Exit 293 on I-17 and Cornville Road. It includes
13 Bridge Number 652. This particular traffic interchange has been
14 on and off the five-year plan for at least 35 years, though it
15 is definitely a traffic interchange that we want to highlight
16 that does need a complete overhaul.

17 However, what I want to really address today is
18 the immediate safety concern that we have for the northbound
19 exit at 293. It is dangerous. It is confusing, and it's really
20 frustrating. It's an exit that a lot of people are using
21 because it is the last exit for services for the next 29 miles
22 heading northbound on I-17. It's also used by our entire
23 community, as we have no other in and out, and it's also used as
24 a point of entry to Cornville and Sedona. So it's just a
25 heavily trafficked area.

1 This particular exit, even by the studies from
2 ADOT in 2016, they note it as confusing, several rear-end
3 crashes. There's limited sight. The geometric configuration is
4 just really confusing.

5 So what we're asking for is better striping would
6 really help to eliminate the ability to navigate this
7 interchange in a lot safer fashion. The way that it's striped
8 now, there is this faux third lane that is being created on the
9 right, which is having locals just sort of blaze by the people
10 that are trying to figure out which way they can go, because all
11 of the lines bend left, but the arrow goes right. It's just --
12 it's just really confusing.

13 Another thing that would really help is better
14 signage. Now, while there is signage there, it has not been
15 intuitively placed. So it's -- before you really look for a
16 sign, so the moment you need signs to sort of govern the way
17 you're going to go, there isn't a sign there. So it causes this
18 immediate panic. It causes accidents.

19 MR. ROEHRICH: Excuse me. Excuse me, Ms. Sabato.
20 Your --

21 MS. SABATO: Yes.

22 MR. ROEHRICH: -- three minutes are up. Could
23 you please -- would you please complete your comments? Quickly
24 complete your comments. Thank you.

25 MS. SABATO: Yes. I was -- that was right at the

1 end. And just asking for a flashing light to be there, and we
2 just thank you for your consideration in this area.

3 MR. ROEHRICH: Thank you, ma'am.

4 The next speaker is Marla McNeill. Ms. McNeill,
5 will you please raise your hand and the host will unmute you?

6 WEBEX HOST: Floyd, I am not seeing a hand raised
7 at this time. Just a reminder, Marla, if you are calling in
8 only, please stress star three on your phone. That will give us
9 the raised hand. You can also find the hand icon under the
10 participant panel if you're joining us through the Webex
11 platform.

12 MR. ROEHRICH: Okay. Why don't we go to the next
13 speaker and then we can come back to Ms. McNeill?

14 Thomas Bonk. Mr. Bonk, will you please raise
15 your hand?

16 WEBEX HOST: You are unmuted.

17 MR. BONK: Yes. Good morning, Board. Thank you
18 for the opportunity to speak today. My name is Thomas Bonk, and
19 I live in Rim Rock, Arizona.

20 I am also going to speak today about Exit 293 on
21 I-17, Cornville Road and Bridge Number 652. I am the vice
22 president of Beaver Creek Community Association, and we have a
23 population here of about 5,000 souls.

24 This exit has been a problem for over 35 years.
25 It's been on again. Repeating Jenny's comments early, it's been

1 on and off the five-year plan for over 35 years. Our population
2 is about 39 percent Title IV or Title VI -- I'm sorry -- older
3 population, disabled community.

4 This interchange is a danger. It does not meet
5 national highway standards. The bridge going over I-17,
6 although your inventory shows it at, I think, 5.5 feet -- or
7 15.5 feet, it's actually much less. It's marked as 14.8 feet,
8 but due to the overpavements -- pavements and such, it's much
9 lower. This is just -- is an area prone to fire. It is prone
10 to accidents, and it -- it is confusing.

11 The exit and entrance ramps are too short. The
12 entrance to northbound I-17 is about 74 foot long. The merge
13 lane. It should be over 100 feet long, according to all the
14 documentation I've read on your website. The bridge itself
15 built in 1962 is only 30 foot wide. This is one of the
16 narrowest bridges on I-17. It is predicted to be at, above or
17 over capacity in only three years. At this point in time, it
18 needs to be addressed.

19 I do thank you for your time, and I really hope
20 you take a close look at this interchange. Thank you.

21 MR. ROEHRICH: Our next speaker is Amy Nauman.
22 Mrs. Nauman, will you please raise your voice -- or excuse me --
23 raise your hand. Then you'll be able to express your voice.
24 Ms. Nauman? Ms. Nauman, are you --

25 WEBEX HOST: Floyd, I'm not seeing a hand raised

1 at this time.

2 MR. ROEHRICH: Okay. We'll come back and see if
3 we can give them a minute. Our next speaker is Mr. Sergio
4 Lopez. Mr. Lopez, could you raise your hand.

5 MR. LOPEZ: I'm here. Present.

6 MR. ROEHRICH: Yes, Mr. Lopez. We can hear you.
7 Please make your comments.

8 MR. LOPEZ: Yes. I will use my computer to read
9 my statement. That will be faster and easy for me. Okay?

10 MR. ROEHRICH: Yes, sir.

11 MR. LOPEZ: Okay.

12 COMPUTER VOICE FOR MR. LOPEZ: Good morning. My
13 name is Sergio Lopez. I am president of the Arizona Independent
14 Drivers Association. I am here to denounce ADOT, the border
15 liaison unit for discrimination monopolistic practices for using
16 state public funds to benefit a few Mexican trucking company
17 owners.

18 FMCSA safety regulations clearinghouse. All
19 carriers must (audio interruption). It is the responsibility of
20 the owner of the transportation companies to pay for the
21 training of their drivers and keep the trucks in safe condition.
22 The ADOT only sporadically trains Mexican drivers, leaving the
23 vast majority of drivers without training. ADOT does not have
24 the power to grant immunity to some drivers and to punish other
25 drivers. We are the only training center in Nogales, Arizona

1 and Nogales, Sonora.

2 One: The Arizona Sonora Master Plan Treaty says
3 that ADOT must collaborate with public and private associations
4 for international transportation security. ADOT border liaison
5 unit not granted.

6 Two: ADOT violates Free Trade Agreement Chapter
7 25 that talks about the participation of small companies. No to
8 discrimination. No to monopoly. No to corruption. No dumping
9 law among other benefits to comply with international trade.

10 Three: On February 23rd, 2020, I attended a
11 meeting at the Fresh Produce Association office where they
12 discussed the importance of inspecting trucks before crossing
13 the border, and Mr. Jamie Chamberlain said that ADOT and another
14 association called SBTA were already developing a plan for this
15 job, and I said that I already had an office in (indiscernible),
16 in Nogales, Sonora, and that I would like to participate. Since
17 then, our association has been discriminated against, and every
18 time we make an agreement with an association of maquiladoras
19 index, the ADOT cause them not to help us.

20 Four: I sent a letter of complaint against
21 Mr. Mark Sanders for discrimination, but the director of ADOT,
22 Tim Lane, refuses to speak with our association and they simply
23 ignore us. I have sought help in Arizona-Mexico Commission or
24 Nogales Fresh Produce Association. These associations that
25 receive public funds from the State of Arizona have not been

1 interested since Mr. Jamie Chamberlain participates in some of
2 these associations. As president, director or co-chair member,
3 he was recently appointed to court appeals. They discriminate
4 unfortunately. It does not help at all.

5 MR. ROEHRICH: Mr. Lopez. Mr. Lopez, your three
6 minutes are up. Could you please complete your statement.

7 COMPUTER VOICE FOR MR. LOPEZ: That is why I ask
8 for your help so that our association has the opportunity to
9 participate and allow us to work permanently training drivers
10 throughout the year and the annual safety truck inspection
11 required by the --

12 MR. ROEHRICH: Mr. Lopez, will you mute your
13 line, please, or finish your statement?

14 MR. LOPEZ: It is done.

15 COMPUTER VOICE FOR MR. LOPEZ: I thank everyone
16 for their opportunity.

17 MR. ROEHRICH: Thank you.

18 Our next speaker is Janet Aniol. Ms. Aniol, if
19 you could raise your hand.

20 WEBEX HOST: You are unmuted.

21 MS. ANIOL: Good morning, Board, ADOT staff and
22 audience. I'm the president of Beaver Creek Community
23 Association, and I am Janet Aniol. I'm back again to implore
24 you to fix the unsafe Exit 293 at McGuireville off of I-17,
25 which is north of Camp Verde and south of the Sedona exit.

1 For the Beaver Creek residents, 5,000-plus,
2 living in McGuireville, Rim Rock and Lake Montezuma, for the --
3 for our exit to Montezuma Well for the tourists, and as a common
4 and popular exit for the Cornville 3,000-plus residents, this
5 interchange is confusing and dangerous. Every year there is
6 more use of this crowded, short, narrow and too low interchange.
7 Our Yavapai County district supervisor has requested your
8 attention to our safety concerns, as has the Yavapai County
9 Director of Public Works, Dan Cherry. The Beaver Creek
10 Community Association continues to seek your assistance for this
11 project. Please don't forget our needs, and thank you for
12 listening.

13 MR. ROEHRICH: Thank you.

14 Our next speaker is Jessica Williamson, and she
15 is here in the audience. Did I say that wrong?

16 MS. WILLIAMSON: No, you said it absolutely
17 right. Thank you.

18 Good morning. I am on the Sedona City Council,
19 but I'm speaking as an individual today. Sorry I missed the
20 gathering last night. I would have liked to have had a chance
21 to talk to you folks.

22 I just want to thank you for the work you're
23 doing with our city staff on what -- really the traffic issues
24 we have here in Sedona. For a little town of 10,000, less than
25 10,000, with our 3 million visitors, we manage to create,

1 because of our geography, three ways in, three ways out, none of
2 which -- well, the way (inaudible) is actually perfectly
3 adequate, but the other two are -- geographically and
4 topographically, really, they're going to -- they're here.
5 They're a problem, and I -- I just appreciate your working with
6 our staff to -- to remedy those -- those problems that we have.
7 All the roadways except the Uptown Roadway are your roadways,
8 the main roadways in and out, 179, 89A from the canyon, and the
9 one to Cottonwood. I guess that's 89A too.

10 So we look forward to working with you and
11 appreciate your ongoing assistance in our problem. Thank you
12 very much.

13 MR. ROEHRICH: Mr. Chairman, I would like to go
14 back to check the two speakers have been able to access the
15 meeting. I'll go back to Marla McNeill. Is Ms. McNeill -- are
16 you available?

17 WEBEX HOST: As I reminder, Marla, if you are
18 calling in, feel free to press star three on your phone. That
19 will give us a raised hand signal.

20 I do not see her hand raised at this time, Floyd.

21 MR. ROEHRICH: Thank you.

22 Amy Nauman. Ms. Nauman, are you able to raise
23 your hand? Are you on the meeting?

24 WEBEX HOST: I am not seeing her hand raised
25 (indiscernible).

1 MR. ROEHRICH: Mr. Chairman, that's -- I'm sorry.
2 Christie, you said you don't see her hand?

3 WEBEX HOST: Correct.

4 MR. ROEHRICH: So, Mr. Chair, that -- those are
5 all the requests to speak.

6 VICE CHAIR THOMPSON: Thank you, Floyd, and thank
7 you to staff as well, and thank you to the board members.

8 For all those that participated in the comments,
9 I know that those are projects you are directly working with the
10 staff. I certainly do appreciate it. With that, that will end
11 the comments that were allowed at this time. Rather, the call
12 to the audience will cease at this time, and moving now -- we'll
13 move over into the board meeting.

14 The first item on the agenda is the director's
15 report. John, are you available or Floyd?

16 DIRECTOR HALIKOWSKI: Yes, Mr. Chairman. I am
17 here. Good morning, board members. Pleased to see you, even
18 though it is virtual.

19 So, Mr. Chairman, this morning, I think the news
20 that we'd like to share is really what came out of our state
21 Legislature regarding appropriations for transportation. So
22 Katy is ready to go and give you an update on those particular
23 issues. Katy?

24 MS. PROCTOR: Good morning, Mr. Chair, and thank
25 you, Director.

1 For the state and federal update today, focusing
2 on the state side, after 171 days of legislative session, we did
3 finally finish and adjourn sine die right before the new fiscal
4 year started.

5 The Governor at this point has completed signing
6 all of the legislation that is pending, and that leaves us with
7 a record of 446 bills signed in this legislative session. For
8 reference, usually we're about 100 below that. So there is
9 quite a lot of work to do now in the interim to get ready to
10 implement all of this legislation.

11 Our general effective date for most of the bills
12 this year is September 29th. So that's our goal date for many
13 of the individual pieces of legislation; however, the General
14 Appropriations Bill and the Capital Outlay Bill are effective
15 right now. And speaking on that, you know, overall, this was a
16 fantastic legislative session for ADOT and for transportation
17 funding in general. Lots of projects were included in the
18 Capital Outlay Bill. The Governor and Legislature prioritized
19 many projects, including 163 million for 22 specific projects,
20 90 million for specified pavement maintenance, and 50 million
21 towards the widening of the I-10. Greg Byres will go through
22 these projects in more detail in his presentation.

23 And I want to just say that as we are working to
24 implement this, we're still working through the process. Some
25 of those projects are on our system. Some of them are not on

1 our system. So we'll be working with our local partners to make
2 sure that that money goes out where it needs to go, and also
3 working on completing the projects that are on our system right
4 now. There's a lot of work that that will go into that over the
5 next few months as we prepare to move forward.

6 On the federal side, there's been a lot of work
7 as well. The House passed the INVEST Act last month, and the
8 Senate (audio interruption) Democrats are working towards their
9 bipartisan infrastructure deal right now. There is word of a
10 hearing next week on Wednesday. That's going to require them to
11 have actual draft language as opposed to the framework concepts
12 right now that they have. That is a very big deadline and a lot
13 of work that still has to be done. We're hearing that they will
14 have to work all weekend in order to put together language, and,
15 you know, as you can imagine, a framework is a framework.
16 Actual draft language is a very different deal.

17 So we do have a deadline at the end of September.
18 There may be another continuing resolution if we don't see a
19 package deal come forward. We'll continue to work and work with
20 our Congressional delegation and monitor the situation.

21 And members, I'd be happy to answer any questions
22 you might have.

23 VICE CHAIR THOMPSON: Board members, do you have
24 any questions for John regarding the presentation made by Katy?

25 I think one thing I'd like to mention is that I

1 guess a lot of discussion started happening at that state level
2 and the federal level, and I always thought that the best way
3 (indiscernible) this body is to look at the needs of the public,
4 communities out there. Many times as well, you know, I need
5 your support here and (indiscernible). That, to me, it's kind
6 of hard for -- particularly for a lot of rural or remote area
7 (indiscernible). They have a small voice, but they have big
8 hopes of many of these projects that will go through. So that's
9 the only comment I have. Gary or Ted?

10 MR. MAXWELL: I guess I've got one follow-up
11 question, Mr. Chair. Thank you. Thank you for giving us that
12 (indiscernible) briefing, and as you've had time to look at
13 this, what came out of the state legislature, we kind of
14 mentioned before is that any of the funding issues that they
15 gave that are (indiscernible) that require some changes
16 (indiscernible).

17 MS. PROCTOR: Mr. Chair, I would defer to my
18 colleagues in terms of what that will look like. There are
19 projects that will need to get worked into the program cycle.

20 DIRECTOR HALIKOWSKI: So, Mr. Chair, I'm sorry.
21 I didn't get quite get Mr. Maxwell's question. Was it related
22 to bonding issues?

23 MR. MAXWELL: Director, it was more we mentioned
24 it kind of the last meeting where we know that the Legislature
25 obviously was going to put forward funding for projects, and

1 it's not always necessarily put forward enough funding to cover
2 the entire project.

3 DIRECTOR HALIKOWSKI: Yeah.

4 MR. MAXWELL: And then obviously, they have the
5 expectations of it being done since it's in legislation.

6 DIRECTOR HALIKOWSKI: Right.

7 MR. MAXWELL: And so I just was wondering if we
8 saw any particular projects that may make significant impact or
9 require some significant reworking of some of the earlier
10 projects in the five-year plan.

11 DIRECTOR HALIKOWSKI: So the answer to that,
12 Mr. Chairman and Mr. Maxwell, is we're still going over the
13 amounts and the projects themselves. As Katy said, some of
14 these, we're really a pass-through on. They're going directly
15 to locals. You know, there's some issues within the legislation
16 that we have to take care of as far as, you know, making sure
17 that the language is correct for the facility they want us to
18 work on.

19 For example, I believe part of that is to pave
20 State Route 69, but the language isn't more specific than that,
21 and so we'll need to meet with local governments and figure out
22 exactly what the sponsor or proposer of that amendment intended
23 for us to do.

24 And, of course, we -- right now, without looking
25 further into it, don't know if we're doing a two-inch overlay or

1 a mill and fill. So we need to do some more work with our
2 partners to determine how far the money will go and exactly in
3 some cases what they're looking for. But we'll be happy to
4 report our progress to the Board on a monthly basis as we move
5 forward with these.

6 MR. MAXWELL: Thank you, Director.

7 MR. KNIGHT: Mr. Chair.

8 VICE CHAIRMAN THOMPSON: Gary.

9 MR. KNIGHT: Yes. Thank you.

10 I guess listening to your report, which was very
11 good, by the way, but is there any -- most of the money in the
12 budget bill was earmarked for specific projects. So that's all
13 that money can be spent for. However, was there any ADOT
14 discretionary funding other than just pavement pres- -- I
15 know -- basically, the -- there's allotment in there for
16 pavement preservation. So that probably is the only
17 discretionary funds for ADOT. Doesn't specifically say where
18 the pavement preservation needs to be done, but that will then
19 be up to ADOT; is that correct?

20 MS. PROCTOR: So Mr. Chair, Board Member Knight,
21 originally, you might recall, I think, when I gave a report,
22 maybe back in May, that there was about 109 million for pavement
23 preservation, and it was specific projects.

24 MR. KNIGHT: Okay.

25 MS. PROCTOR: And, you know, what happens during

1 session is that sometimes the legislative folks will come to us
2 and say, Here's the goal. What would we need to do to get to
3 the goal? Sometimes they'll come to us and say, Here's the
4 goal. This is what we're willing to put forward to get to the
5 goal. And so it is a give and go kind of situation sometimes.

6 With the 90 million, when they entered into the
7 final negotiation phase, they brought that number down from 109
8 to 90, and they sliced out all the specific projects. The
9 criteria remained the same. So I do believe that there's some
10 intent in there for us based on the original list. Obviously
11 the amount is different, but, you know, as they went through
12 that process, they needed to narrow down a little bit on the
13 funding side. Really, I think that's the only pavement money.

14 MR. KNIGHT: Okay. So, basically, the only thing
15 that we will be looking at or the main thing that we'll be
16 looking at as a board is the new projects that were funded by
17 the Legislature that are currently not in the five-year plan, we
18 will at some point, probably before the end of the year, put
19 those into the five-year plan.

20 MR. ROEHRICH: So, Mr. Chair, Mr. Knight, that is
21 exactly what we'll do. The project listing that Katy had
22 referenced that we gave to the Legislature, when they set a new
23 funding level, we basically went to that list before -- we just
24 went down when the funding ended, those projects will end.
25 Those projects will come to the Board through PPAC and through

1 what Mr. Byres presents when he asks for modifications to the
2 program. Those will come forward. We're ready to put those
3 money in the program to start the development and get those
4 projects out, on to construction.

5 And, Mr. Maxwell, if there are any impacts on the
6 program, those will all come to the Board as well through PPAC,
7 because we will have to action -- analyze the actions, as the
8 Director said, of staff, and then bring them to the Board for
9 final disposition on the program impact. So everything that is
10 done related to this funding will come to the Board once, as the
11 Director said, staff is able to synthesize it and get to a
12 decision that we can bring to the Board.

13 MR. KNIGHT: Thank you, Floyd. Thank you,
14 Mr. Chair.

15 VICE CHAIRMAN THOMPSON: Thank you for those
16 questions. I'll give the opportunity to Jenn or Jackie. Do you
17 have any questions for John and Kate and staff?

18 DIRECTOR HALIKOWSKI: So, Mr. Chairman, I would
19 note that Secretary Buttigieg was in Arizona yesterday, and he
20 met both with the governor of the Gila River Indian Community
21 and the president of Ak-Chin Community. They were discussing
22 State Route 347, which I know has been of interest to this board
23 as we discuss some of our Congressional requests to our
24 delegation. So I just wanted to put folks on alert that he was
25 here and met with two of our very important partners.

1 I think Dallas will probably cover the fire
2 issues that we're facing, both in, you know, ADOT's role and
3 helping with the fire effort, but now what we're facing if -- I
4 don't know we've been able to upload the video, but we can
5 certainly send it to each of you, what we're facing now with the
6 runoff as monsoon storms hit and impact our system. Since the
7 ground doesn't absorb the water, we have a lot of issues to make
8 sure our culverts stay clear of debris from the runoff. So
9 other than that, Mr. Chairman, I don't have anything further for
10 the Board today.

11 VICE CHAIR THOMPSON: If the Board can allow me,
12 I'd like to also make another comment. The comment is that
13 following the process, Floyd, you just mentioned traditional
14 dollars might be coming in, and I believe that this would also
15 be true with (audio interruption) if the infrastructure projects
16 are (indiscernible) well beyond the same process you had
17 mentioned and implementing it or making that part of the
18 five-year plan.

19 MR. ROEHRICH: So, Mr. Chair, yes. Depending
20 upon how the language is from any federal legislation and how
21 the funds are distributed, if they're direct funded to some
22 recipient or something like that, this Board will not see that
23 that's done. Anything that will come into ADOT that will have
24 to go through the programming process will follow the steps. As
25 we said, it will come to this board for -- with staff

1 recommendation (indiscernible) this position.

2 I also expect that because the funds will come
3 and will have -- need time to analyze it, you will be briefed on
4 it as well and will be able to gather information from the Board
5 as we do staff work in order to get it ready for final
6 recommendation to the Transportation Board. So there will be
7 time. The funds that come in don't have to be spent within a
8 day, although Katy did tell me her PayPal's up. She wanted me
9 to send funds since Kristine's not here to cover all the other
10 projects, and then Dallas got in line. He wanted his funds too.
11 So believe me, there will be a lot of looking at any federal
12 funds that we get, and this Board will have the ultimate, at the
13 end, recommendation from staff on how to proceed.

14 VICE CHAIRMAN THOMPSON: Okay. Thank you again,
15 John.

16 DIRECTOR HALIKOWSKI: Yeah.

17 VICE CHAIRMAN THOMPSON: We are moving on -- move
18 forward to the next item on the agenda is the district engineer,
19 Northeast region. So give you that time to make your
20 presentation, Ed.

21 MR. WILSON: Thank you, Mr. Chairman and members
22 of the Board. And I really do appreciate the opportunity to be
23 able to meet with you today.

24 So they're getting the presentation going. Let's
25 go on ahead to the next slide, please.

1 All right. To start with, we'll just kind of
2 discuss the management of the district. Again, I'm Ed Wilson,
3 the District Engineer. I've been with ADOT since 1997 and the
4 district engineer for less than a year. Carl Ericksen is our
5 assistant district engineer since last October. Karlis Yazzie
6 is our senior resident engineer. He's been with ADOT since
7 2010, and in his current position since January. We have a
8 couple vacancies for a senior resident engineer, but we
9 (indiscernible) frequently, but we'll see what happens there.

10 And in the maintenance aspect, we've got Chris
11 Massey, whose over the five units in the southern area of the
12 district, and he's been with ADOT since 2007; in his current
13 position since '19. And Robert Guevara, whose the maintenance
14 superintendent for the northern area, and he's been with ADOT
15 since 2001; in his current position since December.

16 Next slide, please.

17 So yeah. Going ahead and move -- yeah. painted
18 Cliffs Rest Area. Yeah, this is -- the Painted Cliffs and
19 Meteor Crater rest area on I-40, the project is being
20 constructed by Fann Contracting. So this project is renovating
21 the building, the (indiscernible), the water and wastewater
22 systems, as well as making some ADA compliance upgrades and
23 parking lot renovations. So this project has some significant
24 delays caused by COVID which has prevented the closures that
25 were necessary for completing the planned work inside the

1 building, and that -- and it did have some -- a lot of
2 additional work for creating additional truck parking at the
3 Meteor Crater up there that was completed.

4 So go to the next slide, please.

5 Okay. The Black Creek Bridges and Houck TI, this
6 is a \$5.6 million project. It's being performed by Vastco
7 Construction. This project is -- is for replacing all three
8 bridge decks, the two bridge decks on the I-40 Black Creek
9 Bridges, and the deck there at the Houck TI overpass. So -- and
10 the status of this project, really, all the decks are poured and
11 it's just some final cleanup work until it's going to be
12 cleared.

13 Next slide, please.

14 Dinnebito Wash Bridge. This is a \$2.6 million
15 project being performed by FNF Construction. The project is for
16 the replacement of the deck and barrier, and it's being
17 performed half of the time utilizing a traffic signal to control
18 traffic. So the first half of the deck is actually being poured
19 today and on Monday. So we're nearing the halfway point on this
20 project.

21 So the next slide, please.

22 The State Route 73 Post Office Canyon Bridge,
23 this is a \$2.5 million project being performed by Banicki
24 Construction. This is another bridge deck replacement project
25 that's being performed half of the time utilizing the traffic

1 signal for controlling traffic, and these just recently
2 completed the first half of the -- of the bridge, and we're
3 working on the demolition of the second half of the deck.

4 Next slide, please.

5 The US-60 to Knottingham Lane and the
6 (indiscernible) 300 to 40th Street. So this is two projects
7 that were combined for efficiency and to eliminate conflicts
8 between contractors that we had two contractors working at the
9 same place. So they're located in downtown Show Low, and that
10 makes it necessary for all of the lane restrictions to be at
11 night.

12 So this is a \$16.8 million project being
13 constructed by Sunland Asphalt. The project is primarily a
14 pavement preservation project, which is just a mill and fill
15 project, but there's a significant amount of ADA improvement
16 required to bring the curb access to the driveway, to the
17 traffic control signals up to ADA standards.

18 So right now we're just currently -- started this
19 project about a month ago, and they're just doing the ADA
20 replacements.

21 Next slide, please.

22 The -- for this upcoming project, this project
23 was recently opened. It's the US-160 Longhouse Valley to
24 Kayenta project, just west of Kayenta on US-160. About a
25 12-and-a-half million dollar project to perform preserv- --

1 pavement preservation, the mill and fill for 17 miles of US-160.

2 And the next slide, please.

3 So the Chinle to Lukachukai Wash. So this
4 project is for four bridges that are at the -- on US-191 near
5 the -- Round Rock, Arizona. So this is about a \$17.4 million
6 project. The Agua Sal North and the Lukachukai Wash bridges
7 will be full bridge replacements. The Agua Sal South Bridge
8 will be a deck and barrier replacement, and the Chinle Wash
9 bridge will be a deck and barrier as well as a new scour slab.

10 So the next slide, please.

11 That really kind of rounds it up. I just had to
12 put the elk in here for fun. So just a couple of bums that are
13 just outside the Show Low yard here. One of our construction
14 techs snapped that picture for me. So anyhow, I wish these guys
15 would obey all the traffic laws, because -- but that kind of
16 sums it up. Is there -- are there any questions?

17 DIRECTOR HALIKOWSKI: Well, Ed, I want to know
18 why the unit asked for a grill shortly after that picture was
19 taken.

20 MR. WILSON: Yeah. They can be pretty tasty.
21 Yeah. All right. Well --

22 VICE CHAIR THOMPSON: Thank you, Ed.

23 MR. WILSON: -- thank you very much, and I want
24 to thank you, Mr. Chair, and the Board. Thank you for your
25 service to the citizens of the state of Arizona. Have a great

1 day.

2 VICE CHAIR THOMPSON: Yeah. Ed, I do have a
3 question regarding the port of entry project that was being
4 proposed by Sanders. Have you had anything on who's taking on
5 that project at this time? Who's taking the lead and
6 communicating to the appropriate agencies and continuing that
7 project?

8 MR. WILSON: I don't have that information at
9 this time on that.

10 DIRECTOR HALIKOWSKI: Mr. Chairman, are --

11 MR. WILSON: I can look into that.

12 DIRECTOR HALIKOWSKI: Are you talking about a
13 proposal to move the port in that area?

14 VICE CHAIR THOMPSON: Yes.

15 DIRECTOR HALIKOWSKI: Yeah. I think we've looked
16 at that in the past, and I don't believe there's been any
17 movement it, and I'm not quite sure if it's, you know, exactly
18 cost prohibitive or if there's some land issues, but we can look
19 back into it, but right now we don't have any plans to move the
20 port that I'm aware of. So we'll report back to the Board next
21 month as an item on that for you.

22 VICE CHAIRMAN THOMPSON: Okay. Thank you, John
23 and Ed.

24 DIRECTOR HALIKOWSKI: Thank you.

25 VICE CHAIRMAN THOMPSON: Are there any other

1 comments or further questions?

2 There being none, let's move on to Item 3. Does
3 any board member want an item removed from the consent agenda?
4 We're now on the consent agenda.

5 If none, do I have a motion to approve the
6 consent agenda as presented?

7 MR. KNIGHT: Mr. Chair.

8 VICE CHAIRMAN THOMPSON: Gary.

9 MR. KNIGHT: Since -- thank you. Since many of
10 these projects and this agenda item are in my district, I will
11 happily move to approve the motioned consent agenda as
12 presented.

13 MR. MAXWELL: Second.

14 VICE CHAIR THOMPSON: Board Member Gary Knight
15 motion, and then Ted seconded that. Is there anybody -- well --

16 MR. ROEHRICH: Is there any discussion?

17 VICE CHAIR THOMPSON: Any question on this or any
18 discussion on it?

19 There being none, all those in favor say aye.

20 BOARD MEMBERS: Aye.

21 VICE CHAIR THOMPSON: Floyd, conduct roll call
22 vote for members attending remotely.

23 MR. ROEHRICH: Thank you, Mr. Chair. To make
24 sure that we have it on the record, I am going to ask that the
25 remote members do state it once I ask them so we can get it

1 noted.

2 So Board Member Daniels?

3 MS. DANIELS: Aye.

4 MR. ROEHRICH: And Board Member Meck.

5 MR. MECK: Aye.

6 MR. ROEHRICH: That's five votes, Chairman, and
7 the motion carries.

8 VICE CHAIRMAN THOMPSON: Motion carries.

9 We'll go -- the consent agenda has been approved,
10 and we will go to the next Item 4, for information and
11 discussion only. Kristine will go through the financial report
12 at this time.

13 DIRECTOR HALIKOWSKI: So, Mr. Chairman, this is
14 Floyd Roehrich. Kristine apologizes. She had a last minute
15 conflict and could not be here, and she asked me to cover just
16 some highlights of her financial report, and that next month she
17 will be able to attend and -- unless she has a conflict, a last
18 minute conflict, and then she will go into a more comprehensive
19 discussion.

20 Yeah. Zack, do you have Item 4?

21 VICE CHAIR THOMPSON: Okay, Floyd.

22 MR. ROEHRICH: So we'll just -- we got a minute
23 here as we get (indiscernible).

24 Okay. Could we go to the next slide?

25 So just a couple of quick notes that she

1 identified here, and that is that for the HURF, the Highway User
2 Revenue Fund, we're continuing to see growth, strong growth over
3 the original estimate, and again, she's tracking those funds to
4 determine what impact that may have and may allow those funds to
5 be brought back in later on as she continues to see if the
6 strong performance continues.

7 Real quickly, she identified that gas tax has
8 been strong. We've obviously seen more traffic out on the road,
9 so people are moving a little bit more and maybe taking some
10 more in work trips as well as other trips.

11 Diesel tax has been strong, and it's basically
12 looking strong across the board. VLT and registration as well.
13 So that's contributed to good showing on how we use revenue
14 funds, and she is tracking that, as I said, to make sure if she
15 can bring additional revenues later on if they are sustained.

16 Next slide, please.

17 So here are some actual amounts. So far the
18 actual is about 26 percent over. \$147 million collected off of
19 the \$130 million forecast. So 17 million or so. So she is
20 obviously going to be tracking very closely, as I said, to
21 determine what funds could be brought back into the program and
22 brought back to the Board for programming.

23 Next slide.

24 MR. ROEHRICH: Again, these funds are monitored
25 and managed by the MAG region itself, and we'll -- we are

1 coordinating strongly with their staff and then regional council
2 on managing their funds and seeing what impacts that may have on
3 projects, but we're obviously seeing some good growth in the
4 economic and maybe strong recovery, and again, we hope it's
5 sustainable as we continue to come out of our pandemic and see
6 society start to normalize.

7 Next slide.

8 Here's the actuals for the RARF funds. This was
9 for the month of May, \$50 million, \$50.2 million collected off
10 of a \$40 million forecast. So about \$10 million over. So
11 we're -- obviously, all those funds will be welcomed.

12 Next slide.

13 And then, finally, we still have a few months
14 left in the federal program as we look to finish obligating
15 funds. We are trafficking a federal obligation of funds, and we
16 are working closely with our partners at the FHWA as well as
17 ADOT, and she identified no problems at this point in moving
18 forward. And then the discussion, obviously, of any
19 infrastructure bill that Congress may pass, as we've already
20 identified, once we know the language, once we know the
21 specifics and staff has an opportunity to review, that will be
22 coming forward to the Transportation Board as we reconcile how
23 to implement whatever -- if and when we get any additional
24 funds.

25 I'm going (indiscernible) end to her report. If

1 you have any questions, please ask me. I'm just going to tell
2 you I don't know, and then we'll ask them to Kristine next
3 month. Thank you.

4 VICE CHAIR THOMPSON: Does any board member have
5 any questions for Kristine? Sorry. Floyd.

6 MR. ROEHRICH: That's okay.

7 VICE CHAIRMAN THOMPSON: Do members who's on the
8 call? Jenn? There's nobody else that wishes to make a comment
9 or question?

10 (Indiscernible) with any questions, I would like
11 to move on to Multimodal Planning Division report.

12 MR. BYRES: Thank you, Mr. Chairman, board
13 members. Good morning.

14 If we can get our presentation up. Thank you.

15 If we can go to the next slide.

16 So I've got a couple of things that we're going
17 to go through. One is I'm going to try and detail out a little
18 bit more what we're talking about as far as the capital outlay
19 appropriation for the different projects as well as we've got
20 some tribal transportation updates that we'll go through as
21 well.

22 So next slide.

23 So what I've got here is a list of all the
24 projects that actually came through the capital outlay
25 appropriation bill that was approved. We'll start off with

1 in -- if you'll notice on these, they're very short
2 descriptions, as Katy was saying. So as we go through time, a
3 scope will be developed and so forth.

4 One of the other things, as mentioned before, as
5 these come through, they are going to be part of the program.
6 It goes through an entire process. It starts off with
7 PRB, where the projects are actually scoped, comes through PPAC,
8 where it's -- the funding is actually put together, and then, of
9 course, it comes through the Board to be approved and put into
10 the program.

11 DIRECTOR HALIKOWSKI: Greg.

12 MR. BYRES: Yes.

13 DIRECTOR HALIKOWSKI: For the purposes of the
14 audience, they might not know what PRB and PPAC is. So you
15 might want to just outline the acronyms.

16 MR. BYRES: So PRB is the Project Review Board,
17 and it is made up of ADOT staff that takes and goes through the
18 projects to make sure the scope of the project, the budget for
19 the project is correct. It's basically they're going through
20 and just vetting each of the different projects.

21 PPAC is the Priority Planning Advisory Committee,
22 which is made up of all of the directors for ADOT, and we go
23 through it, and it's a secondary vetting process that we go
24 through to make sure that the projects are correct, properly
25 funded and so forth. So at that point in time, there's been a

1 project manager assigned. So the process is going through, but,
2 of course, it has to come through the Board to actually get put
3 into the program. So without the approval of the Board, we
4 can't do anything. So that's -- hope that clarifies that a
5 little bit.

6 As we go through these, we've got -- I'll start
7 off -- I'm just going to go through the list of projects here.
8 So we got repave SR-69 in Prescott Valley, and that's at -- set
9 at 4.7 million.

10 Improve US-95, 10 million. That's actually in
11 Yuma County.

12 Repave SR-95 in Mohave County. That's at 46.7
13 million.

14 Study the North-South Corridor in Pinal County.
15 That's intended for a Tier 2, and that's at 4 million.

16 Study and DCR for repair of SR-88 at 700,000.

17 Repair SR-186 and SR-210 in Willcox at
18 3.5 million.

19 Rehabilitate pavement on SR-77 near Oro Valley at
20 13.6 million.

21 Improve SR-90 near Fort Huachuca. That's at 10.6
22 million.

23 Study guardrail and shoulder of SR-377 between
24 Holbrook and Heber. That's 140,000.

25 Pavement rehabilitation projects. Those are --

1 have to be in fair or poor condition, and the whole intent here
2 is to move them to good. These projects cannot be in Maricopa
3 County or in Pinal Counties and cannot be in the current
4 2022-2026 program. And there's \$90 million that's been assigned
5 to that.

6 The I-10 widening between Phoenix and Casa
7 Grande. There's \$50 million that's been assigned to that.

8 And then the Aviation Fund has an additional
9 appropriation of \$18 million for aeronautics.

10 Next slide.

11 MR. MAXWELL: Mr. Chair.

12 VICE CHAIRMAN THOMPSON: Yes.

13 MR. MAXWELL: Greg, just kind of a follow-up to
14 that slide and what we -- with the question I asked earlier.
15 Issues like 11, I-10 widening between Phoenix and Casa Grande,
16 \$50 million. That's a pretty broad statement. So is that
17 something that's going to have to be worked more obviously with
18 the ADOT staff to determine where that's going to lay down, or
19 did they give guidance (indiscernible) milepost or anything?

20 MR. BYRES: That is the language that's
21 currently --

22 MR. MAXWELL: That's it?

23 MR. BYRES: Yeah. So what it's intended for,
24 it's intended for the project that we currently have a design
25 concept report and environmental that's going on. That runs

1 from the 202 to SR-387. And so that's the intention of it.

2 MR. MAXWELL: I see.

3 MR. BYRES: So 50 million towards a project that
4 may occur within that scope.

5 MR. MAXWELL: And are any of the other funding
6 outlays (indiscernible) appropriations on projects that are
7 currently in our five-year plan maybe later in the program?

8 MR. BYRES: So Mr. --

9 MR. MAXWELL: Or are these all additional?

10 MR. BYRES: Mr. Chairman, Board Member Maxwell,
11 there's a couple of them that are in our program, but they are
12 different -- I'm going to call them phases. So such as the
13 money that's going towards 95 in Yuma. There's already one
14 phase that's under construction. There's another phase that is
15 in design, and this 10 million would actually go towards the
16 construction of the phase that's going into design now as well.
17 So there is extension of those dollars.

18 MR. MAXWELL: Okay. Thank you. Appreciate the
19 clarification.

20 DIRECTOR HALIKOWSKI: Mr. Chairman, to that
21 point, Katy, are you still in the audience?

22 MS. PROCTOR: Yes, sir.

23 DIRECTOR HALIKOWSKI: The reason I ask is that I
24 think there's some confusion that I want to clear up that these
25 are ADOT-requested projects, and Katy, can you kind of fill the

1 board members in on how these came about and what our
2 participation was, if any, in these?

3 MS. PROCTOR: Yes, sir. I'd be happy to,
4 Mr. Chair and members.

5 Throughout the legislative process, we will be
6 asked by legislators about specific projects, usually in their
7 district. These were not specifically requested by ADOT. All
8 of our budget requests go through OSPB, through the Governor's
9 office process.

10 These projects were all delivered to the -- to
11 the legislative leadership by their members and represent the
12 issues that the Legislature was focused on. So they do not
13 necessarily intersect with the program. They intersect with, as
14 you can imagine, the desires and wishes of the constituents in
15 all legislative districts and the members themselves.

16 DIRECTOR HALIKOWSKI: Thank you, Katy.

17 I just wanted to clear up that confusion,
18 Mr. Chairman, because there are a number of folks who are asking
19 why ADOT requested these particular projects. I wanted to be
20 clear that that we did not. They represent the interests of
21 legislators from these particular communities. Thank you.

22 VICE CHAIRMAN THOMPSON: Thank you, Board Member,
23 for the clarification.

24 Greg.

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

1 Next slide, please.

2 So these projects are within the MAG region. So
3 we've got the study interchange ramps at Grand Avenue and
4 SR-303. That's at 150,000.

5 Construct overpass at Riggs Road and 347. That's
6 25 million.

7 Another one for Riggs Road is a study overpass at
8 Riggs Road and 347. That's actually preliminary to the
9 construction. That's at 2.5 million.

10 And then we also have final design, right-of-way
11 and easements for overpass at Riggs Road and 347. That's at 7.5
12 million.

13 Improve drainage on 67th Avenue in Peoria.
14 That's at 8.5 million.

15 Widen Camelback Road, SR-303 and Litchfield Road
16 in Goodyear. That's at 8 million.

17 And then construct bridge and extend Ocotillo
18 Road in Gilbert. That's at 7 million.

19 Next slide.

20 Projects that we have in Greater Arizona that are
21 not on the state system with the exception of one. We have
22 repair and maintain 20th Avenue in Safford. That's \$1,032,100.
23 Don't ask me why it's specific, but it is.

24 Improve Tangerine Road near I-10. That's in
25 Marana. That's at \$5 million. Replace Butte Avenue Bridge in

1 Florence for a million dollars, and improve Main Street in
2 Jerome. That's \$56 million (sic), and that is actually on one
3 of our state routes.

4 MR. ROEHRICH: \$506,000, just so we're on the
5 record.

6 MR. BYRES: (Indiscernible.)

7 MR. ROEHRICH: \$560,000, not 56 million.

8 MR. BYRES: Correct. Thank you.

9 MR. ROEHRICH: I don't want to get a bill on
10 Monday.

11 UNIDENTIFIED SPEAKER: They're going to get one
12 heck of a (indiscernible).

13 MR. ROEHRICH: Yeah. Yeah. Going to get one
14 heck of a (indiscernible).

15 MR. BYRES: So next up we have a tribal
16 transportation update. So this is just to let you know in --
17 for the 2021-2022 Intertribal Council of Arizona the
18 Transportation Working Group is currently having meetings. The
19 whole intent here is to develop a contract for fiscal year 2022,
20 and that is currently underway.

21 We also have the Arizona Tribal Traffic Safety
22 and Injury Prevention Summit. We're looking at having that
23 coming up in February of '22 and putting that together is --
24 also occurring as we -- as we speak.

25 Next slide.

1 We also have the ADOT transfers. We've got a
2 couple of projects or three projects here that I just wanted to
3 make you aware of. We do have a \$2.2 million project. This is
4 for the Colorado River Indian Tribe. This is occurring --
5 there's a 39-mile section of roadway, and I don't see the
6 roadway on here. I'm not sure which route this is on, but this
7 is on Mohave Road, and design is currently underway.

8 We also have one for the Hualapai Indian Tribe,
9 \$566,000. This is for 10 miles of centerline and shoulder
10 rumble strips. This is on Diamond Bar Road.

11 Next slide.

12 And then the last one we had, this is for the San
13 Carlos Apache Tribe. \$978,611. This one's for a 2.2 mile
14 streetlight project, along with pavement striping, and this is
15 on White Mountain Road and Airport Road. For this one, the IGA
16 could be executed by May.

17 So that's the updates that I had, and I stand for
18 any questions that you may have.

19 VICE CHAIR THOMPSON: Last month you indicated
20 that there will be continuation of the partnering meetings?

21 MR. BYRES: That is correct.

22 VICE CHAIRMAN THOMPSON: Is that pretty much all
23 scheduled out or?

24 MR. BYRES: Mr. Chairman, board members, yes,
25 that is. In fact, both Ermalinda and Don have been working

1 trying to get that all put together. It has not been finalized.
2 I don't think they have a date yet set for the first round. So
3 they're still working on that.

4 VICE CHAIRMAN THOMPSON: Okay. Thank you.
5 Anybody else have a question? If not, we'll move forward.

6 State engineer's report.

7 MR. ROEHRICH: Mr. Chair, we have the PPAC items.

8 VICE CHAIRMAN THOMPSON: Okay.

9 MR. ROEHRICH: There's -- Mr. Byres still has a
10 couple items to present.

11 VICE CHAIRMAN THOMPSON: Okay. Sorry about that.

12 MR. ROEHRICH: And, Zack, he would have -- there
13 is the graphic items for Item 6, if you have those. If not,
14 Greg, if you could just go ahead and proceed with presenting.

15 MR. BYRES: So, Mr. Chairman, board members, we
16 actually only have two items today to present coming out of
17 PPAC. The first one is the economic strength projects. This is
18 an item that occurs on an annual basis. It's usually a million
19 dollars that comes out of the Arizona Commerce Authority. They
20 take and actually do the selection of the projects themselves
21 and then present it to ADOT through PPAC.

22 This year we actually have \$1.15 million to
23 award. That's because we had 150,000 that was not utilized from
24 last year. So the three recipients would be the Town of Chino
25 Valley, Mohave County and the City of Nogales. Chino Valley

1 will be receiving \$400,000. Mohave County will be receiving
2 \$250,000, and the City of Nogales will be receiving \$500,000,
3 for a total of \$1.15 million. And PPAC brings this forward with
4 a recommendation for approval.

5 VICE CHAIRMAN THOMPSON: Any discussions or
6 question? If not, what is the wish of the board members?

7 MR. MAXWELL: Mr. Chair, I've got one question
8 for Greg on this one, and it's just more of a curiosity about
9 the process. Obviously, like you said, ACA doesn't bring
10 recommendations to the PPAC, and you go from there on these
11 grants, but when you -- when we get the list of the grants,
12 there was obviously five that were submitted. One was submitted
13 late and incomplete. So it was not eliminated. Then you gave
14 -- we got a copy of the other three application -- applicants
15 and kind of the description of the one. Basically, the ones
16 that are recommended. Is there a reason that we didn't also get
17 a copy of the fourth applicant that was not recommended to go
18 forward? Or some of that obviously could be based on funding
19 too. I was just kind of -- it was more kind of a curiosity
20 question of how the process works.

21 MR. BYRES: Mr. Chairman, Board Member Maxwell,
22 that one, the application I believe was not complete. So it was
23 not considered.

24 MR. MAXWELL: Okay. Thank you.

25 VICE CHAIRMAN THOMPSON: Anybody -- any board

1 members like to make a comment or ask a question?

2 MR. MAXWELL: Mr. Chair, I move to approve the
3 recommendations (indiscernible).

4 MR. KNIGHT: Second.

5 VICE CHAIRMAN THOMPSON: There is a motion by Ted
6 and a second by Gary. Any further discussion?

7 If not, all in favor say aye.

8 BOARD MEMBERS: Aye.

9 VICE CHAIRMAN THOMPSON: Any opposed? Any
10 opposed?

11 Floyd, conduct roll call vote for board members
12 attending remotely.

13 MR. ROEHRICH: So Board Member Daniels.

14 MS. DANIELS: Aye.

15 MR. ROEHRICH: And Board Member Meck.

16 MR. MECK: Aye.

17 MR. ROEHRICH: Thank you. The motion carries.

18 VICE CHAIRMAN THOMPSON: Thank you very much.
19 Motion carries.

20 MR. BYRES: Mr. Chairman, we have the next item,
21 which is Item 6B. It's an airport project over Cottonwood
22 Airport, and again, the Priority Planning Advisory Committee
23 brings this forward with a recommendation for approval.

24 VICE CHAIRMAN THOMPSON: Any questions regarding
25 the recommendation for the airport?

1 MR. KNIGHT: Mr. Chair.

2 VICE CHAIRMAN THOMPSON: Gary.

3 MR. KNIGHT: I move to approve Item 6B as
4 presented.

5 MR. MAXWELL: Second.

6 VICE CHAIRMAN THOMPSON: Motion by Gary and
7 second by Ted to approve Items 6B regarding the airport. Any
8 further discussion?

9 If not, all those in favor say aye.

10 BOARD MEMBERS: Aye.

11 VICE CHAIRMAN THOMPSON: Floyd.

12 MR. ROEHRICH: Board Member Daniels.

13 MS. DANIELS: Aye.

14 MR. ROEHRICH: Board Member Meck.

15 MR. MECK: Aye.

16 MR. ROEHRICH: The motion carries.

17 VICE CHAIRMAN THOMPSON: The motion carries.

18 Thank you. Thank you, Floyd.

19 Now we go to the engineer's report. Dallas.

20 MR. HAMMIT: Good morning Mr. Chair, members of
21 the Board. Currently we have 73 projects under construction,
22 totaling about \$1.5 billion. In June we finalized 12 projects
23 for 79.5 million, and year to date, we've finalized 79 projects.

24 One of the things I did want to note is today the
25 I-11 Tier 1 final EIS was posted on the National Register. It

1 will be out for 30 days until August 16th for comments. Once
2 those comments come in, we will review those, and then it will
3 go back to the National Register for a record of decision, and
4 then that will be posted as well. So we are reaching a
5 conclusion after a number of years.

6 The Director did mention -- before we go there,
7 we've had a number of fires this year, and the fires create lots
8 of challenges for us, but the aftermath of the fires do as well.
9 And did we get that video? Can we show that video real quick?
10 This happened this week in Flagstaff. As it starts, it is not
11 from a sci-fi movie where the sludge is coming into town. I do
12 not want to alarm Floyd or anybody else.

13 MR. ROEHRICH: This isn't like *Lord of the Rings*
14 where, you know, the elf princess summoned the water gods and
15 they wipe out the (audio interruption). I guess not.

16 MR. HAMMIT: So this is in Flagstaff, and this is
17 debris from one of the fires now coming right through town.

18 MR. ROEHRICH: What you're seeing there, I think,
19 Dallas, is that's the railing on a bridge. So they're standing
20 on a bridge right over this little wash, and all of a sudden
21 this (audio interruption).

22 MR. HAMMIT: And that's probably good. As we go
23 through there, as Floyd said, this is a box, and it is clogging
24 the box, and as it keeps going, you will see now it's rising up,
25 and then eventually over top that bridge as water came down.

1 That was on Tuesday.

2 On Wednesday, they have a lot more rain, and I
3 don't have the video, but they had one video where a white Prius
4 is just floating down the road in Flagstaff. They had lots of
5 rain.

6 One of the things that I was not aware of, I did
7 tour parts of Flagstaff yesterday, and they have a number of
8 communities that have very large areas for sandbags, and I
9 thought, wow, they were ready for this. You know, it happened
10 just a day or two. Those sandbags had been in front of those
11 houses for the last two years, and they knew from past
12 experience once these fires come, monsoon rains will eventually
13 happen, and they protect themselves. Unfortunately, one a
14 gentleman had taken some of them out of his driveway like a week
15 before. He said, I have not been able to get in my driveway for
16 a week. He took them down, and he took them down too early.

17 So this is what we're concerned of throughout the
18 state, as these fires left a lot of scar, and we will be
19 monitoring these. I can tell you, your staff, we did meet
20 before this storm. We had every district together looking at
21 our challenges, pooling resources where we need to, and we will
22 continue to do that.

23 DIRECTOR HALIKOWSKI: Hey, Dallas, maybe we
24 could, if the board members are interested, email them the
25 video, because without the proper speed, you don't realize how

1 quickly this is rolling down the hill since the computer
2 obviously can't run the video at the proper speed, but it is
3 amazing how quickly the debris will move in and completely clog
4 up culverts and overtop the bridges. Thank you.

5 MR. KNIGHT: Mr. Chair.

6 VICE CHAIRMAN THOMPSON: Gary.

7 MR. KNIGHT: Dallas, does that end up in the --
8 in a lake somewhere or just end up in the middle of town?

9 MR. HAMMIT: In that case, and most of the areas
10 don't make it to a water (indiscernible), because we don't have
11 that, but it goes downstream until it dissipates or until it
12 clogs up a box and then builds up and water seeps through. You
13 know, the City of Flagstaff, as was ADOT yesterday, we were
14 cleaning our boxes, getting that debris picked up and hauled
15 off, and -- but in a worst case, yes, it could get to a
16 watershed if there was nothing that stopped it.

17 MR. KNIGHT: Thank you. Thank you, Mr. Chair.

18 MR. HAMMIT: Mr. Chair, that's all I had for the
19 state engineer's report. Any questions?

20 VICE CHAIRMAN THOMPSON: Any member have any
21 questions for Dallas?

22 And I saw a lot of cleanup happening in the city
23 of Flagstaff yesterday. So they were on top of things there.

24 DIRECTOR HALIKOWSKI: Mr. Chair, just so the
25 public knows --

1 VICE CHAIRMAN THOMPSON: John.

2 DIRECTOR HALIKOWSKI: -- we're sensitive to their
3 concerns about litter, but right now, the same people that we
4 would have picking up litter around the state are busy dealing
5 with issues like the one you just saw. So we have to get to the
6 most urgent needs first, but we just ask that folks understand
7 and be patient as we try to work through the storm and then keep
8 the highways clean.

9 VICE CHAIRMAN THOMPSON: Any additional
10 information be provided?

11 If none, Dallas, I guess the next item is yours
12 as well. Item 8, construction contracts.

13 MR. HAMMIT: Thank you, Mr. Chair, and thank you,
14 Board, for approving the two items on the consent agenda. We do
15 have five items that need some additional explanations. Does
16 that -- on (indiscernible). Keep going. (Indiscernible.)

17 All right. This project here is a pavement
18 rehabilitation on Interstate 10 between Avondale and I-17. We
19 are milling off the friction course that had reached the end of
20 its useful life and diamond grinding the existing pavement. On
21 this project the low bid was \$12,478,793. The State's estimate
22 was \$10,824,466. The difference is \$1,654,327. It was over the
23 State's estimate by 15.3 percent.

24 Right now, when we went and reviewed it, all of
25 the additional costs were in the removal of the existing

1 friction course. So I dug into that a little bit more. Why was
2 that deeper. One, the contract (indiscernible) hard time
3 getting dump trucks. They're scarce. There's a lot of work,
4 which is good -- a good thing. This is a long corridor, and
5 their haul distance was 25 miles to where they could dump the
6 millings and take them on. So the department did review the bid
7 and believes it is a responsive and responsible bid and
8 recommends award to Pulice Construction, Inc.

9 VICE CHAIRMAN THOMPSON: Is there a motion to
10 award Item 8A to Pulice Construction, Inc.?

11 MR. MAXWELL: So moved.

12 MR. KNIGHT: Second.

13 VICE CHAIRMAN THOMPSON: Motion by Ted and second
14 by Gary. Any discussion?

15 MR. MAXWELL: Mr. Chair, just one thing. I just
16 want to point out because of, you know, being new to this board,
17 it's taken me -- you know, I've gone through these packages and
18 I'm learning something new. I think it's important for the
19 public to understand that. In this situation where the ADOT
20 estimate -- this was in excess the ADOT estimate the amount of
21 funds that were already put into the program for this was
22 actually -- but this one (indiscernible) 14.6 million. So the
23 bid that did come through is still below what we've currently
24 got in the program as far as I understand. So sometimes when
25 we -- when we're addressing these, we may be approving things

1 that are the ADOT estimate. Doesn't mean it's over budget on --
2 in the current program. So that's something I think we all look
3 at and consider before we make these decisions.

4 MR. HAMMIT: Mr. -- or Chairman Thompson,
5 Mr. Maxwell, great point. We don't -- you know, we try to give
6 a good estimate no matter what the budget is. If our estimate
7 is over the budget, we come to you through PPAC and increase the
8 budget, but if we have excess, we don't just pad our estimate to
9 get to that excess. So yes, this project will be within the
10 programmed amount. One thing to note, in that program amount,
11 it also excludes administration. So it has the bid plus some
12 administration for ADOT employees.

13 MR. MAXWELL: Thank you.

14 VICE CHAIRMAN THOMPSON: I think that clarifies.
15 Thank you. Thank you very much.

16 Any further comments? If not, all in favor say
17 aye.

18 BOARD MEMBER: Aye.

19 VICE CHAIRMAN THOMPSON: Any opposed?

20 Floyd, can you conduct the roll call for board
21 members attending remotely.

22 MR. ROEHRICH: Board Member Daniels.

23 MS. DANIELS: Aye.

24 MR. ROEHRICH: And Board Member Meck.

25 MR. MECK: Aye.

1 MR. ROEHRICH: Motions carries.

2 VICE CHAIRMAN THOMPSON: Motion carries for Item
3 B -- 8A. Now going to Item 8B.

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

5 It 8B in this area, on 89A up in Elk Creek
6 Canyon. It is a rock fall mitigation project. On this project
7 the low bid was \$3,686,777.35. The State's estimate was
8 \$2,348,232. It was over the State's estimate by \$1,338,545.35,
9 or 57.0 percent.

10 The department would like to review the bids
11 further and look if we can get this closer to the estimate.
12 There were a number of restrictions put on the contractor.
13 We're looking to see if we can mitigate those restrictions and
14 then come back and re-advertise this project, but the department
15 requests postponement and a full recommendation at the next
16 board meeting.

17 VICE CHAIRMAN THOMPSON: Audra has been -- is
18 aware of all this and relating to the parties and the
19 stakeholders?

20 MR. HAMMIT: Mr. Chairman, yes. The district
21 engineer is aware, and we are working with the bidders at this
22 time as well.

23 VICE CHAIRMAN THOMPSON: Very good. Any
24 additional discussion on it?

25 There being none, is there a motion to postpone

1 Item 8B as presented?

2 MR. KNIGHT: So moved.

3 MR. MAXWELL: Second.

4 VICE CHAIRMAN THOMPSON: Motion to postpone the
5 project is made by Gary and second by Ted. Any further
6 discussion?

7 If not, all in favor say aye.

8 BOARD MEMBERS: Aye.

9 VICE CHAIRMAN THOMPSON: All those opposed?

10 There being none. Floyd, conduct the roll call
11 vote for the board members attending remotely.

12 MR. ROEHRICH: Board Member Daniels.

13 MS. DANIELS: Aye.

14 MR. ROEHRICH: Board Member Meck.

15 MR. MECK: Aye.

16 MR. ROEHRICH: Motion carries.

17 VICE CHAIRMAN THOMPSON: Motion carries approving
18 the requested action.

19 Going on to 8C.

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

21 Item 8C is a pavement rehabilitation project on
22 U.S. Route 160. On this project the low bid was \$12,549,800.
23 The State's estimate was \$10,948,719.60. It was over the
24 State's estimate by \$1,601,080, or 14.6 percent.

25 As we reviewed the bids, we saw higher than

1 expected pricing in our asphaltic concrete and mobilizations.
2 As we've talked to our contractor, they had a long haul for
3 their asphalt and the remote location were reasons their prices
4 were higher than we had originally estimated. In review of the
5 bid, the department does believe it is a responsive and
6 responsible bid and recommends award to Fann Construction, Inc.

7 VICE CHAIRMAN THOMPSON: Dallas, how long have --
8 for the public, how long has this (indiscernible) time involved
9 in getting this project up to this point? It doesn't happen
10 overnight or a few months. So what -- give us an idea how long
11 for this project to get to this point.

12 MR. HAMMIT: Mr. Chairman, specifically on this
13 one, I don't know, but I can tell you a general, when we do a
14 project like this, we come to the Board, and we program a
15 project usually about two years before construction, to get
16 design going, so we can get the design completed, and then we go
17 to design.

18 So we've been working on this specific -- the
19 design part of this project for over two years. Now, the
20 district may have been asking to get it in the queue for a
21 longer period than that, because, you know, there's lots of
22 packages that may be ahead of it, but the actual, physical work
23 of once it's in the program, we're probably two years into it.

24 VICE CHAIRMAN THOMPSON: Basically, my question,
25 so that those people that are participating in the public

1 hearings are probably still on the line, and we -- it gives them
2 an idea that it takes time to get these projects. So thank you
3 very much. Again, is there a motion to postpone?

4 UNIDENTIFIED SPEAKER: Award.

5 MR. MAXWELL: Mr. Chair, I'd move to award --

6 VICE CHAIRMAN THOMPSON: Oh, award. I'm sorry.

7 MR. MAXWELL: -- Item 8C. Yeah.

8 MR. KNIGHT: Second.

9 VICE CHAIRMAN THOMPSON: Okay. There's a motion
10 to award 8C to Fann Construction. Motion by Ted and second by
11 Gary.

12 All those in favor say aye.

13 BOARD MEMBERS: Aye.

14 VICE CHAIRMAN THOMPSON: Floyd.

15 MR. ROEHRICH: Board Member Daniels.

16 MS. DANIELS: Aye.

17 MR. ROEHRICH: Board Member Meck.

18 MR. MECK: Aye.

19 MR. ROEHRICH: The motion carries.

20 VICE CHAIRMAN THOMPSON: The motion carries. And
21 thank you, board members, for taking the action to approve the
22 project.

23 Going to Item D.

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

25 Item D, and you did hear a little bit about this

1 one earlier in Mr. Wilson's district engineer's report. This is
2 a bridge rehabilitation. Two bridges being rehabilitated and
3 two being replaced on US-191. And in addition to that, I note
4 that this -- we did receive a federal grant, a -- they call it a
5 bridge bundling grant, which brought additional funds to the
6 program. So it helped us expand the project. On this project,
7 the low bid was \$17,448,364.15. The State's estimate was
8 \$16,070,648. It was over the State's estimate by 1,377,716.15
9 or over by 8.6 percent.

10 On this project the low bid (audio interruption)
11 has come to the department and requested to withdraw their bid.
12 They made a bidding error in reviewing some of the tribal
13 tariffs and some of those areas. The department, working with
14 the Attorney General's office, is reviewing that request. We
15 don't release people's bids without taking -- looking at their
16 bond lightly. So we are looking to see if it is truly an error
17 that we can excuse and then go to the next bidder, but we do
18 request that we postpone to allow us to do that review and then
19 bring the project back to the Board with a recommendation next
20 month.

21 MR. KNIGHT: Mr. Chair.

22 VICE CHAIRMAN THOMPSON: Gary.

23 MR. KNIGHT: Dallas, how long does the review
24 normally take? Because what I'm looking at here is prices keep
25 going up, and if we postpone too long, the numbers are -- it's

1 going to be even farther over and under. You know, we had six
2 bidders. Anyway, about how long does it take to --

3 MR. HAMMIT: What -- Mr. Chair, Member Knight,
4 what we would look at doing is bring it with these bids. So we
5 would review -- can we either tell the current low bidder, yes,
6 you have to honor your bid, or we go to the next responsive and
7 responsible bidders, not -- we're not looking at this time to
8 rebid the project. So we should come with a recommendation next
9 month.

10 MR. KNIGHT: Great. Thank you very much.

11 MR. MAXWELL: And Mr. Chair.

12 VICE CHAIRMAN THOMPSON: Ted.

13 MR. MAXWELL: Got a question along the same
14 lines. I think I -- what I understand you said. So if the
15 current low bidder is allowed to withdraw, they do not get to
16 adjust it (indiscernible) I mean, this is pretty much public
17 knowledge. Everybody's seen all the bids. So if the low bidder
18 does -- is allowed to withdraw, they're basically withdrawing
19 from the competition.

20 MR. HAMMIT: Mr. Chairman, Mr. Maxwell, that is
21 correct. They would be done.

22 MR. MAXWELL: Thank you.

23 VICE CHAIRMAN THOMPSON: All right. I did have
24 some questions and I got clarification from Dallas, Floyd. So
25 with that, this is the item I was looking at earlier. So is

1 there any motion to postpone Item 8D as presented?

2 MR. KNIGHT: So moved.

3 MR. MAXWELL: Second.

4 VICE CHAIRMAN THOMPSON: Motion by Gary, seconded
5 by Ted to postpone the project as presented. Any further
6 discussion?

7 All those in favor of the motion say aye.

8 BOARD MEMBERS: Aye.

9 VICE CHAIRMAN THOMPSON: Floyd.

10 MR. ROEHRICH: Board Member Daniels.

11 MS. DANIELS: Aye. Aye.

12 MR. ROEHRICH: Board Member Meck.

13 MR. MECK: Aye.

14 MR. ROEHRICH: The motion carries.

15 VICE CHAIRMAN THOMPSON: Motion carries, board
16 members.

17 Now, we go to the last item. Item E. Again,
18 Dallas.

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

20 Item 8E is a multiuse path in the city of Peoria.
21 On this project the low bid was \$664,705. The State's estimate
22 was \$938,181.25. The project was under the State's estimate by
23 \$273,476.25, or 29.1 percent. We did see better than expecting
24 (sic) prices in our concrete sidewalk and retaining walls. The
25 department has reviewed the bid and believes it is a responsive

1 and responsible bid and recommends award to Southwest Concrete
2 Paving, Inc.

3 MR. MAXWELL: So, Chair, move that we approve
4 award of Item 8E.

5 MR. KNIGHT: Second.

6 VICE CHAIRMAN THOMPSON: Motion by Ted, second by
7 Gary to award Item 8E to Southwest Construction. Any further
8 discussion?

9 There being none, all those in favor say aye.

10 BOARD MEMBERS: Aye.

11 VICE CHAIRMAN THOMPSON: Those opposed? Floyd.

12 MR. ROEHRICH: Board Member Daniels.

13 MS. DANIELS: Aye.

14 MR. ROEHRICH: Board Member Meck.

15 MR. MECK: Aye.

16 MR. ROEHRICH: Chair, the motion carries.

17 MR. HAMMIT: On the name, I know you see it, but
18 it's Southwest Concrete Paving, Inc., for -- just so the
19 record's clear.

20 MR. MAXWELL: And, Mr. Chair, Dallas, I would
21 like to thank you for the patience and the explanation you had
22 (indiscernible) and I really -- what I really appreciate is that
23 the staff's looking at turning those postponements back in a
24 month, because I'm sure the folks here, as Chairman Thompson
25 pointed out, a lot of times these projects are long

1 (indiscernible) when they get that close to being approved, and
2 then they see them postponed, you know, (indiscernible) get
3 started on the rock fall mitigation. So I appreciate the work
4 of the staff on that part.

5 MR. HAMMIT: You bet. I know my districts are
6 ready to get working, too, so (indiscernible).

7 MR. MAXWELL: I hear that.

8 VICE CHAIRMAN THOMPSON: That is the last action
9 item.

10 Moving to Agenda Item 9, suggestions.

11 If any board members have the opportunity to
12 suggest items they would like to be placed on future board
13 meetings.

14 MR. KNIGHT: Mr. Chair.

15 VICE CHAIRMAN THOMPSON: Gary.

16 MR. KNIGHT: Thank you.

17 I would just like to maybe at a future board
18 meeting, whether it's -- it doesn't necessarily have to be the
19 next one, but think (indiscernible) with some explanation for
20 the PI I-17 and Exit 273 that was mentioned at the call to the
21 public.

22 I looked at the aerial view, and from the aerial
23 view, it looks pretty simple, but so do the roundabouts, and --
24 and if people can get confused in a roundabout -- I don't know
25 how, but if they can get confused in a roundabout, then this is

1 certainly going to confuse them, and as the first lady that
2 spoke about it mentioned, if it's just going to take in the
3 short-term some striping and some additional signs and some
4 striping in the short-term, because I know in the long term
5 we're not going to be able to extend any ramps or construction
6 at this point, but if some signage and some striping will help
7 out in the short-term, then I'm all for that, but if we can just
8 take a look at it and see if we can maybe alleviate some of the
9 problems that they're experiencing.

10 Thank you. Thank you, Mr. Chair.

11 VICE CHAIRMAN THOMPSON: So --

12 MR. ROEHRICH: Mr. Chair, I just have a couple
13 things I want to wrap up.

14 Next month, the October 20th meeting, was
15 originally planned to be a Webex virtual meeting. So it will be
16 all virtual. The idea is that in October, previous boards and
17 this board was looking at a shortened agenda. We normally only
18 will deal with some PPAC items and some contract awards, issues
19 that really need attention because of time frame. So it was
20 intended to be a virtual meeting.

21 UNIDENTIFIED SPEAKER: Floyd, do you mean August
22 instead of October?

23 MR. ROEHRICH: Yeah. What did I say? October?

24 UNIDENTIFIED SPEAKER: October.

25 MR. ROEHRICH: Well, I guess I'm thinking ahead.

1 I want to go virtual the rest of the year. But anyway, August
2 20th. Thank you for making that clarification.

3 So that's intended to be a virtual -- it was
4 always planned to be that, and so we'll set that up.

5 Second thing I wanted to follow up on, I know
6 last month Board Member Daniels had four topics that she wanted
7 us to present. We're working on -- we're now targeting the
8 October study session to bring all those items forward so staff,
9 we can start having response to Board Member Daniels as well as
10 have them -- the discussion with the board members on those
11 topics. So I wanted to make sure the Board knew we were working
12 on that, and we're getting ourselves prepared. We just need a
13 little bit longer to bring those items forward.

14 And then, Board Member Knight, I work with the
15 state engineer on getting that topic -- what he's ready to
16 present that. We could bring that at a regular meeting or not.
17 I'll work with -- with the state engineer on when we're prepared
18 to present them.

19 MR. KNIGHT: Work session would be fine too.

20 MR. ROEHRICH: Thank you, sir.

21 MS. DANIELS: Chairman, may have a comment?

22 VICE CHAIRMAN THOMPSON: Please. Go ahead.

23 MS. DANIELS: Thank you. Jenn Daniels here. I
24 apologize profusely that I cannot be there in person today.

25 Mayor Moriarty, I have great respect for you, and

1 I wish I was there to give you a warm Sedona hug. So I
2 apologize. I am currently on vacation with family and enjoying
3 the -- a little bit cooler weather, so...

4 And Floyd and all of the ADOT team, thank you so
5 much for being so responsive to those four requests. I
6 apparently saved them all up for after I had established myself
7 as a board member for over a year, but thank you for being so
8 responsive to all of those things, and I look forward to
9 continued conversations and dialogue.

10 And then I also wanted to just thank ADOT staff.
11 I was able to travel to Douglas on Friday and visit some of our
12 ports and see some of the potential opportunities that we have
13 there, and ADOT staff was just terrific in helping me get
14 acclimated there. So thank you very much, and I look forward to
15 another on-the-road visit soon, and thank you again to Mayor
16 Moriarty and all of the Sedona team who made this weekend
17 possible for our group. We sure appreciate you, and I hope to
18 see you at the league conference. Thanks.

19 VICE CHAIRMAN THOMPSON: Board members, allow me
20 to make one comment that I've made over the last couple years
21 and it's still on my mind.

22 The State of Arizona -- I've talked to many of
23 you -- have an interest when transporting public school
24 teachers, students to and from school every day. In the remote,
25 rural and remote areas, particularly in the Native American

1 communities, during inclement weather, all they have to travel
2 on is dirt roads. When there's a washout, when they can't get
3 -- can't get to the school, or at least couple days or even two,
4 three hours at a time, there are -- their academic performance
5 is impacted.

6 And this is why I say that. Usually, the tribal
7 community, if they can't get funding through the process, you
8 know, that we have in place, then they go through the State of
9 Arizona. Their (indiscernible) to try to get the information to
10 them, just as you have an interest in these kids.

11 So I know that our staff, your staff, they're
12 looking into it and maybe we can have that reported back next
13 meeting on whether or not we will be able with other resources
14 maybe other than ADOT to do study and look at putting on paper
15 exactly how much these kids are being impacted.

16 So, again, that is the extent of my comment, and
17 any further comments?

18 MR. KNIGHT: Mr. Chair, the one thing I'd add to
19 that is I think, you know, obviously Director Daniels has added
20 several items (indiscernible), and a lot of those item along the
21 same kind of topic. So I think at the study session in October,
22 I think that would be a great opportunity to kind of address
23 that issue as well.

24 VICE CHAIRMAN THOMPSON: Okay. Seems that we're
25 at the end of our agenda. Is there a motion to adjourn the

1 meeting?

2 MR. KNIGHT: So moved.

3 MR. MAXWELL: Second.

4 VICE CHAIRMAN THOMPSON: Motion and second to
5 adjourn the meeting. All those favor say aye.

6 BOARD MEMBERS: Aye.

7 VICE CHAIRMAN THOMPSON: Okay. That does it. So
8 do appreciate the board members' attendance, and those people
9 that were with us today and those that are on the call, and
10 again, Mayor, thank you very much and (indiscernible). All of
11 you that were here, thank you very much.

12 Now, after being a part of (indiscernible) years
13 years, I've never had to use this. It's the only time I'm going
14 to use this.

15 (Meeting adjourned at 10:42 a.m.)

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

4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 66 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

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

14 DATED at Phoenix, Arizona, this 11th day of August 2021.
15
16

17 /s/ Teresa A. Watson

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

Adjournment

A motion to adjourn the July 16, 2021, State Transportation Board Meeting was made by Board Member Gary Knight and seconded by Board Member Ted Maxwell. In a voice vote, the motion carried.

Meeting adjourned at 10:42 a.m. PST.

Not Available for Signature

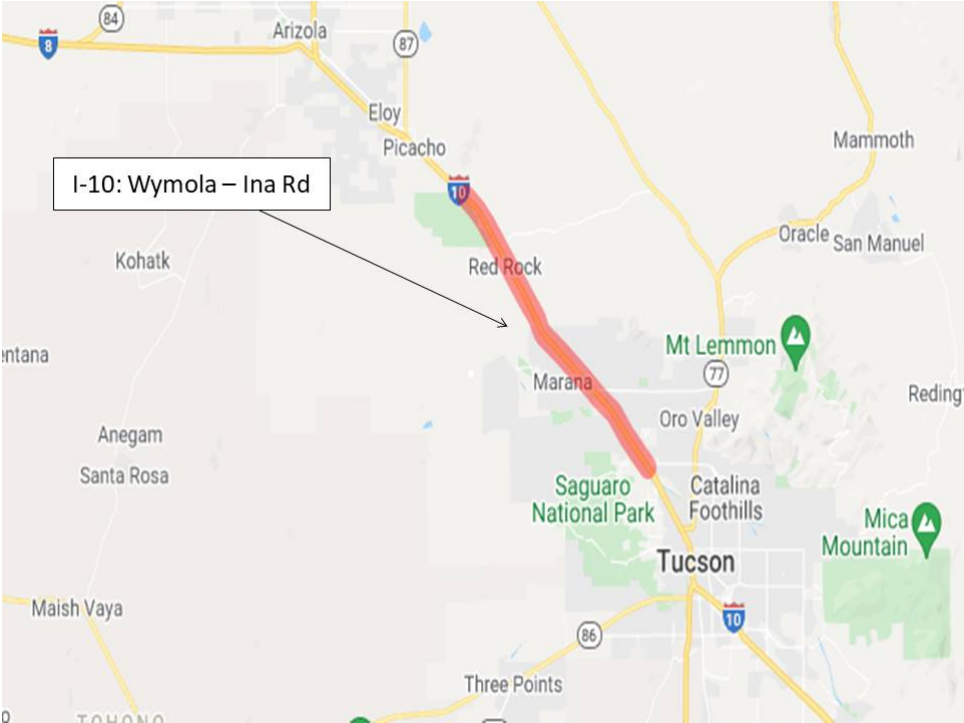
Steven Stratton, Chairman
State Transportation Board

Not Available for Signature

John S. Halikowski, Director
Arizona Department of Transportation

PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 6a.	Route & MP:	I-10 @ MP 219.0
	Project Name:	WYMOLA - INA RD
	Type of Work:	INSTALL FIBER OPTICS
	County:	Pinal
	District:	Southcentral
	Schedule:	
	Project:	F043901D TIP#: 102706
	Project Manager:	Jeffrey Davidson
	Program Amount:	\$0
	New Program Amount:	\$288,000
	Requested Action:	Establish new project.



05

1. PRB Meeting Date: 7/13/2021

2. Teleconference: No

3. Form Date / 5. Form By:

7/15/2021

Jeffrey Davidson

4. Project Manager / Presenter:

Jeffrey Davidson @ (602) 712-8534

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

6. Project Name:

WYMOLA - INA RD

7. Type of Work:

INSTALL FIBER OPTICS

8. CPSID:	9. District:	10. Route:	11. County:	12. Beg MP:	13. TRACS #:	14. Len (Mi.):	15. Fed Id #:
RU1P	Southcentral	10	Pinal	219.0	F043901D ?	30.0	010-D(224)T

16. Program Budget: \$0

17. Program Item #: 102706

18. Current Approved Program Budget:

\$0

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

\$288

18b Total Program Budget After Request:

\$288

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

Item #	Amount	Description	Comments
73322	\$288	STATEWIDE MINOR PROJECTS	

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
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24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NO

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Establish new project

26. JUSTIFICATION OF REQUEST

This is a Minor Program Project to improve the fiber optic network along Interstate 10 from Wymola (MP219) to Ina Road (MP249) in the Southcentral District. The work includes installing conduit, fiber optic cable, pull boxes, a connection to an existing DMS sign and construction of a fiber node building/assembly.

Staff \$88K

Consultant \$172k

ICAP \$28K

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

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 8/4/2021



*ITEM 6b.	AIRPORT PROGRAM:	State/Local Program (SL)
	GRANT MANAGER:	Greg Byres
	REQUESTED ACTION:	The Aeronautics Group is requesting the SL Grants utilizing the Capital Outlay Appropriation of \$18 Million be awarded to prioritized and eligible airports at a rate of 100 percent. The awarded grants would not require a match from the recipient airport.

ADOT Priority Planning Advisory Committee

State Transportation Board

Subject:

Aeronautics grants utilizing the State/Local Program,(SL), for distribution of \$18M funding appropriation from the State Legislature through the Capital Outlay Appropriations for 2021-2022.

The ADOT Aeronautics Group is requesting an exception to the current Agency policy for the State/Local Grant program that is funded through the State Aviation Fund. The current Agency policy is as follows:

SL Airport Development Grants

The SL Airport Grants Development Program is designed to achieve the goals of the state aviation system by providing funds for projects of local, regional, or state significance, including those that may not be funded by the FAA due to eligibility or selection criteria. The program provides 90 percent of eligible project costs at Commercial Service, Reliever, GA-Community, GA-Rural Airports and 95 percent of eligible costs at GA-Basic airports. Projects are selected for inclusion in the SL Airport Development Grants Program based on a priority rating system. This system provides the ADOT Aeronautics Group with an objective measure of various factors, including the importance of the proposed project to the airport, airport system, and considerations specified in A.R.S. 28-6951.

The ADOT Aeronautics Group is requesting an exception to the current Board policy for the State Transportation Board in reference to:

Chapter 39. Airport Development Program Policy

1. A.R.S. §28-8202 directs the State Transportation Board to distribute state aviation funds to airport facilities for planning, design, development, acquisition of interest in land, construction, and improvement of publicly owned and operated airport facilities according to the needs of those facilities, as determined by the Board. To meet the aviation needs of the State and establish a consistent, fair, and transparent system through which funds will be distributed, the Board hereby establishes the following programs in order of their respective priorities:

b) State and Local (SL) Airport Development Grants Program: To achieve State system goals and provide funding for projects of local, regional, or State significance, including projects that may not otherwise be funded or eligible by the FAA. The Board may fund an eligible project's costs up to a maximum of 90% of eligible costs at Commercial Service, Reliever, General Aviation (GA) -Community and GA - Rural airports and 95% at GA - Basic airports.

Request:

The Aeronautics Group is requesting the SL Grants utilizing the Capital Outlay Appropriation of \$18 Million be awarded to prioritized and eligible airports at a rate of 100 percent. The awarded grants would not require a match from the recipient airport.

Due to the limited timeframe available to disperse the funds made available by the appropriation, several prospective recipients do not have the appropriate match funds readily available to accept a proposed grant. By eliminating the grant match, the highest prioritized projects can be funded. This would ensure the funding is utilizing as intended by the Legislature.

STATE ENGINEER'S REPORT July 2021

The Status of Projects Under Construction report for July 2021 shows 68 projects under construction valued at \$1,549,657,878.38. The transportation board awarded 5 projects during July valued at approximately \$28.4 million.

During July, the Department finalized 5 projects valued at \$13,114,728.20. 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 5 projects. The total cost of these 5 projects has exceeded the contractors bid amount by 2.9%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 0.5%.

MONTHLY CONSTRUCTION REPORT

July 2021

PROJECTS UNDER CONSTRUCTION	68
MONETARY VALUE OF CONTRACTS	\$1,549,657,878.38
PAYMENTS MADE TO DATE	\$633,662,249.28
STATE PROJECTS	59
LOCAL GOVERNMENT	9
OTHER	
CONTRACTS EXECUTED IN JULY 2021	4
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$15,978,412.13

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2022
July, 2021

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
APJ-0-(212)T SZ18301C	WINCHESTER RD; SOUTHERN AVE, 1 Central District						
Working Days: 195 Days Used: 135							
			FNF CONSTRUCTION, INC.	Low Bid = \$345,992.50 or 14.84% over State Estimate			
		2,332,187.00		\$2,678,179.50	\$2,583,576.57	(\$94,602.93)	-3.5 %
019-A-(208)T H817801C	PIMA MINE TI OP SB#1304 & NB#1 SouthCent District						
Working Days: 622 = 385 + 31 + 5 + 7 + 11 + 14 + 60 + 25 + 15 + 32 + 7 + 31 Days Used: 622							
			K E & G CONSTRUCTION, INC.	Low Bid = \$237,067.96 or 5.25% over State Estimate			
		4,511,454.00		\$4,748,521.96	\$5,413,718.06	\$665,196.10	14.0 %
303-A-(226)T F000601C	SR303- Northern Ave to US 60 Central District						
Working Days: 140 Days Used: 140							
			C S CONSTRUCTION, INC.	Low Bid = \$407,882.15 or 10.32% over State Estimate			
		3,952,537.85		\$4,360,420.00	\$4,216,854.35	(\$143,565.65)	-3.3 %
ADOT18-182737 SH64101P	CITY OF MARICOPA Central District						
Working Days: 365 Days Used: 365							
			CITY OF MARICOPA	Low Bid = or under State Estimate			
				\$72,774.32	\$60,855.43	(\$11,918.89)	-16.4 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2022
July, 2021

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
FTH-0-(208)T SZ03901C	TOWN OF FOUNTAIN HILLS, SEGUND Central District						
Working Days: 132 = 120	+ 1 + 11						
Days Used: 132							
		594,799.41	VISUS ENGINEERING CONSTRUCTION, INC.	Low Bid = \$285,200.59 or 47.95% over State Estimate \$880,000.00	\$839,723.79	(\$40,276.21)	-4.6 %

Completed Contracts (Fiscal Year 2022)

July, 2021

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 5	5		\$12,739,895.78	\$13,114,728.20
		<u>Monetary</u>		<u>Monetary</u>
				\$374,832.42

Accumulation to Date (FiscalYear 2022 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
5	\$11,390,978.26	\$12,739,895.78	\$13,114,728.20	\$374,832.42	2.9%

Prepared By:

DocuSigned by:

Ladd Bouts

8/2/2021

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Field Reports Unit, X7301

Checked By:

DocuSigned by:

Irene Del Castillo

8/2/2021

697D5935C248471...

Irene Del Castillo, Manager

Field Reports Unit, X7301

FINAL COST VS BID ADJUSTED**FISCAL YEAR 2022.**

<u>MONTH</u>	<u>CUMULATIVE</u>	<u>LESS ADJUSTMENTS FOR</u>			<u>CUMULATIVE</u>	<u>CUMULATIVE</u>	<u>ADJUSTED</u>	<u>ADJ CUM</u>
		<u>REVISIONS/</u>	<u>INCENTIVE/</u>	<u>ADD'L WORK PD</u>				
Jul-21	\$ 13,114,728	\$ 243,287	\$ (7,189)	\$ 69,966	\$ 306,064	\$ 12,739,896	\$ 12,808,665	0.5%
Aug-21					\$ 306,064		\$ (306,064)	
Sep-21					\$ 306,064		\$ (306,064)	
Oct-21					\$ 306,064		\$ (306,064)	
Nov-21					\$ 306,064		\$ (306,064)	
Dec-21					\$ 306,064		\$ (306,064)	
Jan-22					\$ 306,064		\$ (306,064)	
Feb-22					\$ 306,064		\$ (306,064)	
Mar-22					\$ 306,064		\$ (306,064)	
Apr-22					\$ 306,064		\$ (306,064)	
May-22					\$ 306,064		\$ (306,064)	
Jun-22					\$ 306,064		\$ (306,064)	
		\$ 243,287	\$ (7,189)	\$ 69,966	\$ 306,064			

Contracts: (Action as Noted)

Page 293

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 8a: BOARD DISTRICT NO.: 5

BIDS OPENED: JULY 23, 2021

HIGHWAY: CORDES JCT – FLAGSTAFF HIGHWAY (I-17)

SECTION: MCGUIREVILLE REST AREA TO FLAGSTAFF

COUNTY: COCONINO

ROUTE NO.: I-17

PROJECT : TRACS: 017-A(259)T: 017 CN 296 F042001C

FUNDING: 100% STATE

LOW BIDDER: WILLIAM CHARLES CONSTRUCTION COMPANY, LLC

LOW BID AMOUNT: \$ 7,998,372.75

STATE ESTIMATE: \$ 11,926,781.50

\$ UNDER ESTIMATE: \$ 3,928,408.75

% UNDER ESTIMATE: 32.9%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 7

RECOMMENDATION: AWARD



*ITEM 8b: BOARD DISTRICT NO.: 5

Page 297

BIDS OPENED: JULY 23, 2021

HIGHWAY: PRESCOTT – FLAGSTAFF HIGHWAY (SR 89A)

SECTION: SR 89A & SR 179

COUNTY: COCONINO

ROUTE NO.: SR 89A

PROJECT : TRACS: A89-A(210)T; 89A CN 374 F020601C

FUNDING: 94.3% FEDS 5.7% STATE

LOW BIDDER: ASPHALT PAVING & SUPPLY, INC.

LOW BID AMOUNT: \$ 655,860.09

STATE ESTIMATE: \$ 891,341.00

\$ UNDER ESTIMATE: \$ 235,480.91

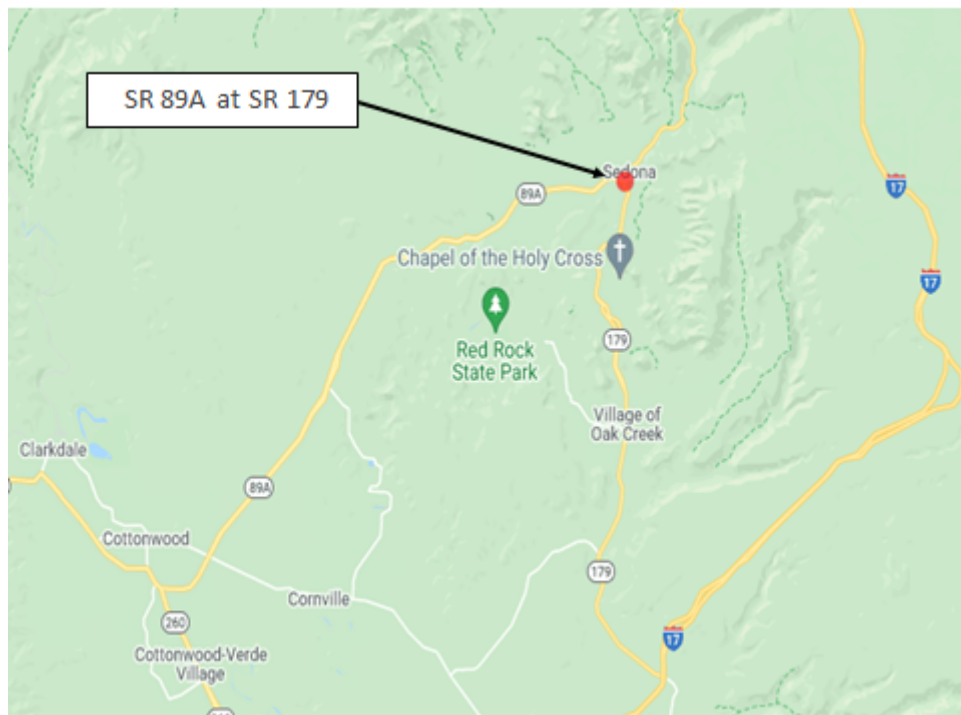
% UNDER ESTIMATE: 26.4%

PROJECT DBE GOAL: 6.36%

BIDDER DBE PLEDGE: 6.36%

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM 8c: BOARD DISTRICT NO.: 5

Page 300

BIDS OPENED: JUNE 25, 2021

HIGHWAY: PRESCOTT – FLAGSTAFF HWY (SR 89A)

SECTION: MP 375.1 & MP 389.2

COUNTY: COCONINO

ROUTE NO.: SR 89A

PROJECT : TRACS: A89-B(222)T: 89A CN 375 F015401C

FUNDING: 94.3% FEDS 5.7% STATE

LOW BIDDER: FANN CONTRACTING, INC.

LOW BID AMOUNT: \$ 3,686,777.35

STATE ESTIMATE: \$ 2,348,232.00

\$ OVER ESTIMATE: \$ 1,338,545.35

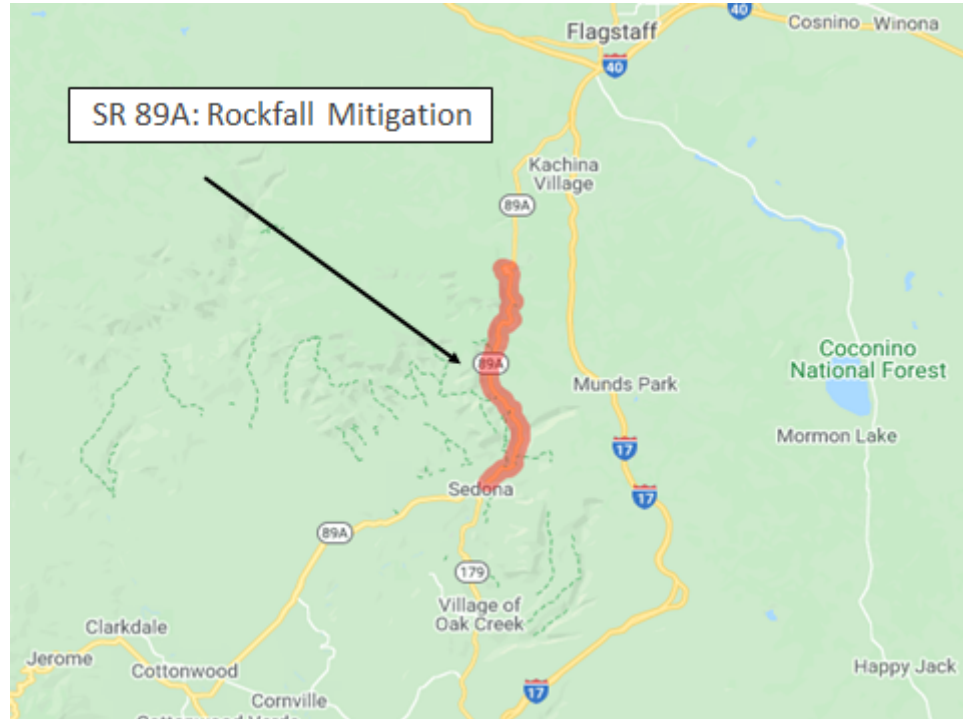
% OVER ESTIMATE: 57.0%

PROJECT DBE GOAL: 0.00%

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 2

RECOMMENDATION: REJECT ALL BIDS



*ITEM 8d: BOARD DISTRICT NO.: 5

Page 303

BIDS OPENED: JUNE 18, 2021

HIGHWAY: CHAMBERS – MEXICAN WATER HWY (US 191)

SECTION: CHINLE WASH TO LUKACHUKAI WASH

COUNTY: APACHE

ROUTE NO.: US 191

PROJECT : TRACS: 191-E(215)T: 191 AP 469 H894501C

FUNDING: 94.3% FEDS 5.7% STATE

LOW BIDDER: SEMA CONSTRUCTION, INC. & SUBSIDIARIES

LOW BID AMOUNT: \$ 17,448,364.15

STATE ESTIMATE: \$ 16,070,648.00

\$ OVER ESTIMATE: \$ 1,377,716.15

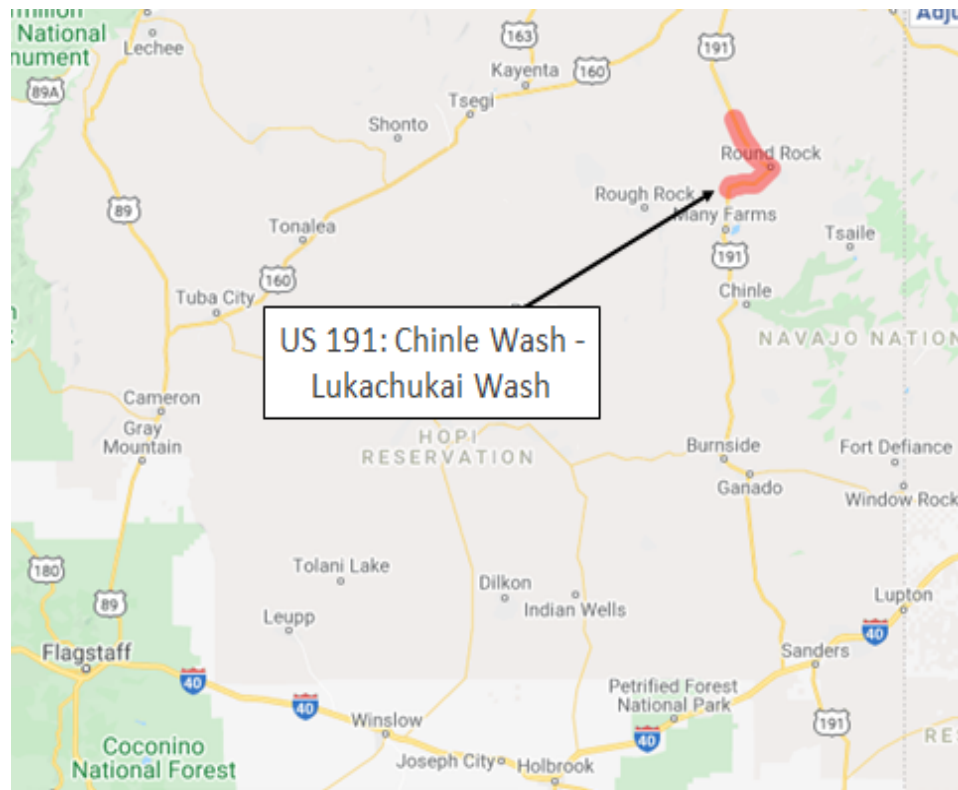
% OVER ESTIMATE: 8.6%

PROJECT DBE GOAL: 4.42%

BIDDER DBE PLEDGE: 9.36%

NO. BIDDERS: 6

RECOMMENDATION: AWARD



*ITEM 8e: BOARD DISTRICT NO.: 1

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BIDS OPENED: JULY 23, 2021

HIGHWAY: CITY OF GOODYEAR

SECTION: ESTRELLA/PEBBLECREEK PKWY/TMC

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: GDY-0(214)T: 0000 MA GDY T026301C

FUNDING: 94.30% FEDS 5.70% LOCAL

LOW BIDDER: C S CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 1,816,942.00

STATE ESTIMATE: \$ 1,401,704.00

\$ OVER ESTIMATE: \$ 415,238.00

% OVER ESTIMATE: 29.6%

PROJECT DBE GOAL: N/A

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 4

RECOMMENDATION: AWARD



ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
120 Calendar Days

Bid Opening Date : 7/9/2021, Prequalification Required, Engineer Specialist : Jalal Kamal

Project No.	Highway Termini	Location	Item
082 SC 009 F030101C 082-A-(208)T	NOGALES – TOMBSTONE HWY (SR 82)	Comoro Canyon Bridge #412 SouthCent District	100209

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$487,770.80	DEPARTMENT	
1	\$495,200.00	K E & G CONSTRUCTION, INC.	3949 E. Irvington Rd. TUCSON, AZ 85714-
2	\$613,933.75	J. BANICKI CONSTRUCTION, INC.	4270 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-

Apparent Low Bidder is 1.5% Over Department Estimate (Difference = \$7,429.20)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 09, 2021, AT 11:00 A.M. (M.S.T.)

TRACS NO	082 SC 009 F030101C
PROJECT NO	082-A(208)T
TERMINI	NOGALES – TOMBSTONE HWY (SR 82)
LOCATION	COMORO CANYON BRIDGE #412

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR-82	9.57 to 9.65	SOUTHCENTRAL	100209

The amount programmed for this contract is \$ 570,000. The location and description of the proposed work are as follows:

The proposed work is located in Santa Cruz County on State Route 82 between MP 9.57 and MP 9.65. The work consists of milling and replacing of the existing bridge deck slab. The work also includes removing and replacing guardrail, guardrail transitions, guardrail end treatments, milling and replacing AC (Misc. Structural), pavement marking, and other related work.

The time allowed for the completion of the work included in this contract will be 120 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 4.66.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: MAY 26, 2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
340 Calendar Days

Bid Opening Date : 7/9/2021, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
0000 GH SAF SS98801C SAF-0-(207)A	CITY OF SAFFORD	20TH AVENUE: G C RD TO R ST. SouthEast District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$4,246,850.00	DEPARTMENT	
1	\$4,406,873.96	SHOW LOW CONSTRUCTION, INC.	1801 W. DEUCE OF CLUBS, SUITE 300 SHOW LOW, AZ 85901-
2	\$4,926,567.35	HATCH CONSTRUCTION & PAVING, INC.	127 S. MAIN STREET TAYLOR, AZ 85939-

Apparent Low Bidder is 3.8% Over Department Estimate (Difference = \$160,023.96)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 09, 2021, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 GH SAF SS98801C
PROJECT NO	SAF-0(207)T
TERMINI	CITY OF SAFFORD
LOCATION	20th AVENUE PHASE II, GOLF COURSE ROAD TO RELATION STREET

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHEAST	LOCAL

The amount programmed for this contract is \$4,506,563. The location and description of the proposed work are as follows:

The proposed work is located in Graham County on 20th Avenue, within the City Limits of Safford, beginning at Golf Course Road and extends to Relation Street nearly 0.70 mile of length. The proposed work consists reconstructing the roadway, constructing curbs and gutters, sidewalks, driveways, retaining wall, striping, traffic signal conduits, storm drains, irrigation improvements, water main and water system PRV station.

The time allowed for the completion of the work included in this contract will be 340 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 6.13.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 06/03/2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
260 Calendar Days

Bid Opening Date : 7/23/2021, Prequalification Required, Engineer Specialist : Farhana Jesmin

Project No.	Highway Termini	Location	Item
0000 PN PPN T018401C PPN-0-(218)T	PINAL COUNTY	SMITH ROAD AND KORTSEN ROAD SouthCent District	101256

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,370,770.00	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-
2	\$2,450,000.00	NESBITT CONTRACTING CO., INC.	100 SOUTH PRICE ROAD TEMPE, AZ 85281-
3	\$2,494,444.00	STORMWATER PLANS, LLC dba SWP CONTRACTING & PAVING	5624 N. 54TH AVENUE GLENDALE, AZ 85301-
	\$2,651,992.87	DEPARTMENT	
4	\$2,653,671.87	COMBS CONSTRUCTION COMPANY, INC.	P.O. BOX 10789 GLENDALE, AZ 85318-
5	\$2,843,722.98	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-

Apparent Low Bidder is 10.6% Under Department Estimate (Difference = (\$281,222.87))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 23, 2021, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 PN PPN T0184 01C
PROJECT NO	PPN-0(218)T
TERMINI	PINAL COUNTY
LOCATION	SMITH ROAD: SR 84 TO KORTSEN ROAD KORTSEN ROAD: SR 347 TO SMITH ROAD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	SOUTHCENTRAL	101256

The amount programmed for this contract is \$3,484,000. The location and description of the proposed work are as follows:

The proposed Project is located in Pinal County along Smith Road, from SR 84 to Kortsen Road for approximately 2.0 miles and along Kortsen Road from SR 347 to Smith Road for an approximate length of 1.0 mile. The work consists of constructing a new asphaltic concrete roadway over existing dirt road. The work includes constructing concrete box culvert crossing, curb and gutter, roadside ditches, installing signs, placing pavement markings, and other related work.

The time allowed for the completion of the work included in this contract will be 260 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

The minimum contract-specified goal for participation by Disadvantaged Business Enterprises in the work, as a percentage of the total amount bid, shall be 14.0.

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.

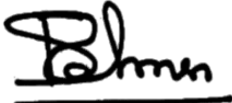
All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts 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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

A handwritten signature in black ink, appearing to read 'Iqbal Hossain', written over a horizontal line.

For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: (5/27/2021)

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
230 Calendar Days

Bid Opening Date : 7/23/2021, Prequalification Required, Engineer Specialist : Farhana Jesmin

Project No.	Highway Termini	Location	Item
017 CN 296 F042001C 017-A(259)T	CORDES JCT – FLAGSTAFF HIGHWAY (I-17)	MCGUIREVILLE RA TO FLAGSTAFF NorthCent District	101652

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$7,998,372.75	WILLIAM CHARLES CONSTRUCTION COMPANY, LLC	833 FEATHERSTONE ROAD ROCKFORD, IL 61107-
2	\$10,563,904.50	ROADWAY ELECTRIC, LLC	2002 W. Cheryl Drive Phoenix, AZ 85021-
3	\$10,835,549.68	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-
	\$11,926,781.50	DEPARTMENT	
4	\$12,545,777.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
5	\$12,798,387.50	HAYDON BUILDING CORP	4640 E. COTTON GIN LOOP PHOENIX, AZ 85040-
6	\$13,336,696.29	MP NEXLEVEL, LLC	500 COUNTY ROADD 37 E MAPLE LAKE, MN 55358-

Rank	Bid Amount	Contractor Name	Address of Contractor
7	\$14,298,982.95	SUNDT/CS, A JOINT VENTURE	2620 S. 55TH STREET, SUNDT CONSTRUCTION TEMPE, AZ 85282-

Apparent Low Bidder is 32.9% Under Department Estimate (Difference = (\$3,928,408.75))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, APRIL 30, 2021, AT 11:00 A.M. (M.S.T.)

TRACS NO	017 CN 296 F0420 01C
PROJECT NO	017-A(259)T
TERMINI	CORDES JCT – FLAGSTAFF HIGHWAY (I-17)
LOCATION	MCGUIREVILLE REST AREA TO FLAGSTAFF

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-17	296.7 to 340	CENTRAL	101652

The amount programmed for this contract is \$15,667,000. The location and description of the proposed work are as follows:

The proposed work is located in Yavapai and Coconino Counties, on I-17, starting at MP 296.7 and extending North to MP 340, south of the City of Flagstaff. The work consists of installing ITS infrastructure. The work includes: installation of conduit and pull box system, fiber optic cables, node building, load center and other related work.

The time allowed for the completion of the work included in this contract will be 195 calendar days.

This contract includes an abbreviated period for execution of contract and start of work.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

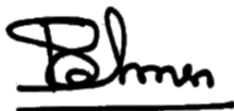
All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.



For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: (4/2/2021)

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:
50 Working Days

Bid Opening Date : 7/23/2021, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
089A CN 347 F020601C A89-A-(210)T	PRESCOTT - FLAGSTAFF HIGHWAY (SR 89A)	SR 89A SR 179 NorthWest District	101184

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$655,860.09	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314-
2	\$684,418.40	PAVECO, INC.	P.O. BOX 1067 SUN CITY, AZ 85372-
	\$891,341.00	DEPARTMENT	
3	\$997,777.00	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302-
4	\$1,096,551.67	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-

Apparent Low Bidder is 26.4% Under Department Estimate (Difference = (\$235,480.91))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: Friday, July 23, 2021, AT 11:00 A.M. (M.S.T.)

TRACS NO	89A CN 374 F0206 01C
PROJECT NO	A89-A(210)T
TERMINI	PRESCOTT – FLAGSTAFF HIGHWAY (SR 89A)
LOCATION	SR 89A & SR 179

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 89A	N/A	Northcentral	101184

The amount programmed for this contract is \$ 900,000. The location and description of the proposed work are as follows:

The proposed project is located on SR 89A and SR 179 within the ADOT Northcentral District in Coconino County and City of Sedona. The work consists of minor pavement rehabilitation to accommodate modernized pavement markings and update signage, concrete and asphalt work, pavement marking, traffic control and other related work.

The time allowed for the completion of the work included in this contract will be **50** working days.

This contract includes an abbreviated period for execution of contract and start of work.

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 6.36% .

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: June 18, 2021

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

94 Working Days

The proposed project is located in Coconino County, on SR 89A at MP 375.1 and MP 389.2 and consists of improvements to mitigate rockfall at those locations, pavement improvements, pavement marking, traffic control and other related work.

Bid Opening Date : 6/25/2021, Prequalification Required, Engineer Specialist : Rene Teran

Project No.	Highway Termini	Location	Item
089A CN 375 F015401C A89-B-(222)T	PRESCOTT - FLAGSTAFF HWY	Oak Creek Canyon NorthCent District	9170

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$2,348,232.00	DEPARTMENT	
1	\$3,686,777.35	FANN CONTRACTING, INC	PO BOX 4356 PRESCOTT, AZ 86302
2	\$3,980,000.00	FISHER SAND & GRAVEL CO. DBA SOUTHWEST ASPHALT PAVING	1302 W. Drivers Way Tempe, AZ 85284

Apparent Low Bidder is 57.0% Over Department Estimate (Difference = \$1,338,545.35)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: Friday June 25th, 2021, AT 11:00 A.M. (M.S.T.)

TRACS NO	89A CN 375 F0154 01C
PROJECT NO	A89-B(222)T
TERMINI	PRESCOTT – FLAGSTAFF HWY (SR 89A)
LOCATION	MP 375.1 & MP 389.2

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 89A	375.1 and 389.2	Northcentral	9170

The amount programmed for this contract is \$3,362,000. The location and description of the proposed work are as follows:

The proposed project is located in Coconino County, on SR 89A at MP 375.1 and MP 389.2 and consists of improvements to mitigate rockfall at those locations, pavement improvements, pavement marking, traffic control and other related work.

The time allowed for the completion of the work included in this contract will be **94** 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 0.0% .

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: May 28, 2021

**ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION**

BID RESULTS

Completion Date:

300 Working Days

The proposed project is located in Apache County on U.S. 191 between Mileposts 469.90 and 488.56, within Navajo Nation, approximately 22 miles north of the community of Chinle, Arizona. The work includes the rehabilitation of bridges over the Chinle Wash and over the Agua Sal South Wash, the replacement of bridges over the Agua Sal North Wash and over the Lukachukai Wash, pavement removal, furnishing and placing aggregate base, asphaltic concrete, embankment curb, spillways, guardrail, signing, pavement markings and other miscellaneous work.

Bid Opening Date : 6/18/2021, Prequalification Required, Engineer Specialist : Patwary Mohammed

Project No.	Highway Termini	Location	Item
191 AP 469 H894501C 191-E-(215)T	CHAMBERS - MEXICAN WATERS HWY (US 191)	Chinle Wash To Lukachukai Wash NorthEast District	100362

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$16,070,648.00	DEPARTMENT	
1	\$17,448,364.15	SEMA CONSTRUCTION, INC. & SUBSIDIARIES	7353 S EAGLE STREET CENTENNIAL, CO 80112
2	\$18,599,929.00	ARCHER WESTERN CONSTRUCTION, LLC	1830 N. 95th Avenue, Suite 114 Phoenix, AZ 85037
3	\$18,918,603.40	FNF CONSTRUCTION, INC.	115 S. 48TH STREET TEMPE, AZ 85281-8504
4	\$18,930,021.15	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040
5	\$19,811,734.36	WILLIAM CHARLES CONSTRUCTION COMPANY, LLC	833 FEATHERSTONE ROAD ROCKFORD, IL 61107

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$25,833,897.24	KIEWIT INFRASTRUCTURE WEST CO.	3888 E. BROADWAY ROAD PHOENIX, AZ 85040-2924

Apparent Low Bidder is 8.6% Over Department Estimate (Difference = \$1,377,716.15)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 18, 2021, AT 11:00 A.M. (M.S.T.)

TRACS NO	191 AP 469 H894501C
PROJECT NO	191-E(215)T
TERMINI	CHAMBERS – MEXICAN WATERS HWY (US 191)
LOCATION	CHINLE WASH TO LUKACHUKAI WASH

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
US 191	469.90 to 488.56	NORTHEAST	100362

The amount programmed for this contract is \$21,683,000. The location and description of the proposed work are as follows:

The proposed project is located in Apache County on U.S. 191 between Mileposts 469.90 and 488.56, within Navajo Nation, approximately 22 miles north of the community of Chinle, Arizona. The work includes the rehabilitation of bridges over the Chinle Wash and over the Agua Sal South Wash, the replacement of bridges over the Agua Sal North Wash and over the Lukachukai Wash, pavement removal, furnishing and placing aggregate base, asphaltic concrete, embankment curb, spillways, guardrail, signing, pavement markings and other miscellaneous work.

This project is located on a Native American Reservation, in the Navajo Nation area, which may subject the contractor to the laws and regulations of the Navajo Nation and its TERO office. Contractors are advised to make themselves aware of any taxes, fees or any conditions that may be imposed by the Navajo Nation on work performed on the Reservation.

The time allowed for the completion of the work included in this contract will be 300 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 4.42.

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.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 04/29/2021

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

225 Calendar Days

Bid Opening Date : 7/23/2021, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
0000 MA GDY T026301C GDY-0-(214)T	CITY OF GOODYEAR	Estrella/PebbleCreek Pkwy/TMC Central District	LOCAL

Rank	Bid Amount	Contractor Name	Address of Contractor
	\$1,401,704.00	DEPARTMENT	
1	\$1,816,942.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027-
2	\$1,885,600.00	CONTRACTORS WEST, INC.	1830 W. BROADWAY RD. MESA, AZ 85202-1125
3	\$1,953,394.50	PULICE CONSTRUCTION, INC.	8660 E. HARTFORD DRIVE, SUITE 305 SCOTTSDALE, AZ 85255-
4	\$1,997,989.20	AJP ELECTRIC, INC.	11250 N. CAVE CREEK RD. PHOENIX, AZ 85020-

Apparent Low Bidder is 29.6% Over Department Estimate (Difference = \$415,238.00)

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JULY 23, 2021, AT 11:00 A.M. (M.S.T.)

TRACS NO	0000 MA GDY T0263 01C
PROJECT NO	GDY-0(214)T
TERMINI	CITY OF GOODYEAR
LOCATION	ESTRELLA/PEBBLECREEK PKWY/TMC

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
N/A	N/A	CENTRAL	LOCAL

The amount programmed for this contract is \$1,648,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County, within the City of Goodyear, along Estrella/PebbleCreek Parkway from Elwood Street to Indian School Road and the City of Goodyear Traffic Management Center. The work consists of installation of video detection systems, vehicle travel time hardware, traffic signal controllers, Ethernet switches, server hardware, traffic signal management software, other equipment necessary to extend the City's traffic management system and other related work.

The time allowed for the completion of the work included in this contract will be 225 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents and other project documents are available as electronic files, at no charge, from the Contracts and Specifications website, pursuant to Subsection 102.02 of the specifications. The Contracts and Specifications Current Advertisements website is located at:

<http://www.azdot.gov/business/ContractsandSpecifications/CurrentAdvertisements>.

Documents should be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than 48 hours prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

A proposal guaranty in the form of either a certified or a cashier's check made payable to the State Treasurer of Arizona for not less than 10 percent of the amount of the bid or in the form of a surety (bid) bond for 10 percent of the amount of the bid shall accompany the proposal.

Surety (bid) bonds will be accepted only on the form provided by the Department and only from corporate sureties authorized to do business in Arizona.

Bids will be received until the hour indicated and then publicly opened and read. No bids will be received after the time specified.

Prior to the bid opening date, any questions pertaining to the plans, specifications, and bid schedule for this project shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions can be submitted through the Questions and Answers link located within the corresponding letting date and project proposal number links. The Department will post answers exclusively to the Bidx website. Questions will not be answered verbally. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.



For Iqbal Hossain, P.E.
Group Manager
Contracts & Specifications

PROJECT ADVERTISED ON: 6/18/2021