

**STATE TRANSPORTATION BOARD MEETING  
TELEPHONIC/VIDEO MEETING  
9:00am, December 17, 2021  
City Of Globe  
150 North Pine Street  
Globe, Arizona 85501**

**Call to Order**

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

**Pledge**

The Pledge of Allegiance was led by Board Chairman Stratton.

**Roll Call by Floyd Roehrich**

A quorum of the State Transportation Board was present. **In attendance (In Person):** Chairman Stratton, Vice Chairman Thompson, Board Member Knight, Board Member Maxwell, Board Member Searle, Board Member Daniels. **In attendance (Via WebEx):** Board Member Meck. There were approximately 64 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  
IN PERSON AND BY VIDEOCONFERENCE

City of Globe  
150 North Pine Street  
Globe, Arizona 85501

December 17, 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 PUBLIC HEARING  
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                   Steven E. Stratton, Chairman  
10                  Jesse Thompson, Vice Chairman  
11                  Gary Knight, Board Member  
12                  Richard Searle, Board Member  
13                  Jenn Daniels, Board Member  
14                  Ted Maxwell, Board Member  
15                  Jackie Meck, Board Member (via Webex)

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CALL TO THE AUDIENCE

Al Gameros, Mayor, City of Globe.....	5
Christian Price, Mayor, City of Maricopa.....	6
Thomas Goodman, Gila County Public Works.....	8
Gary Schneider, CEO, Land Ferry South, LLC.....	10
Darryl Ahasteen, Commission President, Nahata Dzill Commission - Local Government.....	XX
Michael Hulse, Engineering Manager, Freeport-McMoRan.....	12
Kee Allen Begay, Junior, Navajo Council Delegate, Many Farms Chapter.....	XX
Hudson, Auditor, Actus Reus Audits.....	XX

AGENDA ITEMS

Item 1 - Director's Report, John Halikowski, ADOT Director.....	16
Legislative Report, Katy Proctor.....	28
Item 2 - District Engineer's Report, Kurtis Harris, Asst. District Engineer, Southeast District.....	30
Item 3 - Consent Agenda.....	36
Item 4 - Financial Report, Kristine Ward, Chief Financial Officer.....	37
Item 5 - Multimodal Planning Division Report, Greg Byres, Division Director, Multimodal Planning Division.....	49
Item 6 - Priority Planning Advisory Committee (PPAC), Greg Byres.....	58
Item 7 - State Engineer's Report, Dallas Hammit, Deputy Director of Transportation/State Engineer.....	60
Item 8 - Construction Contracts, Dallas Hammit.....	70
Item 9 - Draft 2022 Board Meeting and Public Hearing Dates...	71
Item 10 - Recognition of Chairman Stratton, Dist. No. 4.....	77
Item 11 - Suggestions, Floyd Roehrich, Junior.....	77

1 (Beginning of excerpt.)

2

3 CHAIRMAN STRATTON: Move on to call to the  
4 audience. Telephonically, Webex. Everyone will be muted when  
5 they call in to the meeting. When your name is called to  
6 provide your comments, you will indicate your presence by  
7 virtually raising your hand by using your phone keypad or  
8 through the Webex application. The Webex host will guide you  
9 through the unmuting and muting process following the  
10 instructions included with the meeting agenda.

11 In person, there's an opportunity for members of  
12 the public to discuss items of interest to the Board. Please  
13 fill out a Request For Public Input Form and give it to the  
14 board secretary if you wish to address the Board.

15 I see we have Board Member Daniels joining us.  
16 Welcome.

17 MS. DANIELS: Thank you. There was two addresses  
18 on the agenda. I was across the street. I found it.

19 CHAIRMAN STRATTON: Just have the record note  
20 that Board Member Daniels is present.

21 There will be a three-minute time limit imposed.  
22 We'll do this in two parts. We'll first have the people present  
23 speak, and then I will ask Floyd to call on the people on  
24 virtual to speak.

25 Our first speaker is Mayor Gameros, Mayor, City

1 of Globe.

2           MAYOR GAMEROS: Mr. Chair and board members,  
3 first of all, I want to welcome you to the City of Globe again.  
4 I'm glad you enjoyed last night's mixer that we -- that our  
5 staff arranged for you. We were very fortunate to get that  
6 venue, so welcome to the City of Globe. Also, welcome that  
7 we're also part of the -- I'm part of the Executive Board of the  
8 -- of CAG. So we're also part of the CAG region, so just on  
9 behalf of them, I also want to welcome you to the area also.

10           One just issue of concern that I'd like to bring  
11 to the Board, and I don't know if it's more of a safety, but  
12 more of a convenience. I don't know if you drive in -- if  
13 you're driving east on Superior and you see signage when you --  
14 when you're on the further east side of Superior, the signage  
15 that divides the road for -- that says Globe, and then it says  
16 Hayden Winkelman, so you're -- at that last minute, you're able  
17 to get through that -- to whatever area you're going to.

18           If you look at the first sign that's the overhang  
19 that goes -- I think it's near Los Hermanos, and there's one  
20 that the says Hayden Winkelman, the open slot that's there, and  
21 I think if it had another sign that said Globe, people would be  
22 alerted early on to be able to move over to the left side and  
23 avoid last minute changeover to their zone. So just a simple  
24 request. I don't know if it's convenient, but it could be a  
25 safety issue, also.

1 Thank you.

2 CHAIRMAN STRATTON: Thank you, Al.

3 Our next speaker is Christian Price, the Mayor of  
4 City of Maricopa.

5 MAYOR PRICE: Good morning, board members,  
6 Mr. Stratton. How are you? Thank you for having us here today.  
7 It's nice to finally be back in person. It's been a couple of  
8 years now, I think. I know all of you from watching the videos,  
9 but I don't think you know me, at least the new ones don't. I  
10 know that (indiscernible) Meck and Daniels, and so welcome,  
11 Mr. Maxwell and Mr. Searle, and the rest of you I know, so...

12 Those who don't know me, I'm the mayor of the  
13 City of Maricopa. I think you're going to possibly come to  
14 Maricopa on this year's agenda, so that's exciting. I'll make  
15 sure we make sure to throw a big shindig for you and have a good  
16 time.

17 But the one thing you'll often hear me talk about  
18 is our -- bane of our existence is the city, which is the State  
19 Highway 347. It's something that, you know, all cities go  
20 through when they grow. We as a growing city continue to go  
21 through the challenges, like all cities, and it's an exciting  
22 thing, but with that comes its challenges. And so we often try  
23 to do our best to come to table with solutions, just like we did  
24 with our overpass here that we partnered on with ADOT here a few  
25 years ago.

1           And I just wanted just to give you brief update.  
2 You know, we are progressing here. Thank you to ADOT, to MAG  
3 and to Gila River. That road runs through the Gila River Indian  
4 Community, and without your partnerships, we simply wouldn't be  
5 able to change it and make it better. And so I just wanted to  
6 let you know that we are nearing the end of the scoping study on  
7 that. We have most of those comments in, and so that will be  
8 moving towards its final progression, which is an exciting time.

9           We know that there are three fixes that need to  
10 be done on that road with overpasses and -- excuse me --  
11 overpasses and indirect left turns, as well as, you know, a  
12 diverging diamond at Queen Creek Boulevard/I-10. This is a  
13 roughly \$200-250 million project. It's not cheap. And so what  
14 we'll be trying to do, we've been trying to do the same thing  
15 with bringing partners together by which we can raise money.  
16 And so right now, if I'm doing my math right, we had 35,000  
17 allocated -- excuse me -- 35 million allocated from the State  
18 Legislature last year for a Riggs Road overpass.

19           Right now, we're waiting on a court case from  
20 Proposition 416 and 417. If that comes down in our favor, that  
21 will be about \$30 million towards that road. We have hopefully  
22 90 million should Prop 400 reauthorization in the MAG region go  
23 through. And then, also, the City of Maricopa for good measure  
24 has thrown in a million dollars, and if I'm doing my math,  
25 that's about 156 million of a 200- to 250-million dollar



1 project, before ADOT, before Gila River, before federal funding.

2           So again, I know there's still a ways to go, but  
3 I just wanted to let you know that those are the things that  
4 we're trying to do to bring money to the table so that this  
5 project can get accomplished for my growing city of roughly  
6 70,000 residents, and every year we're probably going to add  
7 another 10,000. So it's not going to go away, and I'm not sure  
8 I will either.

9           So thank you very much. I appreciate your time.

10           CHAIRMAN STRATTON: Thank you, Christian.

11           Our next speaker is Thomas Goodman. He's with  
12 Gila County Public Works.

13           MR. GOODMAN: Mr. Chairman and board members,  
14 thank you for the opportunity for Gila County to express its  
15 support for the Highway 260/Lion Springs Project.

16           As the county engineer for Gila County and former  
17 ADOT resident engineer in Payson, I would like to convey our  
18 support for funding the construction of the Lion Springs portion  
19 of Highway 260. The proposed alignment is safer and in harmony  
20 with the topography in the Tonto National Forest. The project  
21 would benefit all motorists that travel on this section of 260.  
22 As you know, the benefits include completion of a four-lane  
23 divided highway along this corridor, modern road safety  
24 features, wildlife crossings to include public safety and reduce  
25 loss of wildlife due to vehicle collisions, improve safety for

1 bicycle traffic, modern erosion control features and reduced  
2 traffic delays.

3 The project was developed with community  
4 involvement and will promote tourism and economic development.  
5 The project has community-based support and resource protection.  
6 It will promote regional economic benefits.

7 The previous projects on this corridor were  
8 Christopher Creek, Preacher Canyon, Kohls Ranch, (indiscernible)  
9 Valley and (indiscernible) Canyon. These projects were  
10 completed by a team effort with contractors, state, local and  
11 federal agencies. I was fortunate as the ADOT resident engineer  
12 during that time to be able to work on all these projects, and  
13 the projects brought many job opportunities to local residents.

14 Thank you again for this opportunity to express  
15 our support for the Lion Springs Project.

16 CHAIRMAN STRATTON: Thank you.

17 That's all of the speakers I have in the public  
18 here. Floyd, would you call the next speaker, please?

19 MR. ROEHRICH: The next speaker will be Mr. Gary  
20 Schneider.

21 Mr. Schneider, please raise your hand and the  
22 host will unmute you.

23 WEBEX HOST: I have requested an unmute.

24 Mr. Schneider, you should be able to unmute your  
25 line.

1 MR. SCHNEIDER: Good morning. Can you hear me  
2 okay?

3 CHAIRMAN STRATTON: Yes.

4 MR. SCHNEIDER: Gary (inaudible), I'm the CEO of  
5 Land (inaudible). I'm also a former U of A graduate  
6 (inaudible). I provided a letter to the Board describing the --  
7 (Speaking simultaneously.)

8 MR. ROEHRICH: Excuse me, Mr. Schnieder.  
9 Mr. Schneider, you're breaking up quite a bit. Mr. Schneider,  
10 this is Floyd --

11 MR. SCHNEIDER: I'm sorry. I'm --

12 MR. ROEHRICH: Could you make sure that you speak  
13 clearly into your microphone?

14 MR. SCHNEIDER: Yes. Thank you. Can you hear me  
15 better now?

16 BOARD MEMBER: Yes.

17 MR. ROEHRICH: Yes, sir.

18 MR. SCHNEIDER: Okay. This is Gary (inaudible).  
19 I'm also a former U of A graduate from the College of  
20 Engineering, 1986. Go Wildcats.

21 (Inaudible) initiative, it has the potential to  
22 reduce the number of tractor-trailer trucks on I  
23 (indiscernible). Land Ferry uses a new intermodal system of  
24 trucks rolling off and rolling (inaudible) across the I-40  
25 corridor from San Bernardino to Memphis.

1 (Inaudible) is an opportunity to (inaudible) in  
2 person on Land Ferry given the tremendous benefits it will bring  
3 to the state (inaudible) on the roads and save tremendous  
4 amounts of taxpayer funds. It will also reduce congestion  
5 (inaudible) gas emissions. It reduces crashes, injuries, and  
6 fatalities. It will also (inaudible) for traffic when it's shut  
7 down because of weather. So it will increase resiliency.

8 So it's one of those (inaudible) private sector  
9 (inaudible) that would benefit, and again, I would like to  
10 inform the Board about this initiative a little bit -- in a  
11 little more depth. (Inaudible.)

12 MR. ROEHRICH: Mr. Schneider --

13 MR. SCHNEIDER: So I sent a letter to the Board.  
14 I don't know (inaudible) your packet (inaudible) explains it,  
15 and also (inaudible) Land Ferry works.

16 Thank you.

17 CHAIRMAN STRATTON: Thank you, Mr. Schneider.

18 Our next speaker is Mr. Darryl Ahasteen.

19 Mr. Ahasteen, please raise your hand.

20 WEBEX HOST: Just a reminder, Mr. Ahasteen. If  
21 you're calling in, please press star three on your phone.

22 I am not seeing a hand raised at this time.

23 MR. ROEHRICH: Thank you, Kristi.

24 Our next speaker will be -- let's see. Was it  
25 Mike -- Mike Hulse. Mr. Mike Hulse, will you please raise your

1 hand?

2 MR. HULSE: Yeah. Can you hear me?

3 WEBEX HOST: Yes.

4 MR. ROEHRICH: Yes, sir, we can.

5 MR. HULSE: Okay. May I proceed?

6 MR. ROEHRICH: Yes, sir. Please. You have three  
7 minutes to make your comments.

8 MR. HULSE: All right. My name is Michael Hulse.  
9 I work for Freeport-McMoRan Mining Company. So happy to have  
10 you there in the Globe area. We have operations local there.

11 I represent our operations out of Bagdad,  
12 Arizona, which is west of Prescott. As you know, we are a  
13 Phoenix-based mining company with global operations, five  
14 significant operations in the state of Arizona today.

15 Today I would like to give context towards some  
16 prioritizing of improvements on Highway 93. Some context of  
17 these improvements. Bagdad mine depends on 93. Near 100  
18 percent of our trucking traffic to the tune of 200 trucks a day  
19 uses State Route 97 and State Route 93 to support our operation.  
20 Bagdad Operations produces about 200 million pounds annually of  
21 copper, and that contributes to the North American Freeport  
22 production of about 3 billion pounds a year of copper  
23 production. And which, by the way, near all of that copper  
24 production is consumed in North America.

25 The ASU Seidman Research Institute has assessed

1 Bagdad Operations for economic contribution of over \$100 million  
2 towards Yavapai County and \$300 million to the State of Arizona  
3 of economic contribution.

4 Copper enables the electrification that's needed  
5 for our decarbonization targets. You know, the world needs  
6 copper for these 2030 and 2050 targets. Something significant  
7 for Bagdad, you know, we have a long mine life. We've been  
8 there a long time. We have -- and we'll be around for 80, 100  
9 years.

10 We are looking presently at an opportunity at  
11 Bagdad seriously where we are funding our feasibility study at  
12 the turn of the year for a mine expansion, where we will be  
13 essentially doing more of the same at Bagdad Operations and then  
14 doubling of our operations. So the truck traffic that uses  
15 State Route 97 and 93 will be doubled. We'll be adding about  
16 800 employees to our operation at Bagdad. Like the -- this news  
17 is broadcast in our quarterly analyst calls from our CEO to the  
18 investment community. We will have a final decision on this at  
19 the end of 2022. If all things keep the same, we are -- we are  
20 likely to proceed into our mine expansion.

21 And so the State Route 93 is plagued with  
22 accidents. You know, as I interface with our community in  
23 Wickenburg and others, the accident rate's high. You know, I  
24 understand we'll have some months where we have 10 fatalities on  
25 that road in a month. And so, you know, we're looking at an

1 opportunity to grow our business in that region, and so what  
2 we're asking is for prioritization on the sections of the  
3 highway that have not yet been divided --

4 MR. ROEHRICH: Excuse me, Mr. Hulse. Excuse me,  
5 Mr. Hulse.

6 MR. HULSE: Yes.

7 MR. ROEHRICH: You have exceeded your three  
8 minutes. Could you please finish your comments?

9 MR. HULSE: I will. Yeah.

10 Ask is for prioritization for the sections of  
11 State Route 97 that have not yet been divided, to finish that  
12 dividing, and that's our ask from the Board.

13 MR. ROEHRICH: Thank you, Mr. Hulse.

14 Our next speaker is Mr. Kee Allen Begay.

15 Mr. Begay, please raise your hand.

16 WEBEX HOST: Mr. Begay, you can unmute your line  
17 at this time.

18 You are unmuted.

19 MR. ROEHRICH: Mr. Begay, if you've started to  
20 speak, we cannot hear you. Are you sure your line's unmuted?

21 (Inaudible conversation.)

22 WEBEX HOST: Mr. Begay, I tried unmuting you one  
23 more time.

24 MR. ROEHRICH: (Indiscernible.)

25 WEBEX HOST: Floyd, it looks like he's unable to

1 unmute himself at this time.

2 MR. ROEHRICH: I'm sorry, Mr. Begay. If you do  
3 get a chance to unmute, maybe we can try again later. So I'll  
4 go back to Mr. Darryl Ahasteen.

5 Mr. Ahasteen, are you online and can you raise  
6 your hand?

7 WEBEX HOST: I'm not seeing a hand raised for  
8 Mr. Ahasteen.

9 MR. ROEHRICH: Thank you, Kristi.

10 Our next speaker is Hudson. I apologize. He  
11 only identified himself as Hudson. So Hudson, if you're on the  
12 line, will you please raise your hand?

13 WEBEX HOST: I am not seeing a hand raised.

14 MR. ROEHRICH: Mr. Chairman, that's all the  
15 requests to speak.

16 CHAIRMAN STRATTON: Very good. Thank you, Floyd.  
17 We'll move on.

18 WEBEX HOST: Floyd, we actually have one more  
19 member. Michael Hulse.

20 MR. ROEHRICH: Michael Hulse just commented,  
21 Kristi. He -- I thought he just made his comments.

22 WEBEX HOST: Okay.

23 MR. ROEHRICH: He's the gentleman from Freeport-  
24 McMoRan.

25 WEBEX HOST: Perfect. Thank you.



1 MR. ROEHRICH: Thank you.

2 CHAIRMAN STRATTON: Move on to Item 1, the  
3 director's report. This is for information and discussion only.  
4 John.

5 DIRECTOR HALIKOWSKI: Thank you, Mr. Chairman,  
6 and good morning members. It is good to see you all in person  
7 again.

8 I'd like to update the Board, Mr. Chairman, on  
9 IIJA, also known as the BIL. So we don't have enough acronyms  
10 to throw at you, but the Infrastructure Investment and Jobs Act  
11 is also now known as the Bipartisan Infrastructure Legislation.  
12 So either of those terms, we're referring to the same thing.

13 So the IIJA represents now the most significant  
14 change to transportation funding we've seen in many years, and  
15 as such, its passage creates many new opportunities and program  
16 -- programmatic stability, but we've still got a lot to learn.  
17 Last month we talked about the big picture of the bill, namely  
18 the formula increases in new programs. So this month we'd like  
19 to drill down a bit into the specifics of what we need to know  
20 and how we're working to get that information.

21 So first, we've met several times with our  
22 partners at FHWA to develop a plan for implementation and to  
23 request high priority information regarding the legislation. So  
24 this includes formula distribution specifics and direction on  
25 the new formula programs. So just this Wednesday, we received

1 the formula notices from FHWA, and Kristine will be talking more  
2 about those in her update.

3           So we've seen lot of inquiries about bills from  
4 external sources, and we've created a general website on  
5 AZDOT.gov for bill information as it becomes available. So we  
6 will keep that regularly updated.

7           We're crafting an internal implementation plan  
8 using teams made up from our impacted divisions. These teams  
9 will report back to a main steering group that provides  
10 oversight for the process, and we have review time frames along  
11 with a goal for when the draft plan might be completed.

12           Two requests for information were recently  
13 published in the Federal Register by FHWA. One of those  
14 requests asks for information specific to the new electric  
15 vehicle charging programs, formerly a grant, and the other is  
16 generally focused on new provisions of the bill. So we're  
17 reviewing these requests for information and considering options  
18 for comment.

19           The other thing we're doing is we're actively  
20 participating with the American Association of State Highway  
21 Transportation Officials, or AASHTO -- another acronym to add to  
22 your list -- and we've -- that's our national organization of  
23 you -- of state DOT directors, and we're discussing with them  
24 the implementation plan for the states, a general recommendation  
25 using a process similar to the one we're using at ADOT that will

1 assign bill sections to their groups for review. And  
2 ultimately, AASHTO will provide comments to the USDOT to guide  
3 and build implementation. So leveraging this resource gives us  
4 another voice in the process.

5 The other association we'll leverage is the  
6 Western States Association of Highway Transportation Officials,  
7 or known as WASHTO. There are four of these in the country, one  
8 for each region. We belong to the Western region.

9 What we've noticed about some of the things  
10 coming out is that one size does not fit all. What may work  
11 well in Eastern states and focus on transit and other aspects of  
12 transportation don't always fit necessarily with the Western  
13 states and the distances we have to deal with between populated  
14 areas.

15 So we're keeping our voice going in there, but I  
16 think as we've seen in the past, in my experience, the Western  
17 states need to stay highly involved, because some of these  
18 programs don't have the same meaning or impact for us as they do  
19 in the East.

20 So where are we now? Kristine's going to discuss  
21 the formula notice that we received on the 15th from FHWA and  
22 how they'll impact our programs going forward. In the meantime,  
23 it's important to note that we need a federal budget. We're  
24 currently limited to the amounts available until the expiration  
25 of the next continuing resolution, which is February 18th, '22.

1                   So if folks are just saying, hey, you just got  
2 \$5 billion, well, we don't really have it yet. So we're still  
3 waiting to see Congress, you know, what they do with the budget.  
4 So without that full budget, we cannot receive funds for the  
5 formula programs or actually have certainty for some of the  
6 current ones.

7                   Mr. Chairman, I know you had some questions on  
8 the supply chain issue. Did you want me to give you an update  
9 or did you want to wait and --

10                  CHAIRMAN STRATTON: Please.

11                  DIRECTOR HALIKOWSKI: Okay. So we had the  
12 executive order from Governor Ducey on the supply chain issues,  
13 and, you know, what we're doing is we're trying to facilitate  
14 more commercial drivers, which is part of the issue, not enough  
15 truck drivers to bring the cargo around the country. We're  
16 working with them to be able to obtain their commercial driver's  
17 licenses, their credentials.

18                  Through the executive order, the Governor has  
19 extended the validity of the commercial learner's permit from  
20 six months to one year, and this is in alignment with the  
21 federal law. So like your Class D or your regular driver's  
22 license permit, instead of six months, your commercial permit  
23 will be good for a year, which gives the student more time to  
24 fulfill their training requirements without having to reapply  
25 for a new permit.

1           So the purpose of the learner's permit is to  
2 allow the student to operate the commercial motor vehicle for  
3 training purposes. Just like your Class D, they have to have a  
4 licensed driver present who holds a commercial license.

5           So the executive order in alignment with the  
6 current federal waiver will also temporarily allow a commercial  
7 driver to keep their license past the date that their medical  
8 certificate is required. So I think typically these medical  
9 certificates have to be renewed every two years. This will  
10 extend the expiration date and allow them to continue driving  
11 until they can get their medical certificate filed. So we'll  
12 adopt this practice on a temporary basis until February 2022 to  
13 keep our current CDL holders on the road to try and alleviate  
14 supply chain challenges.

15           They can upload their documents online. They  
16 don't have to physically bring them to us, as well as verify the  
17 status of their medical certificate online.

18           There's recent guidance provided by the Federal  
19 Motor Carrier Safety Administration, or the FMCSA, just to give  
20 you another acronym to end. ADOT will move forward with rule  
21 making to open commercial driver's licenses to authorized third-  
22 party providers.

23           Right now our third party's issued regular  
24 driver's licenses, new title and registration work and other  
25 motor vehicle functions for a convenience fee to the customer.

1 I think we've got probably a couple hundred of these third-party  
2 providers. Some have expressed interest in being able to be  
3 part of the commercial driver's license process. So we're going  
4 to proceed with our rule making on this to expand this.

5 CDLs are regulated primarily by the federal  
6 governments, and we have received guidance after our request to  
7 Federal Motor Carrier to determine which part of the CDL actions  
8 can be permitted by law. To get a CDL, you have to take a  
9 written test. You also have to pass a walkaround inspection of  
10 the tractor and the trailer, and the final aspect of this is the  
11 driving test. So we'll be working with a third party and  
12 Federal Motor Carrier to determine which of those tasks, if not  
13 all, that the driver has to be able to do in order to issue  
14 that. So we're hoping to provide an increase in convenience to  
15 get these types of licenses.

16 Last week the Governor directed ADOT to reopen  
17 two previously closed rest areas. One is at Parks and I-40, and  
18 one's at Christensen on I-17. Again, this is a temporary  
19 measure. These rest areas were closed, and they'll be open  
20 through January 18th, 2022. That will provide relief for  
21 critical deliveries during the holiday season.

22 As we work with the trucking association, that  
23 has been their number one request for several years now is can  
24 you provide more truck parking. It's not an Arizona issue.  
25 It's a national issue, you know, because the hours that you're

1 able to drive commercially are limited to 11 hours, and you have  
2 to pull over and stop and rest, and once the logs became  
3 electronic, it became very difficult for drivers to fudge those  
4 hours, and so you will often see them parked on ramps or in  
5 other places that may not be the best places for big rigs to  
6 park. So truck parking continues to be an issue nationwide.

7           The other thing we'll be doing is we're launching  
8 the Arizona Transportation Consultancy Project, which will  
9 strengthen and further enable ADOT to collaborate with other  
10 states and adopt similar improvements to what ADOT has  
11 implemented.

12           Several years ago we started the I-10 Corridor  
13 Coalition, and basically, it starts about midway in Texas, in  
14 the Houston area, and runs all the way to the ports at Long  
15 Beach. The goal of our coalition is we came together someday to  
16 be able to have a driverless truck run all the way to the ports  
17 along I-10. So we're slowly making steps in that direction.  
18 Other states such as Louisiana and Florida have asked to join  
19 the coalition, but we're trying to look at this as a  
20 cross-jurisdictional issue, obviously, for commercial traffic  
21 that will require the process improvement of multiple states.  
22 So we're actively doing that and making those initiatives to  
23 obtain a CDL easier.

24           We are currently updating the medical examiner's  
25 certificate submission process to also allow handwritten

1 examiner documents to be processed digitally and then looking at  
2 other things we can do to modernize the commercial driver's  
3 license system.

4 So that concludes my report, Mr. Chairman.

5 CHAIRMAN STRATTON: John, I commend the agency  
6 for all the things we've done to try to and help move the  
7 freight.

8 One of the questions I have is have we considered  
9 changing the Arizona law, federal law, whatever it may be, to  
10 allow the truckers to pull triples?

11 DIRECTOR HALIKOWSKI: It has been discussed, you  
12 know, many times during the past, and in 1990, the federal  
13 government, through Federal Motor Carrier, froze the long  
14 combination vehicle, i.e. truck tractor-trailer combinations, to  
15 what the states had on their rule books at the time, and that  
16 freeze has never been lifted. ADOT is allowed to run triples,  
17 and we allow them on I-15 between Nevada and (indiscernible) and  
18 California, but that's the only interstate -- one of your  
19 favorite interstates, Mr. Chairman -- that we run these triples  
20 on.

21 We have looked at different configurations over  
22 the years. I have to turn to Dallas about whether the  
23 infrastructure can handle triples, you know, turning radius and  
24 exit ramps on our current infrastructure. We have looked at  
25 Trident configurations, which would allow a trailer to carry



1 more than three axles instead of two. So we've looked at  
2 different configurations, but essentially, we're frozen at the  
3 weights and configurations we have on the books in 1990.

4 There is an argument to be made that we could  
5 grandfather some of these things in. We have looked at that,  
6 but not really taken that much beyond our border area with  
7 Mexico.

8 CHAIRMAN STRATTON: It seems to me that the  
9 problems we were having with unloading the Conexes and such from  
10 the cargo ships and moving them across states, it would be an  
11 opportune time to talk to the feds about lifting that freeze and  
12 looking at our infrastructure, and if possible, I think it would  
13 be -- obviously it would move goods quicker and reduce the  
14 freight costs.

15 DIRECTOR HALIKOWSKI: So there are, as you know,  
16 in Washington when this issue comes up, various stakeholders,  
17 whether they be rail or trucking, who have their opinions and,  
18 of course, the safety lobbying, too, on triples, but we'd be  
19 happy to broach the subject with our FHWA (indiscernible).

20 CHAIRMAN STRATTON: Very good. Thank you.

21 Jesse.

22 VICE CHAIRMAN THOMPSON: Chairman, members, John,  
23 what incentive do you have of (indiscernible) that would attract  
24 more people to become truck drivers? And I was thinking I know  
25 how to get on my horse, I know how to tell it which way to go.

1 Driverless truck, I don't. What does that mean?

2 DIRECTOR HALIKOWSKI: So there are a companies,  
3 Rivian and some others that are exploring driverless commercial  
4 vehicles, and essentially, using artificial intelligence, much  
5 like you're seeing the experimentation going on with driverless  
6 automobiles, these trucks would be able to essentially operate  
7 from point to point without a driver in the future. Some are  
8 being tested now, but like we are with the driverless passenger  
9 vehicles, they have a driver present.

10 So there's a couple of options when you look at  
11 driverless trucks, and one of them is truck platooning, because  
12 right now, you know, you've got a lot of space between trucks  
13 with the drivers, and there's companies that are looking at the  
14 idea of being able to platoon trucks in groups of three to five,  
15 spaced much more closely together, and have a human driver  
16 leading that platoon, because there's, I believe, a fair  
17 percentage of fuel savings when you're able to pull those trucks  
18 closely together because of the reduction in friction of the  
19 wind speed. So driverless trucks are not a new concept.  
20 They've been with us now probably for a good five, six years.

21 MR. MAXWELL: Chairman, Director, I'm really  
22 looking forward to hearing what Kristine's going to tell us  
23 today about the formula funding and the thing that I think is  
24 important for ADOT to do throughout this process, because so  
25 much of it's new. New programs, new ventures. So much of it's

1 grant based, it's really to be -- to get information flow coming  
2 down to the different, you know, regions and directions.

3           So I'd ask we keep that in mind, because what I'm  
4 hearing from the municipalities and from the -- some of the  
5 MPOs, but it's -- we don't know how much the State's going to  
6 give us, and I think it's going to be important for them to know  
7 that we are under specific guidance from the formula funding of  
8 how much of that's going to come down. And I know ADOTs got a  
9 great grant team, and we're already making moves in that  
10 direction, but that's another place where we can be very helpful  
11 with, you know, almost a third of the funding even be grant  
12 based, and I know -- at least in Pima County, I know the City of  
13 Tucson is hearing quite a bit from some of the transportation  
14 czars, because a lot of the ideas for some of the grant funding  
15 fit in line with the Tucson program and what the city's doing  
16 down there, but we want to make sure everybody has the  
17 information so that they can make -- have good opportunities to  
18 both get those grant funds, but also to partner, you know, with  
19 either the state or with the region as much as possible, because  
20 being late to this conversation will result in not getting the  
21 funds that we could possibly get. So hate to put all that  
22 pressure on ADOT, but it's going to be important for the  
23 information to get down to the regions, especially the MPOs and  
24 the municipalities as soon as possible, so...

25           DIRECTOR HALIKOWSKI: Appreciate that,

1 Mr. Chairman and Mr. Maxwell. We definitely do not want to be  
2 late to the game, and as Kristine says, let no federal dollar  
3 ever go unspent.

4 CHAIRMAN STRATTON: Are there any other questions  
5 for John?

6 BOARD MEMBER: Mr. Chair. Thank you.

7 John, what seems to be the wisdom in place to  
8 keeping us at 1990 regulations, and some states do different  
9 things, some states don't, but doesn't it seem more logical that  
10 we would be more uniform and -- but I don't understand why we're  
11 locked -- I mean, why we would be -- why anybody would want to  
12 lock us into a 1990 regulation for a freeze when we're in 2021,  
13 2022?

14 DIRECTOR HALIKOWSKI: I think that's an excellent  
15 question. But again, as you know, there are various groups that  
16 either support lifting the freeze or do not, depending on what  
17 business they might happen to be in. So I certainly think that  
18 it's time for a review of those.

19 BOARD MEMBER: So what you're saying is it's  
20 political?

21 DIRECTOR HALIKOWSKI: Yes.

22 BOARD MEMBER: Okay. Thank you.

23 DIRECTOR HALIKOWSKI: Much like the rest areas,  
24 where we went and lobbied Congress vigorously, I don't know,  
25 about ten years ago, we were the leading voice on being able to

1 commercialize our rest areas. Little did I know at the time  
2 that we were charging around the halls of Congress asking for  
3 that freedom to open that up to privatization that there is  
4 actually an American Association of Truck Stop Officials who  
5 vehemently opposed the idea of the state getting into  
6 privatization of rest areas.

7 And so even though Chairman Mica, who was  
8 chairman of transportation at the time in the House, initially  
9 thought he could include it in the bill, later he came back to  
10 us and said, Well, I can run a standalone bill someday, and  
11 that's kind of akin of tying to the goat, you know, out there  
12 with the private lines to the tree.

13 BOARD MEMBER: Right.

14 DIRECTOR HALIKOWSKI: So we're still, you know,  
15 trying to understand why some things -- because that was passed  
16 in 1960 -- are still a law today.

17 Thank you, sir.

18 CHAIRMAN STRATTON: Any other questions for John?  
19 Move to the state and federal legislative report.

20 MS. PROCTOR: Good morning, board members. I  
21 hope you can hear me okay.

22 CHAIRMAN STRATTON: Yes. We can hear you.

23 MS. PROCTOR: Okay. Excellent.

24 So on the State side, pre-filing for the 2022  
25 legislative session is continuing. Right now we have about 25

1 bills in the Senate and 20 bills in the House. We do expect to  
2 have a lot of project bills come up this year, so I will be  
3 providing those to you on a weekly basis, just like I did last  
4 year. And if you have any questions about them throughout this  
5 session, please let me know.

6 Session does open on January 10th, and we are  
7 expecting not only some very positive budget numbers this year,  
8 but also a lot of new members. We'll have nine new members  
9 joining this legislative session.

10 On the federal side, you heard from the Director  
11 about the IIJA, or now the Bipartisan Infrastructure Legislation  
12 Bill, and our focus is definitely on implementing that  
13 legislation. Earlier this week Congress did also raise the debt  
14 ceiling by 2.5 trillion, but we are still lacking that federal  
15 fiscal year 2022 budget.

16 President Biden has acknowledged at this point  
17 that he will not be bringing forward the Build Back Better Plan  
18 in the Senate before the first of the year, and there are still  
19 a lot of -- you know, very numerous policy hurdles for them to  
20 consider in moving that forward on the budget track. We are  
21 currently operating under that continuing resolution that will  
22 expire mid-February. So we're hoping that there will be some  
23 positive movement on that federal budget soon.

24 Mr. Chair, that concludes my report. I'm happy  
25 to take any questions.

1 CHAIRMAN STRATTON: Thank you, Katy.

2 Any member have a question?

3 DIRECTOR HALIKOWSKI: Mr. Chairman, who was that  
4 speaking. She failed to identify herself for the record. This  
5 is the thing we teach our interns at the Legislature  
6 (indiscernible), and I'll be dead later. Thank you.

7 MS. PROCTOR: Thank you, Director.

8 CHAIRMAN STRATTON: Thank you, Katy.

9 John, do you have any last minute items to  
10 report?

11 DIRECTOR HALIKOWSKI: No, Mr. Chairman, not at  
12 this point. Thank you.

13 CHAIRMAN STRATTON: Any questions for John?

14 Very good. We'll move on to Item No. 2, district  
15 engineer's report. Kurt Harris, Assistant District Engineer,  
16 Southeast District.

17 Before you start, Kurt, I'd like to thank you. I  
18 think you've done a great job here through the fires and the  
19 floods. You've kept me very well informed. Even when you were  
20 on a fishing trip, you answered your phone, and I do appreciate  
21 it. It's difficult for you but -- and a lot of hours, but  
22 you've done well and your crew's done well. Thank you.

23 MR. HARRIS: You're welcome. Thank you,  
24 Mr. Chair.

25 CHAIRMAN STRATTON: Proceed.

1 MR. HARRIS: You've got it.

2 Well, look at the screen. Start it off with just  
3 the amount of fires we've had here, but (indiscernible) here  
4 district management. Bill Harmon is going to be retiring here  
5 January 4, and so we're (indiscernible) a change as well in the  
6 Southeast District, and Brian is here joining me as well, as the  
7 assistant district engineer, and (indiscernible) seem to have  
8 had challenges of trying to work with me in Globe and Safford  
9 because the Southeast District is a rural district. It covers a  
10 lot of rural territories and just trying to find the time to get  
11 out and get our guys on the road to assess all our different  
12 maintenance and future construction challenges.

13 Next slide, please.

14 These are our recently completed projects. The  
15 US-60, the Gila County line. That's between Superior and Globe.  
16 That was a mill and fill job that went through the summer. It  
17 was a quite challenging project in trying to incorporate some  
18 improvement, safety features within that project. It came out  
19 really well. The Gila River Bridge project was actually run  
20 through our Safford group. That (indiscernible) went really  
21 well as well, stayed within time and budget, and right now we've  
22 got -- just finished that I-10 Benson Willcox highway  
23 interchange we have.

24 There's some photos of just Devil's Canyon.  
25 That's the completed project of that mill and fill through that



1 canyon, which is very problematic thanks to the amount of  
2 traffic and the amount of accidents in there. So we're actually  
3 trying to look at all the different methods and opportunities to  
4 improve safety features, get people to stay at the speed limit,  
5 so on.

6 So next slide, please.

7 Here's a picture of the Gila River Bridge where  
8 they're actually laying the deck and so on. (Indiscernible.)

9 Next slide, please.

10 Here's a good picture of I-10, Benson Willcox.  
11 That's sunset. Thought that was a really nice picture showing  
12 the end of construction, the finalized project.

13 MR. ROEHRICH: Kurt, could you speak up a little  
14 bit? You're a little soft, trying to get --

15 MR. HARRIS: (Indiscernible) for me.

16 MR. ROEHRICH: Speak like you were last night.

17 MR. HARRIS: Not a problem. Not a problem.

18 MR. ROEHRICH: There we go. Perfect.

19 MR. HARRIS: I usually don't need a microphone.

20 Next slide, please.

21 These are our projects under construction right  
22 now. As most of you came in from the Valley, you crossed over  
23 U.S. -- Pinto Creek Bridge. We're in the final stages there,  
24 and rehabbing the access road, you know, with our -- took down  
25 the old bridge. Very, very exciting project. We had a lot of

1 challenges off the get-go, and we overcame those so we could  
2 finish that out.

3           The Swift Trail is an ongoing. That's the 366 up  
4 to Mount Graham, as part of the telescopes up there, still part  
5 of the Frye fire repairs. We'll finish that project out this  
6 spring. A lot of that goes into winter shutdown because of the  
7 climate. It's hard to get work done in there.

8           Then we just started in the Pitchfork Creek  
9 Bridge on 266, which is a scour retrofit (indiscernible)  
10 project. So a lot of these projects are coming in where they're  
11 putting in the scour repair underneath the bridges, hoping to  
12 protect them more from the high flow events.

13           Next slide, please.

14           Here's some pictures just to show you all the  
15 U.S. Pinto Creek Bridge. The top left is the implosion,  
16 actually, where you're able to drop the bridge. They don't  
17 build them like that anymore. And there's a picture of it  
18 actually laying on the ground with the crews actually taking it  
19 apart. A picture of the new one and it spanning, and some of  
20 the access improvements that we have to do as part of the Tonto  
21 National Forest requirements. We're rehabbing all the slopes  
22 and so on. So by next -- next spring, we should be able to  
23 drive over the bridge, and we hopefully won't see a big imprint  
24 of where our construction access for that bridge is.

25           Next slide, please.

1                   And then here's some good pictures of the Swift  
2 Trail, the rock scaling that's going on. They actually do a lot  
3 of road improvements to keep the road conditions -- they had  
4 suffered a lot of flash flooding and so on post-fire. So you  
5 see some Gabion baskets that come in to shore up the road  
6 embankment. It's a good project. (Indiscernible) finish up  
7 this spring, too.

8                   Next slide.

9                   I purposely put all the projects in here on one  
10 (indiscernible) to show you all of the different efforts we're  
11 doing in the districts to preserve our existing roads and  
12 pavement expansions and so on. A lot of it's the pavement that  
13 we're doing in here. There's one, the Lightning Radonovich  
14 project, which was in cooperation from Globe, the town of Globe.  
15 If you look -- go down the list, it's pavement, pavement,  
16 pavement life extensions, and then there's some bridge  
17 placements in there.

18                   The big one that's going to really impact, kind  
19 of like Pinto Creek Bridge, is that US-60 Queen Creek Bridge and  
20 Waterfall Canyon. We were very fortunate to get those both  
21 projects combined into one. Number one was to help the  
22 traveling public, so they weren't going to two separate  
23 projects. It was impeding deliveries and potential closures, so  
24 we combined that project (indiscernible). So we're excited  
25 about that.

1                   And then next slide, please. Unless you have any  
2 questions.

3                   CHAIRMAN STRATTON: Any questions from the Board?

4                   MR. HARRIS: These are projects in development  
5 through the local governments. The big one on top is the Gila  
6 County Tonto Creek Bridge Project, which was -- been in design  
7 since the early 2000s, and it's finally coming to fruition.  
8 We're getting hopefully the federal highways on board. It's  
9 going to be challenging project because of the -- all the  
10 endangered species in that area.

11                   And then we have Pinal Creek, Queen Creek Bridge  
12 as part of Queen Creek, the Queen Valley area, and then the  
13 Golden Hill sidewalk project. We're probably going to get that  
14 back up and running, hopefully without the utility conflicts.

15                   And Pinal Creek, Cottonwood, that's a bridge  
16 that's right out here, that you can actually see from here we're  
17 going to be doing. You've seen that bridge, and then Graham  
18 County, Fort Thomas, and then the City of Safford Golf Course  
19 Road widening.

20                   Next slide, please.

21                   And that's pretty much what I try to do. Keep it  
22 short and sweet and remind folks of the flooding that we had in  
23 the town of Miami. And thank you, Mr. Chair. It was an  
24 extremely challenging year last year. We're not out of it yet.  
25 I've been telling everybody we have incident disaster here in

1 the Southeast District Globe area. All you got to do is add  
2 water and we're going to have more challenges, but we've been  
3 very fortunate to keep all the roads open in these floods, but  
4 we're not out of it yet, but we're (indiscernible).

5 CHAIRMAN STRATTON: Any questions for Kurt?

6 BOARD MEMBER: Not a question. Just I would like  
7 to congratulate Bill Harmon. You know, I've had the opportunity  
8 to work with him off and on over the last 20 years, and I was  
9 really looking forward to working with him through my term on  
10 this board. So you can let him know that I really wish he had  
11 put off his retirement for a couple more years, but anyhow, give  
12 him my regards. Tell him that I wish him well.

13 MR. HARRIS: Indeed, sir. He's sorry he couldn't  
14 be here, and he sends you all your well wishes and, you know,  
15 thanks and the support through the years. He's going to be a  
16 big hole to fill.

17 BOARD MEMBER: Yeah. Good guy.

18 CHAIRMAN STRATTON: Any other questions?

19 Very good. Thank you, Kurt. Thank you very  
20 much.

21 MR. HARRIS: You're welcome. (Indiscernible.)

22 CHAIRMAN STRATTON: Move on to Item No. 3,  
23 consent agenda. Does any member have an item they would like to  
24 be removed from the consent agenda?

25 Hearing none, I will entertain a motion to

1 approve the consent agenda as presented.

2 VICE CHAIRMAN THOMPSON: Chairman, I'd like to  
3 make a motion to approve the consent agenda as presented.

4 MR. SEARLE: I'll second it.

5 CHAIRMAN STRATTON: Have a motion by Vice Chair  
6 Thompson and a second by Board Member Searle. Is there any  
7 discussion?

8 I'll call for the vote. All in favor say aye.

9 BOARD MEMBERS: Aye.

10 CHAIRMAN STRATTON: Opposed? Motion carries.

11 MR. ROEHRICH: Mr. Chairman, I would like to get  
12 Board Member Meck's vote, if I could, since he's online, and  
13 have him identify for the record.

14 CHAIRMAN STRATTON: Absolutely.

15 MR. ROEHRICH: Thank you.

16 Board Member Meck, could you please vote on the  
17 motion?

18 MR. MECK: Aye. Thank you.

19 MR. ROEHRICH: Thank you, sir.

20 CHAIRMAN STRATTON: Thank you, Board Member Meck,  
21 and my apologies for skipping you.

22 Move on to Item No. 4, financial report. Are you  
23 smiling or no?

24 MS. WARD: (Indiscernible.)

25 CHAIRMAN STRATTON: Information and discussion

1 only. Kristine.

2 MS. WARD: Good morning. Yes, sir, I'm smiling.  
3 The smile is from the days of the information that we are  
4 combing through for this -- with this -- the passage of the  
5 infrastructure bill.

6 All right, Rhett. (Indiscernible.)

7 Okay. So let's start off the (indiscernible)  
8 report I'll probably go through very briefly and get into the  
9 bipartisan infrastructure language.

10 So for HURF, the Highway User Revenue Fund, you  
11 can see that we are trailing a little behind forecast, but no  
12 fears. What that results in is about a -- that represents --  
13 that behind forecast represents about \$20 million behind  
14 forecast for HURF as a whole and that impact on the State  
15 Highway Fund, and therefore, the program is about \$7 million.  
16 So I'm not -- I'm not concerned at all at this point.

17 Where those -- what the detail behind those  
18 are -- Rhett, if you'll go on to the next slide for me -- that  
19 is largely -- that behind forecast is largely in two areas. It  
20 is in use fuel, a/k/a diesel, and it is also in vehicle license  
21 tax. In use fuel -- I'll say diesel. It's more common. In  
22 diesel, the situation there, we had a couple of refunds that  
23 were not anticipated, and therefore, it has brought us under  
24 forecast.

25 The second component, however, is a little more

1 interesting. It's vehicle license tax, and we've -- when we  
2 forecasted this year, we were coming off of a very unusual prior  
3 year. When those stimulus checks went out and so forth, people  
4 went out and bought cars, and we experienced 16 -- 16.5 percent  
5 growth last year in VLT.

6           So coming off of a very historically high year,  
7 we were trying to project this year, and we only projected  
8 3 percent growth to actually occur in this year, and yet we are  
9 still behind forecast. So we -- I don't know if we've got maybe  
10 a flow, the way they flowed it, but we're keeping an eye on it.  
11 At this point I don't have concerns with our HURF forecast. I  
12 do not see those impacts of the reduced forecast impacting HURF  
13 revenues. So no -- nothing to be concerned about. We're just  
14 watching.

15           CHAIRMAN STRATTON: Kristine, could you -- would  
16 you attribute any of that to the lack of the chips that are  
17 available and sales being down for that reason, too?

18           MS. WARD: That very well could be, sir. Yes.

19           So if we could go on to the Regional Area Road  
20 Fund, there's not a tremendous amount to report here. We are  
21 pretty much on forecast, 2.3 percent above forecast, which is  
22 de minimus, and you can -- as you can see, we've had strong  
23 retail sales. Restaurant and bar is coming back with a flurry,  
24 and I am sure there are a lot of happy people out there, and  
25 they're looking -- if anybody needs a spare job, they're hiring.



1                   So moving on. Let's move on to the next slide,  
2 if we could.

3                   Yeah. This just gives the breakdown, and it  
4 shows you retail sales, 17 percent up over last year, in  
5 October, and look and restaurant and bar, is 33 percent over  
6 last year. October over -- you know, month over month.

7                   Okay. Let's go to the next slide, which is --  
8 which is the curiosity at this point.

9                   So it -- when I come back to you each month and  
10 we're going through this process, what I'm going to do is I'm  
11 going to tell you here's what we know, here's what we don't  
12 know, and here's when we expect to know those -- the rest of  
13 (indiscernible). So -- and these little stars you see here, the  
14 variations between what I told you last month and what I'm  
15 telling you this month, the new information that we've got.

16                   So as we told you last month, we've got a  
17 five-year authorization bill, and that -- I actually changed  
18 this number by (indiscernible) 5.3 billion is what we're  
19 scheduled to get in apportionments over a five-year period, and  
20 that equates to about a billion dollars annually. To -- but  
21 that -- when you look at how much we are receiving now in  
22 apportionments -- and I'm going to go into apportionments here  
23 in a second -- when you see -- when you compare that to what we  
24 have been receiving, we've been receiving about 800 million in  
25 apportionments, and this means that we're going to see about

1 200 million more a year in apportionments.

2           So what new information did we get? On Wednesday  
3 afternoon we got notices from FHWA. What those notices provided  
4 us was our actual levels of apportionments. Up until now, we  
5 have had estimates. Fortunately, as we look back, our estimates  
6 were very close. So I don't have a lot of variation to provide  
7 you for this month. We did have one correction in numbers, but  
8 what we have in 2022 apportionments is \$969 million is what was  
9 provided in the notices.

10           Now, there is some funding missing from that has  
11 -- was not included in those notices, and that is because that  
12 they're new programs. They're associated with the bridge  
13 formula funding and the electric formula funding, and FHWA has  
14 not got those numbers yet. So they'll be providing those, I  
15 think they're talking about in the near future. We don't have a  
16 specific date.

17           So let me reiterate or discuss a little further  
18 something that the director mentioned and Katy mentioned as  
19 well.

20           So when we -- when an authorizing bill like the  
21 infrastructure bill, like the bipartisan infrastructure  
22 legislation, a/k/a IIJA, a/k/a (indiscernible), all of its  
23 various names, when those are put out, the dollars that you see  
24 referenced in the bill called "apportionments" are the uppermost  
25 limits that a state will receive, and they're put out as

1 national numbers. FHWA then takes those numbers and apportions  
2 them out to the states based on formulas.

3 But what is in that authorizing legislation is  
4 not the actual funding most of the time, and in this particular  
5 case, the bulk of the formula programs -- this is what's  
6 traditional -- you don't get the funding there. You get the  
7 funding in -- through the appropriations process, through the  
8 budget process. And as the director was saying early --  
9 earlier, we do not have a budget. We have a continuing  
10 resolution.

11 So the numbers that you're seeing here,  
12 969 million and when you see 5 billion, 44 million, you're not  
13 seeing the actual funding that the state will receive. We're  
14 waiting on that. That comes through the budget process, and  
15 just as dampening of the spirit -- I'm sorry to have to do this  
16 to you -- they never give us the same amount of money. They  
17 never give us in the budget the same amount as these upward  
18 limits, but it's -- it's -- we get some portion of that.  
19 Typically, that portion runs anywhere from 89 to 94 percent of  
20 what you see is apportionments. And that -- what that's called  
21 is -- what they call -- you got to have a different -- you got  
22 to have another complicating name here. It's called "obligation  
23 authority." So when you hear me saying OA, oh, we've got this  
24 much OA -- I would qualify each time -- that's the actual  
25 funding that is available to the department.

1           So -- so there were a few complicating, because  
2 we have to have complicating factors. Because we are under a  
3 continuing resolution, the continuing resolution does not permit  
4 the starting of new programs. So even though we have new  
5 programs established, we can't -- and we have continuing the  
6 funding for -- at FY '21 levels, we actually can't start those  
7 new programs, but the continuing resolution says, huh-uh, you  
8 may not start new programs.

9           And then you have -- let's see. So we had the  
10 bridge formula. You have four new programs: The bridge  
11 formula, the electric -- electric car formula, electrification  
12 formula, the carbon reduction and then protect. Bridge formula  
13 and electrification, they are funded, but because they are new,  
14 we can't start them, because we don't have that -- because we  
15 don't have a budget. Carbon reduction and protect, also, we  
16 don't those numbers either.

17           So what we don't know. If you can go to the next  
18 slide. We don't know that OA. Until we get the budget, we do  
19 not know the actual funding available to the state. We can  
20 presume it's somewhere between 89 and 94 percent.

21           Mr. Maxwell, you asked about it being important  
22 to get these numbers out for our COGs and our MPOs. A key item  
23 we do not know is we do not know the amounts that are to be  
24 suballocated to those COGs and MPOs. We just don't have that  
25 information yet. We're waiting for it. We know they're waiting

1 for it, and we'll provide it as soon as we're able.

2 We still -- these are a lot of -- there are a lot  
3 of new programs, and with those new programs, FHWA has to figure  
4 them out. There's rules and guidance that needs to be  
5 developed. We don't have -- while we're analyzing the bills, we  
6 still don't have all of information with regards to those new  
7 programs.

8 As I mentioned, bridge and electric vehicle  
9 program, formula funding, we do not have that yet. That is  
10 anticipated a little later on in January, I believe.

11 And then when do we expect to know more? Funding  
12 for -- like I said, funding for bridge and electric formulas is  
13 supposed to be sometime here in the near future. "Near future"  
14 is an exact quote. I'd like to give you a date but can't really  
15 do it.

16 And then the next big thing that -- when we  
17 really will know a lot more is when we actually have a budget,  
18 and with the continuing resolution expiring on February 18th, we  
19 are dreamily hoping that we will -- we will have a budget.

20 MR. SEARLE: Chairman, Kristine, correct me if  
21 I'm wrong, but we've been running under a continuing resolution  
22 for a long time, haven't we?

23 MS. WARD: Mr. Chair, Mr. Searle --

24 CHAIRMAN STRATTON: John.

25 DIRECTOR HALIKOWSKI: I think, Mr. Chairman,

1 Kristine, we're up to our 36th or 37th continuing resolution  
2 now.

3 MS. WARD: So, Mr. Chair, Director, and  
4 Mr. Searle, we are -- we have experienced quite a few continuing  
5 resolutions over the -- my tenure at ADOT. With FAST Act, you  
6 know, not as many as we have experienced with some of our  
7 authorizing bills, and in some cases, sir -- sirs, those  
8 continuing resolutions will last as few as four days.

9 DIRECTOR HALIKOWSKI: Yeah.

10 MS. WARD: So that was the shortest in my tenure.

11 DIRECTOR HALIKOWSKI: I will say the first one I  
12 went through, Mr. Chairman, it was all hands on deck. The  
13 federal spigot's going to turn off. Panic. What are we going to  
14 do?

15 Since then Kristine and her team have put  
16 measures in place if that were to happen, we have a cushion  
17 where we could keep functioning and keep our projects rolling,  
18 but it's not uncommon for the fed to dangle us over the cliff  
19 and say we might just drop you this time, but so far they've  
20 held onto our ankle and come through.

21 MR. SEARLE: If we're looking for a budget so we  
22 can spend those new moneys, we could be looking at years before  
23 we know what...

24 DIRECTOR HALIKOWSKI: And I hate to say that, but  
25 yes, that is certainly a possibility given the makeup of

1 Congress.

2 MR. MAXWELL: Mr. Chair.

3 CHAIRMAN STRATTON: Board Member Maxwell.

4 MR. MAXWELL: Mr. Chair, Kristine, I guess the  
5 Director probably is going to pitch in on this one too. So that  
6 was my big concern as well, is the new dollars. Is there a  
7 process that the Legislature or that Congress can go through  
8 that will authorize those new dollars without ever going to a  
9 budget, because we haven't gone for a budget yet. There's new  
10 dollars all over the place that's actually getting spent. So,  
11 for example, the bridge and electric vehicles, could they take  
12 those individually through a standalone piece of legislation to  
13 get the new dollars out there ?

14 MS. WARD: Mr. Chairman, Mr. Maxwell, at the  
15 beginning of my presentation on BIL, Bipartisan Infrastructure  
16 Law, I said that most funding for our formula programs comes to  
17 us through the budget. In this particular case, we do have a  
18 couple of programs that were actually funded, supplemental  
19 funding, from the General Fund, not our traditional source, the  
20 Highway Trust Fund, and so the -- and those are built into the  
21 authorizing legislation.

22 So that long answer to your question is yes, and  
23 in this particular case, if those weren't new programs, those  
24 are the new programs that we are anticipating information from  
25 FHWA in the near future.

1 MR. MAXWELL: Thank you.

2 MS. WARD: Yes, sir.

3 CHAIRMAN STRATTON: But to that point, Kristine,  
4 how's the solvency of the federal Highway Trust Fund looking  
5 these days?

6 MS. WARD: Mr. Chair, Director Halikowski, I am  
7 happy to report it is quite solvent.

8 MR. HALIKOWSKI: Good. Thank you.

9 MS. WARD: We -- they did the \$9 million  
10 infusion -- I think it was on Wednesday. So if I have nothing  
11 else to smile about, it's that. \$9 billion infusion.

12 VICE CHAIRMAN THOMPSON: Kristine, by the  
13 challenges getting the money here, I'm hearing that we're ready  
14 to implement those projects as soon as we are notified that  
15 these (indiscernible) the budget?

16 MS. WARD: Well, Mr. Chair, Mr. Thompson,  
17 typically I don't speak to projects, but Dallas is -- Dallas --  
18 what I have found historically is that Dallas spends those  
19 dollars very quickly. So -- yes, sir.

20 VICE CHAIRMAN THOMPSON: I guess that is -- my  
21 concern is to be ready at all times. They say, hey, we sent  
22 down money, we're ready to use it.

23 MS. WARD: Mr. Chair, Mr. Thompson, one thing I  
24 would add is some -- a cautionary kind of watch it out on the  
25 horizon that's not too on the horizon. We're experiencing it



1 now. And what I am concerned about is we are experiencing new  
2 dollars, but we are also experiencing inflation. And so what I  
3 am watching and feeling concerned about is the first time since  
4 I've been with the department, we are seeing a large influx of  
5 money, and we are likewise seeing a large issue with inflation,  
6 whether it be supply chain or whether it be actual inflationary  
7 pressure, normal traditional inflationary pressure. So I hope  
8 that that doesn't absorb too much of our joy here.

9 VICE CHAIRMAN THOMPSON: Thank you, Chair.

10 CHAIRMAN STRATTON: Yes. Thank you.

11 MS. WARD: Rhett, if you would just -- I  
12 presented these apportionment estimates over the five years  
13 (indiscernible). We now have access on '22, as I mentioned.

14 Next slide.

15 This breaks it down into the individual  
16 categories. I would like to say that I presented this slide to  
17 you last month, and it had an error on it. The Metropolitan  
18 Planning numbers have been corrected, and you will see that they  
19 increase from 6.3 million in '21 to a 7.7 in '22, which that  
20 (indiscernible) previously incorrect. So apologize.

21 With that, if we could go to the next slide.

22 I presented to you on the federal aid program.  
23 Nothing to report on debt or cash management, and that concludes  
24 my presentation. I'd be happy to take any questions.

25 CHAIRMAN STRATTON: Any further questions for

1 Kristine? You got off the hook. Thank you very much.

2 MS. WARD: Thank you.

3 CHAIRMAN STRATTON: Now we'll move on to Agenda  
4 Item No. 5, with Greg Byres, for information and discussion  
5 only.

6 MR. BYRES: Thank you, Mr. Chairman, board  
7 members. I just have a short presentation today for the MPD  
8 update. So we can go on to the next side.

9 So I've only got two things that we're going  
10 discuss -- I'm going to discuss today, the tribal transportation  
11 updates as well as some of our planning updates that we have  
12 going.

13 One of the big things with the tribal updates  
14 that we've got, been working on here lately, is working with  
15 several of the different tribal members or tribal organizations  
16 in installation of broadband. So we have a kickoff meeting with  
17 the Tohono O'odham Nation on I-19, placing broadband through  
18 that section of I-19, as well as on I-17, we've had our second  
19 meeting with the Yavapai Apache Nation on the installation of  
20 broadband on I-17.

21 We have ongoing -- it's not mentioned on here,  
22 but we have ongoing negotiations that we're working on currently  
23 on I-10 with the Gila River Indian Community. Those are going  
24 very well. They've been cooperative and become a very good  
25 partner in those negotiations. So this is something we're

1 working on. We're trying to get this through, making sure that  
2 we don't have a hangup as we get those projects going through.

3 Next slide.

4 So another side of the Bipartisan Infrastructure  
5 Law as the director had mentioned earlier that all of the  
6 different disciplines are going through the laws to come up with  
7 the effects that we have.

8 We have two major planning projects going right  
9 now. We're getting ready to hit. One of them is our freight  
10 plan update. The other one that we have is our Long-Range  
11 Transportation Plan. The freight plan update is currently  
12 ongoing, but there are changes and different requirements that  
13 have come through with the new bill, or the new law, I should  
14 say. And so we're currently trying to go through that. We're  
15 working with Federal Highway to make sure that we're  
16 implementing all of the requirements, the new requirements that  
17 have come through, and we're getting that addressed as well.

18 The Long-Range Transportation Plan, we're working  
19 with them as we're putting together the final scope. We're  
20 getting a consultant on board to make sure that all of those are  
21 handled as well so that we can make sure and address everything  
22 that we need to in those.

23 Those are -- there's others that we have, but  
24 these are the two major ones that we're looking at and probably  
25 most effective. So that's pretty much all I had, if you have

1 any questions for me.

2 CHAIRMAN STRATTON: Any questions for Greg?

3 DIRECTOR HALIKOWSKI: Greg, just back to  
4 Mr. Chairman's question about triples. I don't know if there  
5 was any aspect of that that I missed, but as a planner, I don't  
6 know if there's anything you want to add on (indiscernible).

7 MR. BYRES: Well, the big thing with the triples  
8 is making sure that -- it's more of an issue in trying to  
9 regulate them. We have 100-foot scales that we run for -- at  
10 our ports of entry. When you're running triples, that becomes  
11 an issue in trying to get everything to weigh out. In some  
12 cases we only have 25-foot scales. So now you're weighing a  
13 truck basically four times to be able to make sure you get all  
14 of the axle weights across the scale. You know, a delay in  
15 something like that at a port becomes a major issue, because you  
16 could start backing trucks up onto an interstate or something  
17 like that. So that's -- the implementation becomes more of an  
18 issue than anything else.

19 DIRECTOR HALIKOWSKI: But back to that, looking  
20 for the future, can you talk a little bit about what we're  
21 undertaking with the review of our ports of entry and what we  
22 might recommend in the five-year plan?

23 MR. BYRES: So one of the big things that we're  
24 looking at is we're taking a real strategic look at all of the  
25 ports of entry that we have across the state, and we do have

1 several from across the state.

2           So one of the big things that we're doing is  
3 they've been somewhat neglected for several years as far as any  
4 kind of capital improvements go. What we're looking at in the  
5 next five-year program is actually putting up -- coming up with  
6 a subprogram to be able to fund a lot of that infrastructure and  
7 those capital needs that we've identified through -- not only  
8 through our port of entry update that we just did, the plan that  
9 we have, trying to implement several of those, but looking at  
10 into the future what we can do. So there's additional data that  
11 we need. So we're looking at new WIMs across the state, weigh  
12 in motion scales on several internal routes.

13           One of the big things that we do right now is we  
14 take and we're really good at making sure that we're accounting  
15 for all of the interstate trucks coming through and traveling  
16 through the state, but Arizona now has a huge amount of  
17 intrastate traffic that is not getting addressed, and so  
18 consequently, it's a big impact on a lot of our internal  
19 roadways within the state that we don't know at this point in  
20 time exactly what that impact is. And so we need to get some  
21 data out there and start looking at how systematically we can  
22 start addressing this.

23           So that's -- it's a big endeavor, and it's a  
24 different way of thinking that -- we've had in the past, because  
25 there are -- there's inland ports within the state of Arizona.

1 There are new distribution centers popping up all over the  
2 place, and so consequently, the transfer of freight from rail to  
3 truck is occurring much more rapidly within our state, but we  
4 need to start tracking that.

5 DIRECTOR HALIKOWSKI: But what length of scale is  
6 required for triples?

7 MR. BYRES: You can get them on a 100-foot scale  
8 if they're set up -- if the scale is situated to where you can  
9 actually go tip to tip, but normally that's not the case.

10 DIRECTOR HALIKOWSKI: So --

11 MR. ROEHRICH: Excuse me, Mr. Chairman. Real  
12 quick, we're getting a lot of -- some feedback or some static  
13 noise. Kristi, are you hearing that? Do you know if that's  
14 from Webex or do you think that's local?

15 CHAIRMAN STRATTON: I thought you were taking a  
16 shower.

17 MR. ROEHRICH: Grinding coffee. There we go.

18 MS. DANIELS: It's a water pipe (indiscernible).

19 DIRECTOR HALIKOWSKI: There you go.

20 So, Mr. Chairman, what I've asked Greg to do and  
21 our ports folks is to actually question the very concept of  
22 fixed ports of entry and where we're going in the future, and,  
23 you know, those ports have been around -- I don't even know when  
24 they were established. Maybe during the Grapes of Wrath time,  
25 but ports and trucks have changed just incredibly and where

1 cargo flows in those last 50, 60 years.

2 So, you know, right now, as he says, ports are  
3 neglected. We've got a couple static scales. You know, we've  
4 got speakers coming in front of the Board talking about moving  
5 the Sanders ports of entry. They're in dire need of  
6 modernization, but like everything else, the price tag is not  
7 cheap on those. Static scales probably run you several million  
8 dollars just to get those.

9 The other things we're looking at at ports is we  
10 don't have pits for our folks to go under the trucks to check  
11 the brakes. They have to go under on creepers, and having been  
12 out there on a creeper inspecting brakes when the driver lets  
13 them go, under the truck while you're looking at them definitely  
14 makes your belly button pucker a little bit.

15 CHAIRMAN STRATTON: Among other things.

16 MR. HALIKOWSKI: So, you know, and just getting  
17 canopies for our inspectors, especially in areas where it's  
18 really hot outside.

19 So we're going to be talking to you about more  
20 modernization as we look to the future, because the ports aren't  
21 just selling permits. As Greg and I are talking, and Dallas,  
22 they're a direct correlation to pavement damage, and that costs  
23 us money. So we need to bring them into the highway system as  
24 part of the system, much like we've done with rest areas.

25 CHAIRMAN STRATTON: I believe Vice Chairman

1 Thompson had a question, and then Jenn Daniels.

2 VICE CHAIRMAN THOMPSON: Greg, I think the first  
3 one (indiscernible) Los Angeles, I think (indiscernible) talked  
4 to you about, that it would be good to contact them  
5 (indiscernible) Sanders port of entry.

6 And then the other things, I'd like to know more  
7 about the tribal program, that might come about or how that  
8 could increase the transportation funding. So I'd like to learn  
9 more about it, because there are many projects that are being  
10 proposed by the policies (indiscernible) policies  
11 (indiscernible) you know, providing that (indiscernible) that  
12 they need. So I'm very interested in the tribal program.

13 CHAIRMAN STRATTON: Board Member Daniels.

14 MS. DANIELS: Maybe I can have my mic on now.  
15 Probably (indiscernible).

16 Really appreciate all of your in-depth knowledge  
17 and detail that you provide on a regular basis for the Board.  
18 It's very, very helpful.

19 As you look towards, let's say, next year, 2022,  
20 what plans are in place to start capturing the data that we need  
21 in order to make some better decisions moving forward?

22 And I agree with Director Halikowski on the price  
23 tag of a lot of these technologies, and I do believe that's  
24 where a phasing-in approach may be most appropriate, that we  
25 make determinations today so that five years from now everyone



1 has an opportunity to adopt that type of technology based on  
2 their individual circumstances, whether it be in the trucking  
3 industry or our approach to our five-year budgeting plans.

4 That's sort of a two-part -- two-parter for you,  
5 Greg.

6 MR. BYRES: So, Mr. Chairman, Board Member  
7 Daniels, I'm going to give you a two-part answer here, in a  
8 sense.

9 One, we're working on a port of entry study right  
10 now. It's not really a study, but it's a systematic look at the  
11 ports, and as such, we've identified where we need a lot of the  
12 data that we just don't have. So, coming into the next fiscal  
13 year, that will be one of the first things we're doing is  
14 looking at placing those WIMs out where we need them within our  
15 system. So once we get that, then that will help -- we know the  
16 truck volume on those routes, but we don't know what the weights  
17 on those trucks are. So, you know, how much of it's overweight,  
18 how much of it's not, so that we can see what kind of  
19 degradation is occurring in our (indiscernible). That's number  
20 one.

21 So the second thing is is we now have -- we're  
22 currently working on our freight plan update, and in that  
23 freight plan update, a lot of this can be addressed, because now  
24 we have our freight commission, our freight group that we deal  
25 with in putting this together. So we have all of the

1 stakeholders right there to be able to start working on this.  
2 So we can -- we can get a lot of that input (indiscernible). So  
3 it's two parts.

4 DIRECTOR HALIKOWSKI: So I would add that as we  
5 meet weekly, one of the things that Greg has brought up is the  
6 weigh in motion, which we need to get our network, and we have  
7 weigh in motion sensors now. I don't know if we still have the  
8 two types out there, but -- just one. Okay. So we need to  
9 improve that network.

10 We have some in place, you know, in Sacaton, near  
11 Sacaton rest area. We're getting truck weights and DOT numbers  
12 and other information, and I think we have one down on south  
13 I-19 at Canoa Ranch, also. So that gives us a start on how this  
14 model might work, but it is tedious to figure out strategically,  
15 especially when you look at Maricopa County and Pima County. We  
16 have a lot of internal truck traffic there that never sees the  
17 port. So not only from a weight perspective, but from a safety  
18 inspection perspective, those are concerning. But how do we do  
19 that in a busy metro area? So there's something, you know, when  
20 you pull trucks inside, you don't want to increase congestion  
21 and secondary crashes and things like that. So this is  
22 something we're continuing on work on and meeting once a week  
23 on, and we'll be bringing more back to the Board in the new  
24 year. Looking for (indiscernible). So thank you.

25 CHAIRMAN STRATTON: Any other questions for Greg?

1                   Hearing none, we'll move on to Item No. 6, PPAC  
2 items with Greg Byres, for discussion and possible action.

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

4                   We've got three actions today. The first one is  
5 Item 6A and 6B. These are project modifications, and we've --  
6 PPAC brings these forward with a recommendation for approval.

7                   CHAIRMAN STRATTON: Do I have a motion to --

8                   MR. SEARLE: So moved.

9                   CHAIRMAN STRATTON: Do I have a second?

10                  MR. KNIGHT: Second.

11                  CHAIRMAN STRATTON: I have a motion and a second.

12 Any discussion?

13                  All in favor say aye.

14                  BOARD MEMBERS: Aye.

15                  CHAIRMAN STRATTON: Thank you, Mr. Meck.

16                  Motion carries.

17                  Greg.

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

19                  The second item we have is Items 6C and 6D.

20 These are new projects that are coming into the program, and  
21 PPAC brings these forward with a recommendation for approval.

22                  CHAIRMAN STRATTON: Thank you, Greg.

23                  Do I have a motion to approve?

24                  MS. DANIELS: So moved.

25                  MR. KNIGHT: Second.

1 CH AIRMAN STRATTON: I have a motion and a  
2 second. Any discussion?

3 All in favor say aye.

4 BOARD MEMBERS: Aye.

5 CHAIRMAN STRATTON: Mr. Meck?

6 MR. MECK: Aye.

7 CHAIRMAN STRATTON: Thank you. Motion carries.  
8 Greg.

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

10 The last item we have is one change in our  
11 Airport Capital Improvement Program. This is Item 6E, and  
12 again, PPAC brings this forward with a recommendation for  
13 approval.

14 CHAIRMAN STRATTON: Do I hear a motion to  
15 approve?

16 MR. KNIGHT: So moved.

17 CHAIRMAN STRATTON: Do I have a second?

18 MS. DANIELS: Second.

19 VICE CHAIRMAN THOMPSON: Second.

20 CHAIRMAN STRATTON: I have a second by --

21 MS. DANIELS: All of us.

22 CHAIRMAN STRATTON: -- the right side of the  
23 Board.

24 MR. ROEHRICH: The motion was by Board Member  
25 Knight, and the second was by Board Member Daniels. I think she

1 spoke first.

2 CHAIRMAN STRATTON: Discussion? Mr. Searle.

3 MR. SEARLE: Just clarification. On that report  
4 there was quite a bit that was highlighted in yellow. The  
5 difference between the white and the yellow is?

6 MR. BYRES: The yellow ones are new projects that  
7 we're actually able to fund with the funding that we have from  
8 the aeronautics fund.

9 MR. SEARLE: Okay.

10 MR. BYRES: It is also changes, because several  
11 months ago the Board approved us to be able to go to 100 percent  
12 zero match when it comes to our SL program. So that's exactly  
13 what we've done, and so that is the biggest part of the change  
14 that we've done here.

15 MR. SEARLE: Very good. That was...

16 CHAIRMAN STRATTON: Any other discussion?

17 Hearing none, I'll call for the question.

18 All in favor say aye.

19 BOARD MEMBERS: Aye.

20 CHAIRMAN STRATTON: Mr. Meck.

21 MR. MECK: Aye.

22 CHAIRMAN STRATTON: Thank you. The motion  
23 carries.

24 Thank you, Greg.

25 Move on to Item No. 7, state engineer's report

1 with Dallas Hammit, for information and discussion only.  
2 Dallas.

3 MR. HAMMIT: Thank you, Mr. Chair. And  
4 Mr. Chair, I'm going to take a minute and thank you for your  
5 service. You know, I knew you when you were Steve.

6 So, you know, again, we worked together when I  
7 was a district engineer serving the northern -- part of your  
8 time at Gila County, and I did appreciate getting to work with  
9 you at multiple levels over the past few years.

10 CHAIRMAN STRATTON: Thank you.

11 MR. HAMMIT: So congratulations.

12 CHAIRMAN STRATTON: I've enjoyed working with you  
13 also.

14 MR. HAMMIT: So currently we have 80 projects  
15 under construction right now, totaling \$1.55 billion. We've  
16 finalized two projects in November totaling 1.5 million, and  
17 we've finalized 40 projects to date.

18 Next slide, please.

19 So I'm sure you have a couple questions. I'm  
20 going to answer, but I'm going to answer a couple that came up  
21 during this meeting real quick.

22 One concern I would have as we look at  
23 (indiscernible) what Greg talked about with triples, we have  
24 another -- number of interchanges that would be very difficult.  
25 The one that jumps at me real quick is on Interstate 10, off of

1 17 and Quartszite. That gets hit all the time with our current  
2 trailers trying to make left turns in that area. If we got  
3 longer ones, we would definitely need to look at how do we make  
4 those movements. It's -- we can design it for that, but we  
5 would definitely need to look at those opportunities and where  
6 do we need to make some modifications if we were going to  
7 entertain that.

8 CHAIRMAN STRATTON: On that note, Dallas, could  
9 we restrict that flow of traffic on those places we're having  
10 trouble with until they were fixed?

11 MR. HAMMIT: We definitely could do it like that.  
12 Specific one, there's some major truck stops that that's where  
13 they come into the state to fuel up. There's definitely some  
14 that we could do that, but those types of things we would just  
15 have to look at, understand where those restrictions are before  
16 we would do that.

17 CHAIRMAN STRATTON: Very good. Thank you.

18 MR. HAMMIT: Mr. Thompson had a question on are  
19 we ready to spend the money? I believe that we are. To what  
20 point? Over time we have not been able to develop a large shelf  
21 of projects because of the type of funding. We schedule funds.  
22 We fund basically projects that are in the program, not projects  
23 that we hope to do in the future. So to a certain extent we can  
24 move very quickly, especially on pavement projects, but we do  
25 not have a shelf of expansion, our bigger projects right now.

1                   DIRECTOR HALIKOWSKI: Mr. Chairman and Dallas, to  
2 that point, when you mention federal money, in order to get your  
3 projects on the shelf and designed, is that state money you have  
4 to use?

5                   MR. HAMMIT: If we are going to have -- we can  
6 design with federal funds, but there's lots at risk. If we  
7 don't build that project within a period of time, ten years, we  
8 have to pay those back. So -- and that's just not a good use of  
9 money. Kristine tells me all the time I need to spend money  
10 wisely. If I spend it on something I'm not going to build,  
11 that's not a good use of that money. So we try to design  
12 projects in the first year of the program that construction's  
13 funded in the third and fourth year so it is not lazy money and  
14 just sitting around.

15                  DIRECTOR HALIKOWSKI: But up until recently, too,  
16 there has been very tight state money, also. So we haven't had  
17 a lot set aside for design, and that's what concerns me, is this  
18 money is coming, Mr. Chairman, and managing expectations is --  
19 when someone has -- says are you ready, ready for what?  
20 Because, you know, if there's not stuff on the shelf, we're  
21 going to be looking at safety improvements, modernization,  
22 pavement, things like that, so...

23                                 Thank you.

24                   MR. HAMMIT: Mr. Chair, Board, in January you  
25 will see a recommendation -- I'm going to call a shot early --



1 that we do put some available funding in for shelf projects  
2 going forward, because there is some capacity to do that.

3 One other thing that I wanted to address, you  
4 heard earlier in the district engineer's report that Bill Harmon  
5 is retiring. Bill is currently our longest serving district  
6 engineer. We have served together both as resident engineers at  
7 the same time. We were both district engineers at the same  
8 time. He's done a great job.

9 We have -- we've named a new district -- and we  
10 are moving in our areas to have district administrators. A  
11 couple reasons. As I got promoted to district engineer, I did a  
12 lot less engineering than I did before, and what we've  
13 determined is a large part of that job is not engineering. They  
14 have deputy district engineers below them and a deputy state  
15 engineer that they report to. So that engineering support is  
16 there.

17 We need people that can lead a group that can  
18 work with local -- not that engineers can't, but we can broaden  
19 our build and be much more inclusive if we can get some of those  
20 skills. So our next position -- and we advertised in the  
21 northwest area, the Central District, are going to be called  
22 district administrators.

23 In this case, Todd Emery, who happens to be an  
24 engineer, but he has agreed to take the position. Todd has held  
25 the position of district engineer in the Tucson area. When we

1 called it the Tucson district, he has been in the state  
2 engineer's office for about 10 years. He is -- has family he  
3 grew up in Safford, and he's taken that opportunity to go to  
4 that area. So he will start in January as the new district  
5 administrator in that area.

6 DIRECTOR HALIKOWSKI: So, Dallas, when you were a  
7 district engineer, if you weren't engineering, what were you  
8 doing with all that time?

9 MR. HAMMIT: I was chasing down problems from the  
10 director.

11 DIRECTOR HALIKOWSKI: (Indiscernible.)

12 (Indiscernible crosstalk.)

13 MR. HAMMIT: Mr. Chair, you had a couple of  
14 questions on Pinto Creek, and I think Kurt gave a good update on  
15 that. I did -- they did take time and show me the project  
16 yesterday as I was coming in.

17 The project is right at almost completion. They  
18 have one more day of base asphalt. They were hoping to do it  
19 yesterday. They were all ready. It was a little cool to do  
20 that. They will need to come back in to put friction course  
21 when the weather warms up in the spring. So that project is  
22 ongoing, and we hope to have it completely done in the spring of  
23 this year, as soon as we can put friction course down.

24 On the Queen Creek Bridge, the -- if you remember  
25 right, we've moved that one year. It was in FY '23. We have

1 moved it to '24 to make room for some funding needed for I-17.  
2 You will see in the next staff recommendation to move that back  
3 forward. We have capacity to do that, and with that we will be  
4 prepared to deliver that in the third quarter. So after the  
5 first of the year next year, that will be there, as well as a  
6 project we call the Waterfall Canyon Project. The total budget  
7 we have in there is \$40 million.

8           Lion Springs, that project is -- we expect a 95  
9 percent submittal in January. We have designed -- it's fully  
10 funded for that project. The current construction estimate is  
11 \$66 million. There is a number of cultural sites in the area.  
12 We're estimating that will -- between the cultural, to identify,  
13 it, recover and monitor over time, that estimate is \$6 million,  
14 and there's 4 million in right-of-way. So the total needed to  
15 build the project is \$76 million in current-day numbers. And  
16 again, as we've seen, as we -- we let it go further, that could  
17 rise with inflation.

18           And then the next question -- and I stopped and  
19 looked at it yesterday or drove through there with Kurt  
20 yesterday on US-60. The pavement, there are definitely some --  
21 he calls it love that's needed on that roadway, and we are  
22 looking at that. We have some excess funds from the COVID, the  
23 (indiscernible) funds, and we are looking to develop our project  
24 using those excess funds. We'll bring that to the Board. We  
25 had approximately \$5 million. It will not get all the way from

1 (indiscernible) up through to 177, but we're going to scope the  
2 whole project to determine exactly what it will cost, and then  
3 take the project as far as we can with that money and then  
4 continue to go look for additional funds to go forward.

5 CHAIRMAN STRATTON: I appreciate that. I can  
6 tell you in between my stint with the City and the County, I was  
7 an area manager for United Metro Materials, and during that time  
8 at about 2001, I believe, Kiewit did the paving here. So  
9 it's -- it's a good 20 years, but a lot of traffic and needs a  
10 lot of love.

11 Ms. Daniels.

12 MS. DANIELS: Thank you, Chair.

13 On the Pinto Creek Bridge, I know that the trail  
14 system that ADOT has worked with the City of Superior on is  
15 critically important for their economic development plans. I  
16 know they have been unable to utilize those trails during  
17 construction, they're anxiously awaiting the reopening of those  
18 trails. Have we done any communication or had any additional  
19 conversation with the City of Superior and others in order to  
20 sort of get them in the place that they need to be for that  
21 economic development?

22 MR. HAMMIT: Mr. Chair, Member Daniels, I will  
23 have to follow up. I do not know at that -- not at that level,  
24 but I'll follow up and get back with you.

25 MS. DANIELS: Okay.

1                   DIRECTOR HALIKOWSKI: Board Member Daniels,  
2 Mr. Chairman, I just got a chat message from Katy. She said we  
3 met with them last week.

4                   MS. DANIELS: Terrific.

5                   DIRECTOR HALIKOWSKI: So we are talking with  
6 them. We'll follow up and get more detail.

7                   MS. DANIELS: Thank you. I know it's of critical  
8 importance to them and the entire proper corridor that they have  
9 access to recreational amenities that bring so many individuals  
10 here, assist with the economy.

11                   The other comment I'd like to make on US-60,  
12 paving, Supervisors Serdy and Goodman have been active in this  
13 dialogue and conversation about the need for some of the  
14 improvements to the pavement. So they'll be pleased as well,  
15 and I recommend if you haven't already to reach out to them and  
16 let them know that that's been moved up in priority for next  
17 year.

18                   BOARD MEMBER: We'll do that.

19                   MR. HAMMIT: And then the last thing, Mr. Chair,  
20 and the Mayor brought this up earlier. I am working with the --  
21 our sign crews on that directional sign in Superior to direct  
22 folks here. I'm going to figure out why it's not there, and if  
23 there's any roadblock to put it up, but I will report back.

24                   CHAIRMAN STRATTON: Thank you.

25                   I would like to thank you and Kurt on the Pinto

1 Creek Bridge. There were two plaques, and I requested that the  
2 Historical Society receive one of those, which they did, and I  
3 believe (indiscernible) Plaza received the other. So that  
4 historical information will remain in our community, and I  
5 appreciate that.

6 MR. HAMMIT: Mr. -- I got a phone call when we  
7 were taking down the bridge that I never thought I would get a  
8 phone call like that that it would be a bad thing. Someone  
9 called me and said the bridge did not fall down. I never  
10 thought that that would be a bad thing. Like when we were  
11 taking the bridge down, we fired off the explosives, and the  
12 bridge did not move, and so we had to go back in a couple days  
13 later to do that, but I never thought I'd get a call the bridge  
14 did not come down and it was a bad thing.

15 DIRECTOR HALIKOWSKI: Who was the lucky engineer  
16 who got to go check if the fuse was lit?

17 MR. HAMMIT: I volunteered Kurt, but he did not  
18 take me up on that.

19 DIRECTOR HALIKOWSKI: I got to tell you that the  
20 public comments were colorful about incompetence when it did not  
21 come down the first time, so...

22 BOARD MEMBER: And, Mr. Chair, just real quick,  
23 Dallas, so what you're telling me is if the first explosion's  
24 not big enough, just get a bigger bomb.

25 MR. HAMMIT: You know, we've changed it up just a

1 little bit.

2 BOARD MEMBER: Is that a military solution?

3 BOARD MEMBER: Possibly.

4 MR. HAMMIT: Mr. Chair, that's all I have.

5 CHAIRMAN STRATTON: Very good. Are there any  
6 questions for Dallas?

7 Dallas, thank you. You've done a great job as  
8 state engineer and I commend you for it.

9 MR. HAMMIT: Thank you.

10 CHAIRMAN STRATTON: Now move on --

11 MR. ROEHRICH: Dallas, you need to award a  
12 contract.

13 MR. HAMMIT: Oh, you know, I talked so long, I  
14 forgot where I was at.

15 CHAIRMAN STRATTON: I was going to make him come  
16 back.

17 Move on to Agenda Item No. 8, construction  
18 contracts, for discussion and possible action. Dallas.

19 MR. HAMMIT: Mr. Chair, Item 8A is a pavement  
20 rehabilitation project is a State Route 77 in Oro Valley. On  
21 this project the low bid was 7 million -- or excuse me --  
22 \$11,770,000. The State's estimate was \$10,588,522. It was over  
23 the State's estimate by \$1,181,479, or 11.2 percent. When we  
24 reviewed the bids, we saw higher than expected pricing in the  
25 milling and in our asphalt, both in the oil and actually the

1 mix. The department has reviewed the bid and believes it is a  
2 responsive and responsible bid and recommends award to Sunland  
3 Asphalt & Construction, LLC.

4 CHAIRMAN STRATTON: Do I have a motion to award  
5 that?

6 MR. MAXWELL: Mr. Chair, being an Oro Valley  
7 resident, driving that road quite often, I'd like to move  
8 approval of this contract.

9 MR. KNIGHT: Second.

10 CHAIRMAN STRATTON: I have a motion and a second  
11 to award the project to Sunland Asphalt as presented.

12 I'll call for the question. All in favor say  
13 aye.

14 BOARD MEMBERS: Aye.

15 CHAIRMAN STRATTON: Board Member Meck.

16 MR. MECK: Aye

17 CHAIRMAN STRATTON: Thank you. Motion passes.

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

19 CHAIRMAN STRATTON: Move on to Agenda Item No. 9,  
20 State Transportation Board policies with Floyd Roehrich, for  
21 discussion and possible action.

22 MR. ROEHRICH: Thank you, Mr. Chairman.

23 What you see on Item 9 is the proposal after  
24 working with the vice chairman, the incoming chairman, are the  
25 dates and locations for next year's Transportation Board



1 meetings. Again, we are look -- targeting the third Friday of  
2 every month for the meetings, as well as continuation of virtual  
3 meetings in conjunction with the in-place meetings or in-person  
4 meetings.

5 We continue -- we are expected to continue at  
6 least through the first half of the year until June, reassess,  
7 as we do now, monthly what are the safety elements and aspects  
8 we need to consider, and is that still the best or most prudent  
9 option to move forward, but for now we are looking at running  
10 those concurrent-type meetings.

11 But you can see the locations there. You can see  
12 the dates, and at this time I would ask that if anybody has any  
13 questions. If not, I would ask for approval of those dates and  
14 locations as presented.

15 CHAIRMAN STRATTON: Are there any questions for  
16 Floyd?

17 MR. SEARLE: Actually, Chairman, Floyd, the  
18 February 18th Nogales meeting, is there any way we could swap  
19 that with April 15th or May 20th? I might have a conflict on  
20 the 18th, and I really -- since that's my district, I really  
21 would like to make the Nogales meeting.

22 MR. ROEHRICH: Mr. Chairman, Board Member Searle,  
23 yeah, we'd happily swap them, because we've only started  
24 preliminary coordination. We have not finalized any  
25 coordination. I would defer, though, to Mr. Thompson.

1                   Are you fine with that recommendation? As  
2 incoming chair, these are the dates that you have concurred  
3 with.

4                   VICE CHAIRMAN THOMPSON: I believe that we made  
5 the various contacts, individuals who you would have a  
6 recommendation on these dates, and again, it's not final.  
7 However, I think -- I don't have a problem with it unless any of  
8 the board members have an issue with it. Other than that, I  
9 don't have a problem with it.

10                  MR. ROEHRICH: So in this case then -- and again,  
11 we only have preliminary discussions. The cities have agreed  
12 that they're willing to host, finalizing the dates after we  
13 approved it. So moving it around isn't a problem. I just want  
14 to make sure that you, Mr. Thompson, were fine with the  
15 adjustment.

16                  VICE CHAIRMAN THOMPSON: Yeah.

17                  MR. ROEHRICH: So what I recommend then is that  
18 we approve the dates and locations but move the Nogales meeting  
19 from February 18th to April 15th, and bring Flagstaff in from  
20 April 15th into February. It will be a little chillier up there  
21 but -- well, maybe not. Who knows? They don't have much snow  
22 this year. It hasn't even really been that cold.

23 (Indiscernible.)

24                  MS. DANIELS: (Indiscernible.)

25                  CHAIRMAN STRATTON: Is April one of the public

1 hearings?

2 MR. ROEHRICH: But I think we can hold the public  
3 hearings not only virtually, like we did earlier this year, we  
4 can have them, but I think as long as we have all the number  
5 identified in there, I think we will be fine. We can be fine  
6 with that.

7 MR. SEARLE: Thank you. I appreciate the  
8 accommodation.

9 CHAIRMAN STRATTON: Board Member Daniels.

10 MS. DANIELS: This is going to come across as an  
11 incredible selfish request. I just wanted to preface it. On --  
12 in November we are to be in District 1, in Wickenburg. I know  
13 we visited with Wickenburg earlier this year, and the Town of  
14 Gilbert was very, very disappointed that their meeting got  
15 canceled for a variety of reasons outside of anyone's control.  
16 Could we switch that to Gilbert and still hold it in District 1  
17 for that November meeting?

18 CHAIRMAN STRATTON: One of the things I would  
19 like to -- the newer board members that have not been on the  
20 road was -- I believe Board Member Knight and Board Member  
21 Thompson and I are the only three left that have done this for  
22 many years. Wickenburg has been a reunion place for past  
23 chairs --

24 MS. DANIELS: I am more than happy to support  
25 Wickenburg. I adore Mayor Pereira --

1                   CHAIRMAN STRATTON: I was very disappointed that  
2 Gilbert was canceled last year myself. I was looking forward to  
3 that.

4                   MS. DANIELS: I just hear from them regularly,  
5 When are you coming back? So maybe we'll pull them on the 2023  
6 early schedule. That's fine.

7                   CHAIRMAN STRATTON: Okay.

8                   DIRECTOR HALIKOWSKI: Mr. Chair.

9                   CHAIRMAN STRATTON: Being that next year will be  
10 the first time I'm eligible for a reunion, I would hope you  
11 would (indiscernible).

12                  MS. DANIELS: Board Member Searle leaned over and  
13 said I was trampling on hallowed ground. (Indiscernible.) I  
14 will retract my request.

15                  CHAIRMAN STRATTON: Board Member Maxwell.

16                  MR. MAXWELL: Mr. Chair, maybe as a possible  
17 alternative to Member Daniels' proposal is we do have the  
18 virtual meeting scheduled in August. Is there not a reason -- I  
19 mean, just look at the turnout we've had here. Traveling is --  
20 going to the different communities is one of the things I look  
21 forward to most, and I learned a lot last night at the  
22 conversation as we talked about, Mr. Chairman, at the end of the  
23 night about the differences and the needs of the different  
24 areas.

25                               So I would encourage coming out, hopefully, and

1 sticking with these in-person meetings as much as possible, that  
2 we wouldn't have a need for a virtual meeting necessarily in  
3 there. So if possible, I would recommend putting the Gilbert  
4 in -- possibly in that August meeting slot, and obviously if  
5 things change with regards to the situation, we can -- we can  
6 change it, but that's one way of getting both those things to  
7 happen.

8 CHAIRMAN STRATTON: Floyd, in this situation,  
9 would it be appropriate to adopt the schedule as presented and  
10 allow for movement later?

11 MR. ROEHRICH: So, Mr. Chairman, board members,  
12 this is your schedule. It's set by the incoming chairman, but  
13 it can be modified any time, any month. I think it's  
14 appropriate to say as amended here, with the swap of the  
15 Flagstaff and the Nogales meeting, and the consideration --  
16 because we have not talked to the Town of Gilbert. We're in the  
17 consideration of coordinating with the Town of Gilbert, and if  
18 August will work for them, come back and modify it. Absolutely  
19 we could do that.

20 CHAIRMAN STRATTON: Very good. I would accept a  
21 motion then stating --

22 MR. SEARLE: Just what he said.

23 CHAIRMAN STRATTON: -- just what Floyd said.

24 MR. SEARLE: So moved.

25 MR. KNIGHT: Second.

1                   CHAIRMAN STRATTON: Very good. I have a motion  
2 and a second to adopt the schedule with the provisions that were  
3 mentioned by Floyd Roehrich. I'll call for the question.

4                   Any discussion other than that? Good. I'll call  
5 for the question.

6                   All in favor say aye.

7                   BOARD MEMBERS: Aye.

8                   CHAIRMAN STRATTON: Board Member Meck.

9                   MR. MECK: Aye.

10                  CHAIRMAN STRATTON: Thank you. Motion passes.  
11 The schedule is adopted as presented with the provisions  
12 mentioned.

13                  I guess we're on Agenda Item 10.

14                  MR. SEARLE: Is this a conflict of interest if  
15 you introduce this one?

16                  CHAIRMAN STRATTON: I believe it is. I am going  
17 to turn this over to the director, and -- actually, I'm going to  
18 rearrange the schedule a little bit here, and I'm going to go on  
19 to Agenda Item No. 11 first.

20                  Does any board member have a suggestion of  
21 something for a future board meeting?

22                  Hearing none, then I will go back to Agenda Item  
23 No. 10 and will turn this over to Director Halikowski.

24                  DIRECTOR HALIKOWSKI: Thank you, Mr. Chairman and  
25 board members.

1           As we all know, this is Chairman Stratton's last  
2 meeting as Chairman of the State Transportation Board, and on  
3 behalf of ADOT and our staff, we just wanted to take a few  
4 minutes to thank him for his service to the department and the  
5 people of the State of Arizona.

6           When Governor Ducey appointed Mr. Stratton to the  
7 Board back in 2015, he wasn't new to us as ADOT. As we've heard  
8 from Dallas, our staff had already worked with him for many  
9 years serving as city manager and public works director in Globe  
10 and Pima County, and I have to say it just doesn't seem like six  
11 years have passed, but it's just amazing how quickly time goes  
12 by, but the knowledge you brought with you and the experience  
13 has just been very valuable, not only to us at ADOT, but to the  
14 Transportation Board and, of course, the public.

15           While you represented Pinal, Gila and Graham  
16 Counties, you've also been a vocal advocate for all of the state  
17 of Arizona, and you continually demonstrate, Mr. Chairman, the  
18 value and importance of making sure that the transportation  
19 system works for everyone, and you've helped us to make those  
20 strategic investments statewide.

21           With a focus of the future, you've been  
22 instrumental helping to fund and support many projects and  
23 studies designed to improve safety and mobility, and just a few  
24 of those to include the US-93, I-40/West Kingman Traffic  
25 Interchange Project, widening of Interstate 10, expansion and

1 upgrades to US-60, studies on I-11, the North-South Corridor and  
2 the Sonoran Corridor.

3           So over the last six years, you've been  
4 instrumental in helping us shift toward this preservation and  
5 modernization mindset. You've helped us to prioritize funding  
6 while still making great progress and efforts, and we thank you  
7 for the work you've put in, but, you know, in the end, my  
8 experience with you, I just want to say that you have been firm  
9 in your positions, but you've been always accountable to your  
10 district, the State and your fellow board members.

11           You've always been willing to willing to listen,  
12 and you have worked to find solutions, and you've stuck to your  
13 word, and you could always count on your integrity,  
14 Mr. Chairman. And although you may have not always agreed with  
15 us, you took us and you looked for consensus, and you did that  
16 with respect. So accountability, integrity and respect.

17           I just want to thank you on behalf of myself and  
18 ADOT for leading by setting the example in those virtues, and  
19 it's been a real pleasure to work with you as chairman.

20           CHAIRMAN STRATTON: Thank you.

21           DIRECTOR HALIKOWSKI: So I think we have a few  
22 small items we would like to present you with.

23           MR. ROEHRICH: I'm going to go down to the  
24 podium, but yes, if Chairman Stratton and the Director and Vice  
25 Chairman Thompson would come down here.



1                   DIRECTOR HALIKOWSKI: I thought it was just you  
2 that were going to turn letters, Floyd.

3                   MR. ROEHRICH: I will do that, actually.  
4 Although what we'd like to do is present you with some tokens of  
5 the appreciation. Well, they're parting gifts. Let's face it,  
6 you didn't win the grand prize. So --

7                   BOARD MEMBER: We're giving you some parting  
8 gifts.

9                   MR. ROEHRICH: But we're happy you participated.  
10 We're happy you made it, and hopefully next time you spin the  
11 big wheel and win \$10,000.

12                   (Indiscernible crosstalk.)

13                   MR. ROEHRICH: What I'd first like to start with,  
14 as a special appreciation and thank you, the members of the  
15 Board have all contributed towards some gifts, and Vice Chairman  
16 Thompson has brought those here. So I think, Mr. Thompson, if  
17 you wanted to present those on behalf of the board members.

18                   VICE CHAIRMAN THOMPSON: I was telling Steve that  
19 I felt very comfortable when I first came to be part of the  
20 Board. The way he dressed, his boots and his Levi pants, all of  
21 that, that made me very comfortable. So -- and then I really  
22 appreciate the support that you've been given by your wife  
23 coming to these meetings, and to me that's a big support, too,  
24 to see families traveling to these locations.

25                   And I -- it's a very honorable person that I got

1 to know, and last night it was really a good example, for these  
2 are the kind of communities that he was raised in. What a group  
3 of people that taught him to become the way he is, and for him  
4 to respond back to you and to be able to help you  
5 (indiscernible) communities. That's the way I felt. And I felt  
6 that you needed to (indiscernible) that you said some good  
7 things about things you did, and I saw him wearing a bolo, and I  
8 thought, wait, that really attracted me. I said, Wow. So we do  
9 have this. This is -- it was made by the seniors. It's a  
10 senior leader (indiscernible) on the reservation was wearing  
11 (indiscernible). I'd like to give this to you.

12 CHAIRMAN STRATTON: Thank you very much.

13 (Indiscernible crosstalk.)

14 CHAIRMAN STRATTON: (Indiscernible.)

15 UNIDENTIFIED SPEAKER: Steve. Steve. Steve.

16 MR. ROEHRICH: Hey, Steve.

17 UNIDENTIFIED SPEAKER: Steve.

18 VICE CHAIRMAN THOMPSON: Again, we do appreciate  
19 you. For some of us that don't have mothers anymore, it was  
20 very good to see that we have a mom that we look after, and we  
21 look -- that's way we feel about you.

22 UNIDENTIFIED SPEAKER: Thank you so much.

23 MR. ROEHRICH: Thank you, Vice Chairman Thompson.  
24 Those are very nice personal gifts. Outstanding. Thank you to  
25 all the board members who recognized Chairman Stratton's term.

1                   For us, we have a few gifts as well. One of  
2 these gifts that we have chosen was the three-year subscription  
3 to Arizona Highways magazine. It will start in January, and  
4 you'll get that every month for the next three years. Hopefully  
5 you'll get a lot of the places you've been as part of your  
6 tenure on the Board, minus that, you know, year and a half when  
7 you were at home. That won't be in the magazine, by the way.  
8 This isn't the Town & Country or any of those.

9                   So that is -- in recognition of that, we do have  
10 a 2022 calendar from Arizona Highways, in addition to your  
11 subscription, which will start (indiscernible). So you have --  
12 be able to tell (indiscernible). You know what I didn't do? I  
13 just thought of it. I should have opened it and marked all the  
14 board meetings, the dates and everything.

15                   DIRECTOR HALIKOWSKI: Well, what we do, we've  
16 made a little modification to the Arizona Highways calendar for  
17 you, Mr. Chairman. Floyd and Dallas and I and the other men of  
18 ADOT are each featured in a picture. I got to tell you, the  
19 handsome gentleman in the bolo tie, he's Mr. January.

20                   CHAIRMAN STRATTON: Thank you.

21                   (Indiscernible crosstalk.)

22                   BOARD MEMBER: I'm glad he waited six years to do  
23 that.

24                   DIRECTOR HALIKOWSKI: Yeah.

25                   BOARD MEMBER: (Indiscernible.)

1 MR. ROEHRICH: The next gift we have is an ADOT  
2 pen and pencil set. Again, hopefully as -- you'll be able to  
3 use that in the future and reflect fondly back on your time as a  
4 Transportation Board member.

5 MR. KNIGHT: Check it off his bucket list.

6 DIRECTOR HALIKOWSKI: I would like to say these  
7 were handmade by the equipment services shop in the welding  
8 area, but there's no (indiscernible).

9 MR. ROEHRICH: We also have a commemorative  
10 copper license plate with the terminology that you -- it's  
11 actually Roman numeral, in recognition of that as well.

12 MR. KNIGHT: Wow.

13 VICE CHAIRMAN THOMPSON: Oh, wow.

14 DIRECTOR HALIKOWSKI: Please don't put this on  
15 the back of your car. We don't want you pulled over.

16 UNIDENTIFIED SPEAKER: I thought that was his  
17 birth year.

18 DIRECTOR HALIKOWSKI: I have to admit it's been a  
19 long time since grade school when they taught us Roman numerals.  
20 I don't know if they even teach that anymore.

21 BOARD MEMBER: I think it was 1956. Isn't that  
22 what it is?

23 (Indiscernible crosstalk.)

24 MR. ROEHRICH: -- mark it down on paper  
25 (indiscernible), go back to, you know, grade school.

1                   We also -- obviously you will keep your  
2 chairman's gavel. That is personalized to you, so that is yours  
3 to take as well.

4                   And then the last item we have is a certificate  
5 of appreciation. We're going to present it to you, but I'm  
6 taking it back. I still have to get Board Member Meck's  
7 signature. We were not able to get that. And we also have a  
8 plaque that it will go into, a framed plaque that will be  
9 presented to you, and I will have that either mailed to you, or  
10 if you still continue in January, we will give it to you.

11                   So, John, you may want to read it or I can...

12                   DIRECTOR HALIKOWSKI: So be it remembered that  
13 Steven E. Stratton represented the people of Arizona on the  
14 State Transportation Board from January 2016 to January 2022.  
15 Steven represented well the interests of the Arizona State  
16 Transportation Board, the Arizona Department of Transportation,  
17 and the citizens of Arizona. We extend to him our grateful and  
18 sincere appreciation for his special dedication and his public  
19 service. His contributions were numerous, beneficial, and his  
20 labors on behalf of all the people of Arizona will long be  
21 remembered.

22                   Signed by myself and the members of the Board.  
23 Thank you, sir. Congratulations.

24                   And last, you know, I mentioned earlier about  
25 accountability, integrity and respect. This is an ADOT pin, and

1 we give this to our employees who demonstrate these qualities of  
2 leadership. They're director's pins, and so they're not given  
3 out just to anyone. We actually recognize employees each month  
4 who demonstrate these values. We call them AIR, the AIR we  
5 breathe, accountability, integrity and respect, and I'd like to  
6 just take this pin and pass it on to you and hope that you keep  
7 it in remembrance of pride of the qualities you've led us with  
8 for your six years here on the Board. Thank you.

9 CHAIRMAN STRATTON: Thank you.

10 BOARD MEMBER: That's nice.

11 MR. ROEHRICH: Mr. Stratton and director, that is  
12 our presentation. So if you have any comments or maybe any  
13 board members would like to make any comments.

14 CHAIRMAN STRATTON: I'll allow the Board to go  
15 first.

16 MR. SEARLE: That's kind of brave.

17 MR. KNIGHT: Yeah.

18 VICE CHAIRMAN THOMPSON: Floyd.

19 MR. ROEHRICH: Yeah.

20 VICE CHAIRMAN THOMPSON: Floyd, let me just once  
21 again thank Jenn and then Richard, Gary, Ted Maxwell for your  
22 contribution, for all this what we gave him coming from you. So  
23 thank you very much.

24 MR. KNIGHT: Mr. Chair.

25 CHAIRMAN STRATTON: Yes.

1 MR. KNIGHT: I would just like to thank you for  
2 your friendship. You've become a mentor for me when I first  
3 came on the -- on the Board, and I can truly say that he's led  
4 -- he's led by example. Thank you.

5 MR. SEARLE: Steve, I think (indiscernible) last  
6 night, this year just flew by. I didn't realize how quick these  
7 things go, and I enjoyed working with you, getting to know you.  
8 And Jesse, I thought you did an excellent job on the  
9 presentation, and so very well done.

10 CHAIRMAN STRATTON: This is difficult. You know,  
11 a couple weeks ago, I almost cut my thumb off. Never shed a  
12 tear, but it's -- this is overwhelming. I'm extremely  
13 appreciative. Six years does go very fast. I would like to  
14 thank my wife. As most of you know, this takes a lot of time  
15 away. She's never complained and supported me throughout.  
16 Quite right. Thank you.

17 DIRECTOR HALIKOWSKI: Mr. Chairman, if I could  
18 make one comment.

19 CHAIRMAN STRATTON: Yes.

20 MR. ROEHRICH: I have been working with the Board  
21 for over ten years now. The director, obviously even longer in  
22 looking at it, and I will tell you, what -- not only just what  
23 you brought here was so -- was so just perfectly for the time  
24 that we needed you to be here, but for you as well as your wife,  
25 you had the distinction of being the only board member in the

1 history of the Board to propose to his wife at a board meeting.  
2 You took that opportunity to really bring in the family aspect,  
3 and the Vice Chairman Thompson to recognize that. It truly is  
4 special, and that's what makes everything about your tenure here  
5 and this point in time special as well, in that, you know,  
6 Mary Lou's here as well, so outstanding. That's probably --  
7 you're probably going to be the one and only, I would expect.

8           CHAIRMAN STRATTON: You know, I have to thank  
9 Chairman LaRue for helping me with that. When we were flying  
10 back from the Holbrook meeting, we worked that out, and I have  
11 to tell you, I had a hell of a time getting her to Camp Verde.  
12 She was still working at the time, and she kept going, Why do  
13 you want me to go? But she finally relented, and I have to tell  
14 you, it was a little bit of a scare when I did that, too. It  
15 took her a little bit to respond.

16           MR. ROEHRICH: We noticed that. We noticed the  
17 pause, by the way. (Indiscernible.)

18           CHAIRMAN STRATTON: Forgive my language, but I  
19 thought, oh, shit, what did I do?

20           Anyway, all of you have been great. Chris,  
21 you've followed us the whole time I've been here, and Gabe,  
22 you've been great. Thank you. My niece came up today from Casa  
23 Grande. I appreciate that.

24           Meeting's adjourned.

25           (Meeting adjourned at 11:07 a.m.)



1 STATE OF ARIZONA )  
2 COUNTY OF MARICOPA ) ss.

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BE IT KNOWN that the foregoing proceedings were reported by me, TERESA A. WATSON, Registered Merit Reporter, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and were reduced to written form under my direction; that the foregoing 87 pages constitute a true and accurate transcript of said electronic recording, all done to the best of my skill and ability.

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

DATED at Phoenix, Arizona, this 14th day of January 2022.

/s/ Teresa A. Watson  
TERESA A. WATSON, RMR  
Certified Reporter  
Certificate No. 50876

**Adjournment**

***Chairman Steve Stratton moved to adjourn the December 17, 2021, State Transportation Board Meeting.***

**Meeting adjourned at 11:07 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